THE record of one month of aero mail has been very remarkable indeed, and has created a demand for extension of the service to Boston and from Washington to Chicago and from Philadelphia to Cleveland, Detroit and Dayton.

Here is a partial summary of the month's flying:

Date 1918	Miles flown	Hours of flying hrs.	min.	Mail carried A.	O.	Percent of performance	Arrival Wash.	N.Y.
MAY	1.	2.		3.		4.	5.	
15	339	4	07	172½	—	75%	2.50	3.37
16	500	6	53	316½	—	75%	8.30	2.58
17	570	7	10	41½	60	75%	2.35	3.48
18	450	6	40	54½	489	100%	3.20	2.52
20	315	3	31	48	256	75%	6.46	2.40
21	270	4	22	21½	158	50%	3.04	4.45
22	135	2	01	19	49	25%	6.30	4.45
23	450	5	27	49	474	100%	3.20	2.25
24	450	6	50	55½	551½	100%	3.30	2.58
25	450	9	08	46	616	100%	7.10	2.34
27	360	5	28	36	373½	75%	4.00	2.34
28	450	5	59	48	371	100%	3.00	2.32
29	450	8	09	49½	289	100%	5.00	3.00
30	No trips	—	—	37½	—	—	6.30	2.52
31	135	2	31	12½	55	25%	4.50	4.45
JUNE								
1	360	5	11	37⅝	221	75%	4.55	3.25
3	405	5	41	36	253½	75%	4.25	2.45
4	450	6	35	37½	463	100%	3.20	2.58
5	450	5	58	44½	469½	100%	3.15	2.28
6	450	6	06	54	610½	100%	4.15	3.40
7	270	4	11	20	272	50%	3.55	4.45
8	340	4	55	38	266½	75%	9.15	3.05
10	450	6	31	51½	463½	100%	4.07	2.35
11	360	6	57	40	219	75%	3.45	3.47
12	450	7	46	49	612	100%	6.05	3.12
13	450	6	43	45	719	100%	3.22	2.54
14	450	6	46	45	524¼	100%	4.30	2.23
15	450	6	23	37	616	100%	3.10	3.10

Note: No. hours dead flying for period, 17 hrs. 27 min.

The explanation of the summary follows:

1. *Miles flown:*

Leg from Washington to Philadelphia .....135 miles
Leg from Philadelphia to New York ..... 90 miles

Miles flown for the day, whether one, two, three, or four legs of the trip have been made. The aim is to get exactly the number of miles flown in connection with the mail service each day. Therefore, mileage of partial trips should be indicated.

2. *Hours of flying:*

To include the actual hours and minutes machine is in the air with mail.

3. *Mail carried:*

In this column, under A, give pounds of aeroplane mail, and under O, give pounds of ordinary mail.

4. *Percentage of performance:*

Round trip, Washington-New York, consists of four legs, each leg valued at 25% if completed by aeroplane and not by train before close of day.

5. *Arrivals:*

Time plane reached Washington and New York, or, if train carrier, the scheduled time.

The aerial mail service between New York, Philadelphia and Washington is proving to be of great value in defining problems to be solved to permit aerial navigation on schedule time for war and utilitarian purposes.

The military authorities in charge of the Aerial Mail lines, together with the Postal authorities and the Aero Club of America officials have held a number of conferences to define the problems to be solved and the possible way of solving them.

When the aerial mail line started there was no data available regarding meterological conditions and the ways and means of overcoming the difficulties created by changing weather conditions. The aviators had had very little experience in cross-country flying, and there were no definitions of the conditions to be met in the attempt to fly daily on schedule time between New York, Philadelphia and Washington.

After a series of conferences between the military, Postal and Aero Club of America authorities, the following problems and possible solutions have been defined, and their definition promises to bring about developments of great importance from a military as well as a utilitarian standpoint, and greatly advance the possibilities of aerial navigation over great distances.

The following authorities participated in the various conferences:

Captain Charles Andrew Willoughby, A. S. S. C., in charge of the Aerial Mail Service for the Army; Captain B. B. Lipsner, of the Lubrication Division, Department of Aeronautics, U. S. Army; Second Assistant Postmaster General Otto Praeger, Louis C. Boldenweck, Superintendent of the Aerial Mail Service; Alan R. Hawley, President, and Henry Woodhouse, Member of the Board of Governors, Aero Club of America; Augustus Post, Secretary, Aerial League of America; Lieut. Torrey H. Webb, Lieut. Paul Culver, Lieut.