

A Record of Aerial Achievement

By George A. Mackie.

A RATHER unique event in connection with Aeronautical enterprise occurred on Saturday, October 28th at Lachine, Quebec, when an informal reception was held under the auspices of the Aerial League of the British Empire, Montreal branch. The aeronautical equipment and personnel was furnished by Laurentide Air Service Ltd. and the Canadian Aerial Service Ltd. An account of the affair could not be obtained in time for insertion in the current issue of this publication but it is hoped that this will be available for the December issue of the Illustrated Canadian Forestry Magazine.

Some figures have recently been obtained concerning the flying operations of Laurentide Air Service for the period from May 1st to September 30th inclusive. During that period, the machines operated by the company carried a total of 627 passengers a distance of 62,288 passenger miles. Including the crew required for operating the machines, the distance flown was equivalent to carrying one person 164,327 miles. To do this, two machines covered a total distance of 53,066 miles. The total useful loads carried aggregated 44.48 tons, and the operating loads, that is gasoline, oil, operating crew, equipment, etc., brought the total loads carried up to 231 tons. The various distances covered, made this equivalent to carrying one ton of useful load 7,901 miles, and the total of all loads carried, to 38,191 ton miles. During the period of these remarkable operations not even a minor injury has been sustained by either passengers or personnel, and not a pound of the valuable cargoes has been lost. Air lines have been established as far north as Rupert House on James Bay, and south to Lake George, N. Y., and east and west from Clarke City on the Gulf of St. Lawrence, to Hearst, Ont. The operations have consisted mostly of Forest Fire Patrol, Timber Reconnaissance, Aerial Photography, and Transportation.

12,000 square miles of unmapped country, 300 miles north of the Transcontinental Railway have been reconnoitred, a topographical map produced, timber inventory taken, water power determined and mineral resources investigated, all by aircraft, a feat which would have been impossible at any cost, by ordinary ground method.

All photographic production has been under the supervision of Fairchild Aerial Survey, (of Canada) Ltd. and great progress has been made in the perfection of aerial photographs which have proved of great value in timber estimating, mapping, etc.

Record Flights have been made from

Cochrane to Grand'Mere.....	6 hours, 50 minutes.
Grand'Mere to Clarke City.....	6 hours, 15 minutes.
(via Tadousac, Shelter Bay, and Pentecosti.)	
Montreal to Toronto.....	3 hours, 43 minutes.
Grand'Mere to Remi Lake (1,200 miles	12 hours, 25 minutes.
(via Toronto.)	

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AVIATORS' COMPENSATION

REGULATIONS governing the payment of compensation for death or injury resulting directly from aeroplane flights undertaken in the course of duty by public servants of Canada, have been made public by the Government. They provide for the payment of compensation approximately on the same scale and in the same manner as at present awarded under the Pensions Act to members of the Canadian Air Force. The annual rate of the total emoluments which the civil servant was receiving at the date of death or injury, form the basis for fixing the amount of compensation to be paid.

The compensation to be paid for death or injury to a civil servant in receipt of \$1,200 or less per annum, shall be the scale of pension as provided for a military private; over \$1,200 and not more than \$1,800, the scale of the pension provided for a sergeant; over \$1,800 and not more than \$2,400, the scale of pension as provided for a lieutenant; over \$2,400 and not more than \$3,400, the scale of pension for a captain, and over \$3,400, the scale of pension for a major.

The regulations have been passed "in view of the extent to which aerial observation is now utilized by certain departments of the government."