

carried inspectors over the fires to get a bird's-eye view of the fires. The inspectors, with the information thus obtained, dropped written instructions to the land forces as to the disposal of men and equipment to most effectively combat the flames. The aeroplanes were also used to transport men and fire-fighting pumps to the places where they would be most effective and they served as well to transport supplies and act as lines of communication. In one case, supplies for 53 men in one particularly "hot-spot" were provided by these aerial carriers. Pilot Wilshire flew his machine for seven successive days on one job, his flying time for one day running as high as six hours and averaging for the month above mentioned 3 hours per day. This flying was done in all sorts of weather, wind, rain, fog, hail and smoke proving no deterrents to this persistent patrol. The work was all done without the slightest mechanical trouble and operations were never suspended through unfavorable weather conditions.

The results accomplished seem to justify certain claims on behalf of this aerial enterprise. Inspection from the air can be carried out in a fraction of the time required by ground forces. Fewer inspectors may thus be used and only the most capable of these need be selected by reason of the reduced number. These inspectors may view a given area three times a week while a ground organization may cover its entire territory only once a month. Thus a fire may start a day or so after a ranger has made his rounds so that in the natural course of events it will not be detected by him for a number of days—if not weeks. Then again, after detection, the aeroplanes can bring in the skilled men first and they, after viewing the fire from above, can better make their plans for fighting it after they have been landed at the best strategical point. Every man thus transported is an "effective" as none of them is needed for transportation of supplies or keeping up lines of communication.

The question of costs may not be discussed here. Admittedly it is not a cheap operation. Big problems however, require effective solutions. So far as capital outlay is concerned, it is probably cheaper to buy aeroplanes than to build proper roads through forest areas. The facts above related may cause some of those skeptically inclined to think again. That is what is needed.

BIPLANE FOR SPANISH RIVER.

A NEW biplane, purchased from the Dayton-Wright Company of Dayton, Ohio, by the Spanish River Pulp and Paper Mills, Ltd. for forest survey work, is now on duty at Sault Ste Marie, Ont.

The machine, which is of the Float type, with dual engines, can carry ten passengers, and has a flying range of 400 miles. It can develop a speed of 118 miles per hour at 2,000 feet altitude, and its normal cruising speed is from 90 to 95 miles per hour. An important feature is that it will maintain its altitude with only one motor running.

The machine will proceed from the Sault to Michipocoten River, which will be its base for the Summer's operations. It is planned to make an aerial survey of 1,000 square miles northwest of Michipocoten.

M. S. Beal, who was two years ago assistant to Captain Geo. Simpson, who flew the previous plane operated by the paper company, and was afterwards killed when a machine he was flying fell into the Mississippi River, will be photographer and executive officer.

The other members of the crew are: W. E. Lees, pilot and captain; A. K. Horton, mechanic; W. F. Whitman, rigger; J. E. Doty, assistant photographer.

Actions Speak Louder---

During the Month of June:---

- One flying boat in one flight spotted over 20 fires; getting location, approximate area, direction of spread and other details about each.
- One flying boat in one day carried three executives over fires on their limits; travelling in all over 400 miles and enabling each to make intelligent plans for protection of his limits.
- One flying boat transported supplies and equipment for fifty-three fire fighters and continued this service for several days. Every man was an "effective," and the fire was checked.
- One flying boat flew on seven consecutive days in all kinds of weather; proving again that the aeroplane is not a fair weather toy.
- One flying boat flew from Montreal to Toronto in three hours, forty-three minutes, carrying over a ton of useful load.
- Scores of forest fires—many of which could have been checked or limited by prompt detection and quick transportation—cost you—as a Canadian—many times more than the provision and operation of an efficient aerial patrol with modern fire fighting equipment.
- Many men, who previously had honest doubts as to the usefulness of the aeroplane became converted and are now among its strongest boosters.

Aircraft service is the cheapest form of limit insurance available to day, but is cheap only when the proper types of machines are properly operated. This is a business by itself, and takes years to learn.

Laurentide Air Service, Limited, carried out all of the operations detailed above—and many others which to mention would take more space than our advertising budget permits.

We can help in protecting your limits, and welcome inquiries.

Head Office:

Lake of the Woods Building, Montreal.

Air Stations:

**Lac à La Tortue,
P. Q.**

**Remi Lake,
Ont.**