

or areas like Memel, whose fate is not yet determined, so that the populations of these districts shall not cease to imbibe the true gospel of Deutschtum.

Aeroplanes leave Berlin early every morning loaded with newspapers. Hydroplanes serve the same purpose for the Island of Sylt, off the coast of Schleswig, leaving Hamburg immediately on the arrival of the Berlin journals by train.

A Service Everywhere.

Reverting to the aerial "Bradshaw," a glance at the advertisements reveals still further enterprise. Here, for example, is the Hamburg-American line offering its own services to any town in Germany. It will send passengers or goods by special aeroplanes available to start at the shortest of notice. Another firm supplies aerial photographs, suggesting their particular desirability for enterprising financiers on the lookout for suitable sites for establishing new settlements and spas.

During June the machines of the Lloyd Ostflug flew 41,480 kilometers without a single accident since the start of the service. Junker all-metal cantilever-wing limousines are used on the service, and are of a type suitable for it in that, owing to the possibilities of forced landings in open country which lacks accommodation, the metallic construction renders the machines almost weather-proof.

It is in France, however, untrammelled by the troublesome air restrictions forced upon Germany by the Allies, says another writer, the Paris correspondent of the New York "Herald," that civil aviation and air transport have received their

greatest impetus. Working quietly over the space of the three years since hostilities ended, we are told:

France has accomplished records that are perhaps less imposing than the crossing of an ocean or the scaling of mountain peaks, but which nevertheless have placed her to the fore as a leader of the world's aeronautic development.

The year 1920 was spent in the successful remodeling of the whole system of aviation. Under a new branch of the

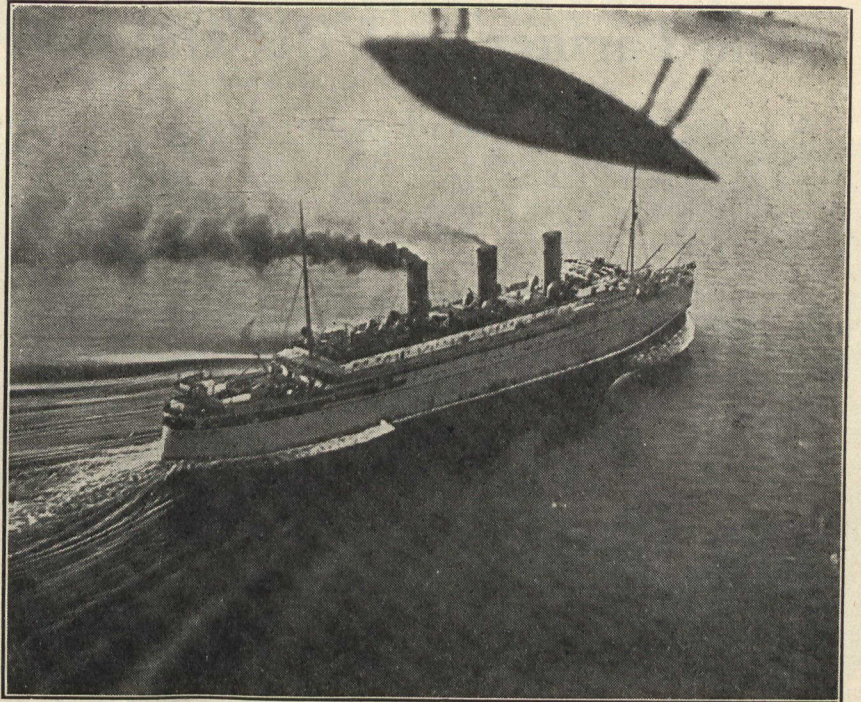
national government, an Under Secretariat for Aeronautics, the principle of unity of technical control has been reconciled with autonomy in the administration of the commercial, military and naval branches.

This department, nursed by the parent government through a separate budget, has assisted financially in the establishment of the prodigious net of commercial airways across the land. It is responsible for the preparation of efficient training centers, has instituted pilots' schools, created a national office of meteorology, and is at present seeking not only the betterment of commercial aviation but the encouragement of scientists and inventors who have turned their attention to aeronautics by offering substantial bonuses for improvements to the motor, control of the planes and everything that goes to make up the ship of the air.

It is the ambition of the French enthusiasts to permit one to breakfast in any part of France and lunch the same day in the most distant corner. Travel that requires more than twenty-four hours on the fastest express trains, from the Channel to the Riviera, has already been accomplished between lunch and dinner time. The whole programme of international airways now being worked up by the French department would permit breakfast in Warsaw and dinner the same day in Morocco, ordinarily a voyage by train and boat of four or five days.

A fraction of the progress made in the development of air travel is indicated in statistics compiled by this government de-

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Another use of aircraft in Canada: following the Empress of Russia into Vancouver to prevent the illicit trade in drugs. Formerly, packets of drugs were dropped from ships into the harbour with buoys attached, to be picked up by confederates.



"Land of the forest and the lake" as the airman sees it.