

miles covered.

Owing to the fog we were obliged to spend the night in St. John.

On the following day the fog had not improved, but knowing it would be clearer inland to gain altitude. Then taking a north-west course with a twenty-knot head-wind blowing we flew until we reached the International boundary where we altered our course to north. Several times during the afternoon we sighted storms ahead, but in each case we easily circumvented these; until, passing over Eagle Lake, Maine, we encountered a larger storm with low clouds which forced us to land for the night. We had flown for 3 hours and 23 minutes, and covered a distance of 160 nautical miles.

We were then only 38 miles from Lake Temiscouata, where we hoped to obtain a supply of gasoline, so although the clouds were still low and threatening the next day we took the air at 11.40 and arrived at Temiscouata forty-five minutes later. Here our hearts sank for our order of gasoline had not arrived. We had been obliged to fill with second quality gasoline at St. John, but here the only thing obtainable was motor boat gasoline, but we decided to try some anyway as Riviere du Loup was only 35 miles ahead with chances of obtaining some proper gasoline. We got away at 5.5 p.m., and having the wind in our favor reached the coast in thirty minutes.

The St. Lawrence was just recovering from a storm and when we had taken an extra large load of fuel aboard, we were unable to get off the water owing to the cross sea running.

Sunday morning with a strong north-east wind blowing proved excellent weather to continue, so we made our take-off at 1.5, arriving in Three Rivers, 170 miles away, in 2 hours 25 minutes. Here we were met by the president and directors of the St. Maurice Forest Protective Association and the mayor of the city, the Hon. Tessier. The mayoress presented a bouquet to Mrs. Graham, to whose hard work as navigator the success of the flight was greatly due.

Leaving Three Rivers at 7.15, we proceeded up the St. Maurice valley to Lac la Tortue, a twenty-five minute flight, thereby finishing our six hundred and fifty mile (land miles) flight with a flying time of nine hours and a half.

The machine is a Curtiss flying boat, H S2 L, fitted with the famous Liberty 12 cylinder motor which deserves a special word of praise for ab-

solutely no trouble was experienced either with the motor or the plane.

We have a second machine to bring from Halifax, and we will probably leave about June 21st, making the complete trip between sunrise and sunset.

## ASKED IN PARLIAMENT

### Questions

1. Has the Government received any complaints with regard to the Forest Products Laboratories of the Department of the Interior?
2. Have certain of the leading officials of these laboratories left, and are others about to leave, owing to the fact that wholly inadequate salaries are being paid?
3. Is it the intention of the Government to increase the salaries of trained experts in this Department in order that its value to the lumbermen and paper makers of Canada may be increased?

### Answers

1. Representations have been made that a higher state of salaries should be paid to the technical staff.
2. Certain officials have resigned intimating that better opportunities were offered outside.
3. The matter of salaries is being dealt with by the Civil Service Commission in connection with the reclassification of the Civil Service.

## TREES FOR PRAIRIE HOMES.

Since the inauguration of tree distribution by the Forestry Branch of the Department of the Interior, 45,357,146 trees have been distributed for planting on the farms in the prairie districts. All these trees were planted on farms, and 85 per cent of them are growing successfully, but there is room and necessity for as large a distribution for many years yet, according to the report of the Director of Forestry, which is a part of the annual report of the Department of the Interior for the last fiscal year, which has just been issued.

The number of trees distributed to farmers in 1917 was 8,400,000, the largest in the history of this work, and these were distributed to 4,561 applicants. Owing to poor seed conditions in 1916 and an unfavorable year in 1917, the supply available for distribution in 1918 was considerable smaller.