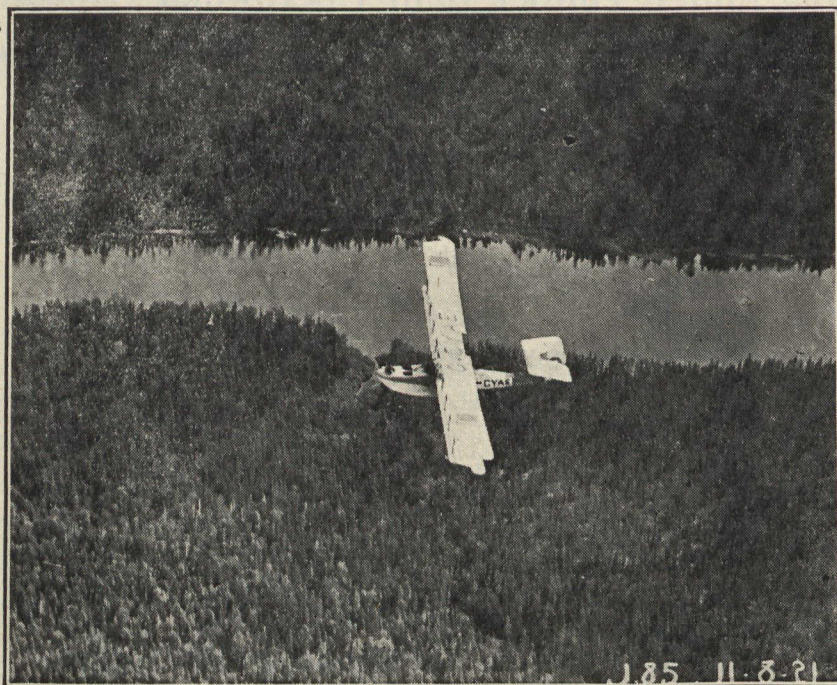


Europe Adopts Civil Aviation as Sound Business



A unique photograph taken by one plane of another while surveying forest lands in Northern Ontario

While aviation in Canada is yet in its swaddling clothes awaiting further proof of its service possibilities under Canadian conditions, it is good to turn our eyes overseas and learn what French initiative and susceptibility to new ideas has already accomplished with aircraft. In the opinion of the Canadian Forestry Magazine, no amount of timidity or prejudice can hold back the practical application of aircraft to certain of the field operations of the lumber and paper industries of Canada and Government fire prevention and forest survey projects. If time means money, as it actually does in all these enterprises, then the aeroplane or seaplane must find its place in the equipment of the progressive wood-using industry. Too much emphasis cannot be laid on the necessity for securing the most expert advice, from persons and firms concerned not in stunt flying or in ornamental aviation but in the adapting of aircraft to plain economic ends. Such firms can be found in the advertising pages of the Canadian Forestry Magazine.

An Aerial Time-table.

The countries of continental Europe, particularly France and Germany, are leading in the development, with England and Italy close seconds. Almost every capital in Europe, except Berlin, is now linked with Paris, or about to be, by regular air lines, many with daily service. In Germany, the air lanes are shorter, being mostly confined to the nation's own territory, but, it appears, they are hardly less thoroughly developed and they connect with lines that lead nearly every-

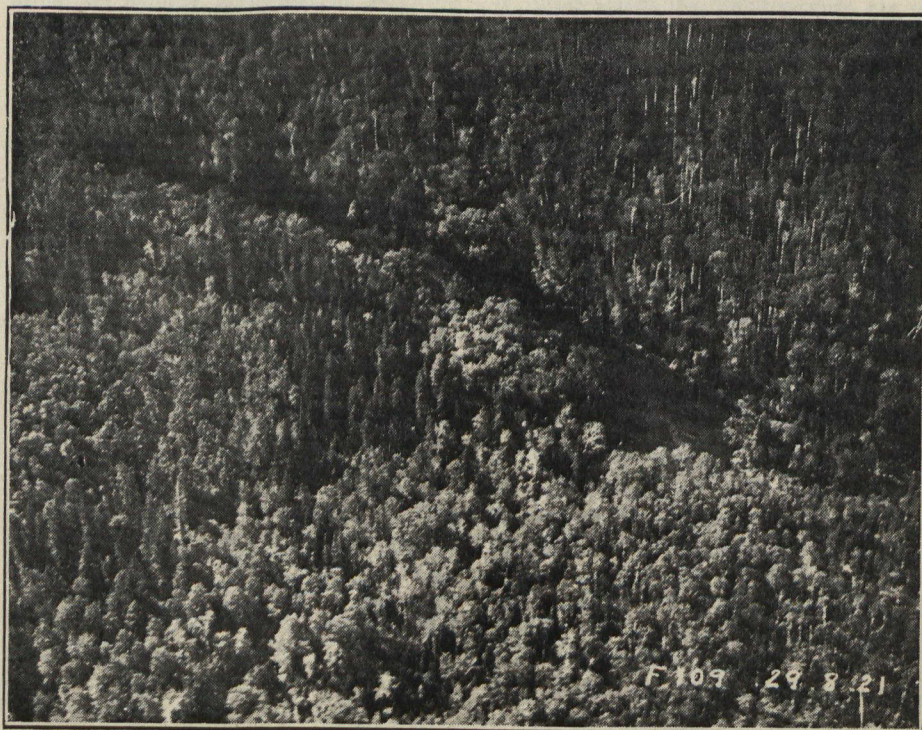
"Aerial Age" (London) quotes him further:

Fourteen pages alone are filled with the details of regular daily or twice daily services to places within the borders of Germany. They give to the minute the times of departures and arrivals. There is not even a saving clause about wind and weather permitting, so that it requires quite a mental effort to realize that before one are the pathless tracks of the air and not steel railroads.

By arrangements with Holland and other neighboring countries long distance services are linked up with England and Scandinavia. There is a map which shows at a glance the principal daily services inside Germany and their communications with overseas routes.

To this regular passenger transportation all sorts of subsidiary services are being added. The flying post, for instance, is rapidly developing, especially as it is not burdened with any special regulations apart from a slightly higher tariff. All one has to do to insure this speedy delivery is to mark the letter "by flying post," and drop it into any letter box in the ordinary way. In this matter, too, international arrangements have been made so that a letter posted in Berlin at 7.30 o'clock in the morning reaches London, for example, at 5.30 the same evening.

One interesting use of the aeroplane, to which special attention is directed, is for keeping the rest of Germany in swift touch with the lost territories, such as Danzig,



An aerial "oblique" photograph by the Dominion Air Board illustrating how clearly timber can be differentiated from "on top".