

Laurentide Air Service's Record

A DEVELOPMENT, of interest alike to Forestry and Aviation well-wishers is the formation of the Laurentide Air Service under the direction of Mr. W. R. Maxwell, former Chief Pilot for the Laurentide Company, Grand-Mère, Que. Mr. Maxwell has had a long and successful experience operating aircraft. Previous to his connection with the Laurentide Company he operated flying boats in Northern Ontario making several successful return trips to Hudson Bay. He has had considerable experience with aircraft operations applied to forestry which will be of great assistance to this Company in their new venture. With Mr. Maxwell is associated, as operating partner, Mr. H. D. Wilshire, who also possesses a long record as a successful commercial pilot. He is also operating Vice-President of the Canadian Aerial Services, Limited, Montreal. With the practical experience of these two men at the disposal of the Company, the successful operation of its equipment is assured.

Mr. Thomas Hall, of the Hall Engineering Company, Montreal Dry Docks, etc., who is a third partner, supplies the financial experience necessary to the successful operation of the Company. His business judgment and financial standing ensure its stability and permanency.

This Company, with headquarters and main air station at Lac La Tortue, Que., will specialize in the operation of aircraft on woods work, such as aerial photography, exploration, transportation, fire patrol, etc. The past record of the Company's personnel, a synopsis of which is included in this article, assures efficient operation, and the success or failure of the enterprise as a business venture depends entirely upon the support accorded it, by those forestry interests who will now have an opportunity of proving the practical value in woods operations of aircraft which are now generally recognized as a necessary adjunct to this work.

In connection with the announcement of Laurentide Air Service, which is in reality becoming the operating branch of Canadian Aerial Services, Ltd., Montreal, some facts concerning the major operations of Canadian Aerial Services, Limited, for the season 1921 are of more than passing interest.

The season opened March 27th. Six Curtis JN4's and one Avro 504K were operated. The officials of the Company are as follows:—

President, Thos. Hall; Vice-President, in charge of administration, R. B. J. Daville; Vice-President, in

charge of operations, H. D. Wilshire; Managing Director and Secretary-Treasurer, A. E. Walford.

The operations carried on were advertising, aerial photography, exhibition flying, instruction, passenger joy rides and aerial transportation. The total number of hours flown were divided as follows:—

Cross country transport 90; advertising 40; photography 110; instruction 54; exhibitions 30; joy rides 66 total 390 hours.

There were 336 passengers carried, and the range of flights was: Ontario, as far west as Port Colborne and Niagara Falls; Quebec, north to Mount Laurier, east to Rivière du Loup; New Brunswick, Nova Scotia, Maine, New York and Vermont.

Among the outstanding trips were:—Montreal to Niagara Falls, Ont. This was an advertising trip and photographic advertising work was carried out for Brandram-Henderson, Limited of Montreal, and Tobacco Products Corporation, also of Montreal, over all towns and cities on the G. T. R. between Montreal and Toronto and over Toronto, Hamilton, Niagara Falls, Welland, St. Catharines and Port Colborne. The total mileage on this trip was 2,100 miles, without breakdown of any description. Later in September a machine left Montreal, flew to Chatham, N.B., from Chatham to Moncton, to Prince Edward Island, to Fredericton, to Edmundston, from Edmundston via Rivière du Loup up the St. Lawrence to Montreal—a total mileage of 3,700 miles without mechanical breakdown of any description. The return trip was made from New Brunswick in 5½ hours.

The one great difficulty on these trips was the selection of suitable landing fields. Quebec and the Maritime Provinces, it was found, lend themselves to seaplane or flying boat activities, to a much greater extent than to land or aeroplane activities, due to the large number of rivers and lakes scattered over their entire area. The country is settled and farmed along waterways, but in most sections the interior is all wooded. These farms along waterways are the only landing grounds for aircraft other than water machines.

The fact that the rather extensive operations above outlined were carried out without injury to personnel or serious damage to equipment is a tribute both to the efficiency of the Company's operating staff and to the practicability of aircraft as a safe and rapid means of transport over long distances.

American Forest Regulation

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