



"H. S. 2 L" Flying Boat—1 Liberty Engine, 400 H.P., used at following air stations: Vancouver, Victoria Beach, Man., Sioux Lookout, Ont., Ottawa, Roberval, P.Q., and Halifax.

The efficient administration of the forests of Canada is therefore of prime importance. Why have foresters turned so eagerly to aviation? A study of their reports, and the articles published from time to time in this magazine and elsewhere, show that flying assists their administration in two most important respects—reliable information as to conditions throughout their territory, and immediate control of the forces at their disposal—failing which their work is hampered and oftentimes done in the dark.

The immense territories over which their forces are scattered, the paucity of present methods of communication and the difficult nature of the country to be traversed, make intercourse difficult and reconnaissance a long and arduous undertaking. The aeroplane or flying boat laughs at such difficulties; distance is nothing to it; journeys which formerly took weeks or months, are now completed comfortably in a few hours; forces can be moved from point to point over impassable country with ease and certainty and, above all, the exact conditions existing in any part of a reserve can be readily ascertained and immediately reported. This is what flying has done for the forester; nor is it too much to say that, though still in the experimental stage, it will make it possible, before many years are over, to bring under supervision and control the whole of the woodlands of Canada.

The work done from the Air Station at Vancouver for the Government of British Columbia was graphically described by Major Andrews in the last issue of this magazine; and nothing need here be added to his description, except to say that it is the earnest hope of the Air Board that his Department will continue to take

advantage of the facilities provided at Vancouver Station, the cost which was in part defrayed by the Provincial Government.

For the Forestry Branch of the Department of the Interior, patrols have kept under constant observation the lower Fraser Valley, the Thompson Valley, and the Shuswap Lake District; while, further afield, many inspection and reconnaissance flights have been successfully undertaken. The district covered during the year includes Vancouver Island and

the territory adjacent to the main line of the C.P.R., as far east as Revelstoke, and a sub-station has been maintained at Kamloops for work in the interior regions. The total flying time to October 31st was 438.15 hours, giving an approximate mileage of 32,600 miles flown. The machines in use were four HS 2L Flying Boats and one F3 Twin Engine Boat.

Flying in Alberta.

Passing eastwards to High River, Alberta, the work there has been almost entirely for the Forestry Branch of the Interior Department. Daily patrols have visited the Bow River, Clearwater and Crow's Nest Reserves. Wireless is used on the machines for reporting fires; and every fire in the reserve was in its early stages reported from the air. Patrols leave the Station daily—one month to the Clearwater River, the other south to the International Boundary. No patrol during the season has failed to finish its allotted task. The flying efficiency has been remarkable; it has enabled the Station to maintain an almost unbroken record throughout the year. A reconnaissance flight to Jasper Park was undertaken in September, with a view to ascertaining the feasibility of aerial patrols for fire protection in the National Park. Three days flying there enabled the Park Superintendent to cover all his territory and explore many parts of it never before visited. Aeroplanes only are used at this Station, five DH 4 machines being in service. Flying time 712.34 hours; miles flown 70,633, up to October 31st.

