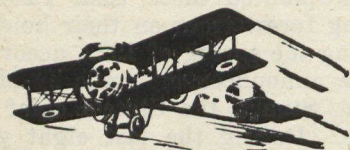


AERONAUTICAL SECTION



A department devoted particularly to the application of aerial methods in forest conservation and generally to the promotion of sane civil aviation in Canada.

Canadian Aviation in 1923

Commercial aircraft operations on a much larger scale than ever before will be undertaken

(Specially contributed to the Canadian Forestry Magazine)

THE Flying Season of 1923 should be a banner one for Commercial Aviation in Canada. After four years of the hardest kind of missionary and experience-gaining work, the commercial situation has greatly crystallized through the elimination of joy-riding and other non-commercial flying and the development of woods operations, such as fire patrol, aerial sketching, photography and transportation in the North country. There is, of course, a certain volume of work in the more settled areas but this is comparatively small as yet.

During the four years of the development period of commercial aviation, the operating personnel have gained a great deal of valuable experience and data on problems peculiar to the commercial side of the business and the result is that 1923 work is being carried out on a thoroughly sound basis and with every prospect of continuing its past success from an operating point of view and increasing the financial returns to be secured through this new industry.

Operations in Quebec.

So far as is known, there will only be two distinct commercial companies in Eastern Canada. Messrs. Price Bros. are continuing the operating of their aircraft department which has proven such an efficient and profitable one in their work during the past three years. No details are available at this writing as to their personnel or the operations to be carried out but it is understood that the work of forest survey, fire patrol and photography will be continued. Price Bros. were pioneers in aircraft development and are continuing their research work.

The Laurentide Air Service, Limited, announce a programme which involves a very large degree of expansion over their 1922 programme, which comprised over 700 hours, or more than one-third of the total commercial flying in Canada during that year. Development work has been carried out throughout the Winter with machines fitted with skis and a considerable amount of valuable data accumulated on Winter flying and wireless telephony.

Big Plans for Ontario.

Ontario should continue to be the most important sphere of operations. Remi Lake will be continued as a main Ontario base for the purpose of completing forest survey of that area and the handling of transportation work into James Bay and the adjoining areas. A new station is to be established on Lake Nipigon. The Ontario Government intend to carry on an aerial inventory of forest areas in this vicinity and the work will be done from Orient Bay. It is also expected that a considerable volume of work will be available in the transportation of

fishing, hunting and camping parties, who require quick transport through this sportsman's Paradise. This part of Ontario has always been a Mecca for lovers of out-door life but one of the big difficulties has been transportation into the inaccessible points and with aircraft service available it is expected that a great increase in number of tourists, campers and sportsmen will occur.

At least one, and possibly two additional sub-bases will be established at other points throughout the Province for the carrying on of further operations. The details of these are not available but they will consist largely of transportation and survey work.

In Quebec the work has not yet been settled. Until the plans of the Air Board are complete it is almost impossible for commercial companies to make definite plans because of the fact that the Quebec Government has worked with the Air Board in the past and naturally the Government work involves a considerable proportion of the total work available for the Province. The Company's main station at Lac à la Tortue, near Grand'Mere, will, of course, be continued and from this point a considerable amount of fire patrol, survey and photographic work has been contracted for. The operations will be extended beyond the limits of the work carried on during 1922 and it is expected that one or more machines of a land type will be operated for special photographic work which can be more efficiently carried out with this type. There is a possibility of another station being opened in Quebec but no plans have definitely been formed.

Operations of U. S. Companies.

Two other operations have been announced by American interests, but neither of these affect forestry work. The Aeromarine Airways, Ltd. of New York have announced their intention of flying into Hudson Bay, using a fleet of two F5Ls carrying eleven passengers and equipment each, and one H.S.2L. five seater. The trip is being planned and carried out by American business men, primarily as a novel holiday, but it is felt that this scheme holds promise of their becoming interested in Canadian enterprises in the areas to be visited and it would not be surprising if the trip resulted in a stimulus to Canadian mining and forestry work in some undeveloped regions.

The daily press contained reports some little time ago of the organization of International Airways, Ltd., a Canadian subsidiary of International Airways, Inc., which is presently being organized in the United States for the purpose of developing a net work of air lines radiating from Chicago, and which it is intended will eventually include Toronto and Ottawa, as a Canadian extension. An American machine was in Toronto for some days this Spring carrying on propaganda work for