

The river was particularly smooth and even had it been very rough, channels between islands lend themselves splendidly for landing of machines, on skis, with plenty of protection against wind and storm.

The Return Flight

"Monday noon after getting all the information necessary and having secured the mail from Revillon Frères, we took off toward the North, circled the Post once and headed South up the Moose River. Clouds at one thousand feet prevented us from making the long hops across points. Some forty miles from the Junction of the Abitibi and Moose Rivers the engine started to vibrate and a landing was necessary. A repair was made to a broken push rod and we took off again. It was snowing and the wind was from the South-East. We flew low over New Post dropping several cakes of soap and the Bay mail. While at New Post we had been advised by the Hudson Bay Company's factor there that the Post had been without soap for a considerable period of time and requested that if possible we get a supply from Moose Factory and drop it at New Post on our return trip. On arrival at Moose Factory we reported this shortage to the factor there and secured a supply. On our return trip we carried mail from Moose Factory for New Post. This mail and the soap were tied in packages to which we attached small balloons. On arrival over New Post on our return journey we circled low and these packages were dropped, landing directly in front of the Hudson Bay Company's house. After leaving New Post we flew for a short distance and found it was necessary to land and refuel. The snow was deep and a flying start was necessary. After the machine was in motion we hopped in and took off. The weather had changed to a clear sunny day and at the last bend on Kettle Falls on

the Abitibi we cut across to Cochrane. Our flying time on the return flight was two hours and thirty-five minutes.

"The Abitibi, the Moose and practically all of these rivers lend themselves beautifully to Winter flying. The new skis functioned well. We suggest the use of improved boxed skis. These would prevent the machine from slicing in when taxiing on turn. We found that oil if properly heated and engine members also heated before flight function quite well even under severe cold weather conditions. Snow shoe trails could easily be detected on lakes and rivers from a height of 3,000 feet. The engineers on extension to the T. & N. O. Railway could be seen at work above rapids.

Other Flights Made

"Following this flight, three additional flights were made from Cochrane to Moose Factory and flights were carried out around the shores of James Bay, the temperature varying from zero to forty-six degrees below. These flights were carried out without mishap with one exception. Pilot J. H. St. Martin had a forced landing due to a broken connecting rod, sixty miles North of Cochrane, necessitating a snowshoe tramp over this distance to secure spare parts to effect repairs. This trip, and the return trip from Cochrane by dog team occupied four days; the machine being ready for flying on the morning of the fifth day. The trips were carried out without any accident to personnel, and though considerable hardships, due to cold and exposure to extreme weather were experienced, on the whole the various trips were enjoyed by all concerned."

Commenting on the operation, an official of Canadian Aerial Services, Limited, said: "We feel we have every reason to be proud of the manner in which the operation was carried out. It was pioneer work but it has de-

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