

COMMERCIAL AERONAUTIC DEVELOPMENTS IN CANADA

Dominion Beginning to Realize the Advantages to be Had in Aerial Communication in a Country Divided by Great Barriers of Nature, Wild and Inreclaimable Wildernesses or Manifold Chains of Mountains.

By Major General Sir F. H. Bykes, G. S. E., K. C. B., C. M. G., Controller General of Civil Aviation.

London, Nov. 9.—(Through Reuters Agency.)—Within the British Isles the short distances, the compactness of the railway communication, and the variability of the weather combine to limit air transport but there exist in Canada great opportunities for the development of civil aeronautics. The distances between commercial centres, the broad inland waterways beside which many cities are situated, the stable climatic conditions, and a young and enterprising business population all united to present a great opening for the employment of aerial communication.

It has been said that the cultivable and habitable parts of Canada are "divided from each other by great barriers of nature, wide and irreclaimable wildernesses or manifold chains of mountains." Today advantage can be taken of aircraft as a means to extend the influence of railways, and it will produce an impetus in every branch of Canadian commerce. For aeroplanes and flying boats the possibilities in Canada for successful exploitation are largely free from physical restrictions.

As an introduction of the manner in which aircraft may assist ordinary commercial intercourse and provide the means of developing virgin lands where neither railways nor telegraphs have yet penetrated, an air route employing either land or water aircraft might be established to link up Quebec with the Lake Superior terminus of the Canadian Pacific Railway, whence services might radiate to Winnipeg and thence over the intervening 1950 miles to Vancouver, and to many parts of the North Western Provinces.

On the trunk always the time saved on the journey would be well worth the extra cost involved. With the development of civil aerial transport, and as new towns spring up in Canada, there will be the advantage that aerodromes can be placed in their very centre instead of perforce having to be located outside, as is the case with existing cities in older and more settled countries.

Apart from postal, passenger and light goods traffic, many other possible uses for the aeroplane exist in Canada, such as fire and hunting patrols, timber location and general survey work. In the United States, fifty-six forests fires were discovered by aeroplanes, flying from three stations, during six weeks' work. The system of map-making by photographs taken from aircraft which was evolved for military purposes during the war, is capable of superseding the costly and slow method of trigonometrical survey in general use at the present time. Very little of the Dominion of Canada has yet received exact detailed topographical survey and many years would be occupied in making one of the whole country even with the use of aircraft. It is, however, probable that discoveries of minerals, timber, etc., made during the course of such work would more than pay its cost; the aerial photographs from which maps are compiled will be studied as carefully and disclose as many unsuspected and valuable details—although of a very different nature—as those

which were taken from aircraft on active service.

Canada, in common with all other parts of the Empire, will also be benefited by the establishment of overseas aerial connection with other Dominions. For this purpose, no doubt, flying boats and airships will be employed. In setting up a world-wide system of air communication, the British Empire will be enormously assisted by its many outlying possessions which, as refuelling bases, transfer points and as wireless and meteorological stations will form useful links in the chains established.

Who will guarantee that within the next decade airships will not have developed to the point that the passage of the Pacific between Canada and Australia will be a practical proposition, and who that in conjunction with the solving of the problem of trans-Atlantic air traffic, and the institution of an air route across Canada, she may not become one of the main links in the Imperial air system?

Perhaps to the general public the limitations of aviation are more apparent than its possibilities, and its appeal stronger as a novel form of "joy-riding" than as a proposition of practical utility. But there is no doubt that air communication under commercial conditions can today be made reliable and attractive to business men as a sound aid to trade. That fact is gradually being confirmed by the results of the various services—as yet small—which have made their appearance between England and the Continent in America and in France.

There is still a considerable period of incomplete organisation of most offices reluctant to venture, of post war complications of all sorts, through which we have to pass but that international aerial traffic will come and will stay, there can be no shadow of doubt. A great milestone was passed at the Peace Conference in Paris when the Supreme Council agreed to the International Air Convention.

Though five years of war have been responsible for a marvellously rapid development in the art of flying, this has been governed by naval and military requirements, and research and experiment will still be very necessary to evolve the best types of commercial aircraft.

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All liver diseases of whatever character are diseases of the highest importance and demand close attention.

The liver is the largest and one of the most important organs of the body. Its duty is to prepare and secrete bile, and serve as one of the filters of the body, cleansing it of all impurities and poisons. Therefore when the liver gets out of order it is the starting of trouble in nearly every part of the body.

Keep the liver active by using Milburn's Laxa-Liver Pills and you will have no heartburn, constipation, biliousness, sick or bilious headaches, dull, yellow eyes, brown blotches, sallow complexion, coated tongue, jaundice, catarrh of the stomach, or the painful protruding internal or bleeding piles.

Mrs. John Kadey, Chipman, N. B., writes:—I have used Milburn's Laxa-Liver Pills for some time and can recommend them to any one suffering from heartburn and liver trouble. I tried other remedies, but they only relieved me for a short time. I always recommend Laxa-Liver Pills to all sufferers, as I think they are a valuable remedy.

Milburn's Laxa-Liver Pills are 25c. a vial at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

PURCHASED KNOX PROPERTY. Chas. W. Smith, of Smith's Fish Market, Sydney street, has purchased through the Eastern Trust Co., Ltd., the Jas. Knox property, consisting of a brick house and wooden house located at the corner of Queen and Sydney streets.

Simple Way To Take Off Fat

There can be nothing simpler than taking a convenient little tablet four times each day until your weight is reduced to normal. That's all—just purchase a case of Marmola Prescription Tablets from your druggist (or if you prefer, send \$1 to Marmola Co., 864 Woodward Ave., Detroit, Mich.) and follow directions. No dieting, no exercise. But what you want—be as lazy as you like and keep on getting slimmer. And the best part of Marmola Prescription Tablets is their harmlessness. That is your absolute safeguard.

There are five simple ways to tell good tea.

First, by the bright copper color of the tea when steeped.

Second, by the exquisite aroma.

Third, by the delightful, refreshing flavor.

Fourth, by the satisfying richness.

Fifth, by the economical strength.

Make a brewing and you will find all these qualities combined in Red Rose.



Red Rose Coffee is as generously good as Red Rose Tea



YOU dare not let Canada's Prosperity Indicator slip back; you must keep shoving it forward. Every dollar added shoves it over that much nearer to Continued Prosperity.

Great Britain is prepared to place large orders in Canada, but she is temporarily unable to pay cash for them.

Canada can get these orders if she gives Great Britain credit. Canada can give this credit if you provide the money to pay the workers on these orders.

You will provide the money through your purchase of Victory Bonds.

Therefore the more Victory Bonds you buy the more orders Canada will get—the more money there will be to distribute among our workers—the more money there will be put in circulation for the benefit of all.

Canada's Prosperity will be in proportion to Canada's purchase of Victory Bonds.

There are only five more days.

Shove the indicator over into Continued Prosperity.

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Issued by Canada's Victory Loan Committee, in co-operation with the Minister of Finance of the Dominion of Canada.

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mercial aircraft. To assist in this direction the Air Ministry has arranged a competition open to the British Empire for prizes amounting to £64,000, with a view to fostering the development of suitable commercial types, the primary object being the attainment of greater safety. For war purposes aircraft designers and constructors concentrated their efforts upon the evolution and production of machines of the highest possible speed combined with the maximum climbing and manoeuvring powers. For commercial purposes such considerations must give place to safety, reliability, flying radius, weight-carrying capacity and reduction in costs.

Canada can, and undoubtedly will, benefit in all forthcoming developments connected with the seaplane, aeroplane and lighter-than-air craft. The country lends itself admirably to the possibilities of commercial aviation, and of her pilots it is unnecessary to speak. During the war a very large percentage of Canadian personnel and material available, from the development of the R.A.F. The exploits of Bishop, Barker, and Collishaw are known throughout the world. The typical Canadian temperament proved which we know only the rudiments.

itself admirably adapted to successful war flying. Aircraft factories are already established in Canada, and before the close of the war were turning out excellent machines. With such possibilities, personnel and material available, I am confident that Canada has a very great future in the air. We are, however, dealing with an element of which we know only the rudiments.

and nothing is to be gained by undue haste. Progress will be the more rapid if each step is carefully considered. Experience gained in each part of the Empire should be exchanged for the good of all, and so a mighty air commerce be gradually built up which will not only foster the industry of the Imperial Commonwealth, but act as a sure and effective guardian of the peace of the world.

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Old King Winter will catch you if you don't jump

Flee, but stop your flight at our door! Your defense is here. One of our new winter overcoats, very snappy, comfortable and serviceable will put the crimp on old winter and make him a pleasant companion.

Overcoats from \$25 to \$65. Raincoats.

Gilmour's, 68 King St.

VELVETEEN IS NOW GREATLY IN FAVOR FOR WOMEN'S SUITS

and is being widely used by the best modistes. The corded variety especially looks exceedingly smart when made up in the latest mode. For children's wear nothing looks quite as attractive as a neatly made suit or dress of velveteen, the peculiar richness of the fabric giving it a distinctiveness that no other material can approach.

We are very fortunate in being able to present for your choosing a most splendid assortment of these goods, for instance

Colored Velveteens, 22 inches wide at 95c. and \$1.50 yard in the following colors: Tabac, Taupe, Myrtle, Garnet, Burgundy, King's Blue, Saxe Blue, Old Rose, Purple, Navy and White.

In Black, 18 inches wide from 75c. and 27 inches wide from \$1.90

Corded Velveteens are shown in White, Saxe, Navy and Brown at 95c. and a heavier quality in 27 inch width at \$1.60.

SEE WINDOW DISPLAY

F.A. DYKEMAN CO'Y

ONTARIO FOOTBALL RESULTS

BISHOP RIDLEY 44—U. C. C. 15
Toronto, Nov. 9.—The Little Big Four Football championship is going to Harry Griffith's Bishop Ridley College fourteen. The St. Catharines boys clinched the title here on Saturday by beating Upper Canada College, 44 to 15. Bishop Ridley thus winds up its season without a defeat.

EXCELSIOR WINS
Toronto, Nov. 9.—Excelsior won from Central Y. M. C. A. in a Junior O. R. F. U. fixture here Saturday.

CAPITALS 17—H. R. C. 6
Toronto, Nov. 9.—Capitals of this city defeated the Hamilton Rowing Club in a scheduled senior O. R. F. U. fixture here Saturday by 17 to 6. This win put the Capitals within halting distance of the fast travelling Toronto Rowing and Athletic Association for senior Rugby honors. Hamilton is now out of the running.

THE OPTICIANS WON
On Black's Alleya Saturday night the Opticians defeated the team representing the General Electric Company. Some good strings were made on both sides and the match was evenly enjoyed by all.

A Scout is Brave.
"What is the difference between cowardice and caution?" asked the teacher.

"Caution," said Johnny, "is when you are afraid, cowardice is when the other fellow is afraid."—Boys' Life.