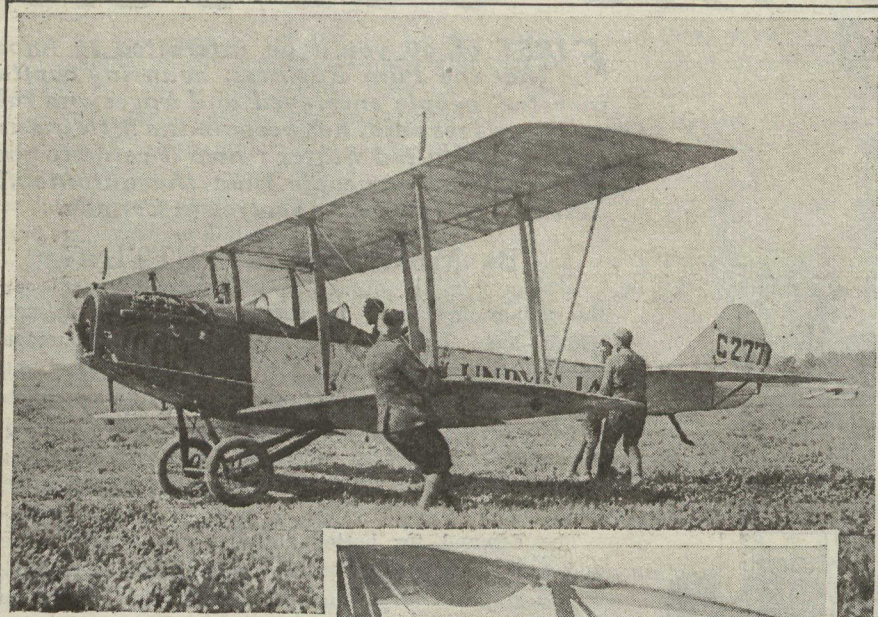


Letters From the Air



GRAHAME WHITE predicts that the super-business man of the future may pay his hotel bills to-day in Paris, to-morrow in New York. Space is to be almost annihilated, not by vibrations only, but by transportation. And the airship is the transmarine vessel of the future. Not yet. The power of the airship to make any big city a station on an air line of travel is just beginning to be demonstrated. In the top picture Lundy's Lane, one of the fleet of cross-country planes at Beamsville, Ont., the new aviation camp, is getting ready to run over to Toronto. A



few days previous eleven such machines went across the lake from Toronto to Beamsville. A few days ago the great French ace Flachaire flew from Montreal to Toronto, over 300 miles, in three hours.

Kipling's "With the Night Mail" is becoming a fact. Aero-mail is now far past the experimentals. Italy, France and the United States already have aero-mail. In Canada we are still discussing it but it's only a matter of a short time till special delivery letters may get ahead of all others by the air-route between large centres. Mr. W. E. Lemon, new Postmaster at Toronto, said recently that such a service between Montreal and Toronto would yet be inaugurated, even though at first it might not pay. Since then this important event has taken place. Capt. Bryan Peck of the R.A.F., by special arrangement with Ottawa, carried a number of letters from Montreal to Toronto. His trip inaugurated the first airplane mail service in Canada.

Uncle Sam has an aero-mail route connecting up Washington, Philadelphia and New York. In the lower picture herewith Lieut. Culver, who took over the Washington relay at Philadelphia, is shown handing over the mail sack, a few minutes after he landed at New York.

The Postmaster-General of the United States, A. S. Burleson, in the June Munsey's Magazine gives an interesting account of the establishment of this air-route. It is to be a permanent delivery—if commercially successful—of one round trip each day. Special delivery letters only will be carried, and including the stop at Philadelphia the trip each way will require less than three hours.

Difficulty was found in the way of suitable landing-places sufficiently central. It is hoped, adds Mr. Burleson, that it may ultimately be possible to use the roof of a post-office or other large building, and very satisfactory and encouraging progress is being made in that direction.

But what commercial aviation wants war-aviation is already making it possible to work out. The war will be won from the air. War-air services are being consolidated. In our own part of the war the Royal Flying Corps and the Royal Naval Air Service have been amalgamated into the Royal Air Force, with its own Air Ministry. Major Bishop, Canadian, has been appointed to the British Air Board. We are on the road to a distinctively Canadian air force, whatever form it may take. Eighty per cent of the officers of the R.A.F. in Canada are Canadians, while all the mechanics, with the exception of about 600, were enlisted here. There are now six training camps of the R. A. F., Beamsville, Camp Borden, Leaside, Armour Heights, Deseronto and Long Branch. The first-named was inspected and formally opened last month by the Duke of Devonshire. It is here the cadets after they have become expert in solo-flying take up the important study and practice of aerial gunnery.

There are nine hangers at Beamsville Camp, and three squadrons of eighteen machines each. It is intended to later increase these to five squadrons, which will compose the 43rd wing of the R.A.F. in Canada. The machines are J.N.4 Curtiss Tractor Biplanes, costing \$7,500 each.

War planes have been made in Canada since 1915. And before the United States entered the war Canada had the greatest flying school in the world. After the war Canada, which has led the world in transcontinental railway building, may be expected to take her own place in transcontinental railways of the air. Flying is the most individualistic game in the world; a game for young men of both daring and caution schooled in the art of thinking for themselves. Which is the kind of men young Canadians are.

Pointers From the C.M.A.

YOU have read of war taxes in the budget and embargoes enacted by the War Trade Board to stop imports and stabilize the Canadian dollar. All right. Both go—while the people expect the Government to regulate the prices caused by the taxes and the embargoes or else the dealer gets the big end of the stick and the consumer the other end.

But there's yet another side, says past President Parsons of the C.M.A., in his recent address to that body in Montreal; and when the new President, W. J. Bulman, of Winnipeg, stiff-hat in the picture, talking to T. P. Howard, of Montreal, on the British War Mission at Washington, you may bet your bottom dollar that he agrees with Mr. Parsons.

The one biggest thing about war trade, says the C.M.A., is not the 2 per



cent. handicap on the Canadian dollar, but the Canadian manufacturer. Which is not so, says the Canadian farmer, represented extremely by the G. G. G. What the country needs is more machinery for less money. The West needs farm tractors free of duty. But the C.M.A. argues for Canadian farm tractors, not by clapping the duty back on the U. S. tractor, but by letting the Canadian maker produce the machines on an even keel with the manufacturers across the line.

Tractors are merely a concrete case. There are other things—though if the C.M.A. expect the public to understand what they are driving at, why don't they get down to brass tacks in their manifesto and make it specific? Anyhow, here's what they say—in part:

"The mobilization work of the United States commands our highest admiration; but the very efficiency and nation-wide scope of this concentration on the one object of hastening the successful ending of the war has created temporarily critical conditions for this country, as in the case of war trade embargoes, which prohibit the exportation to Canada of various basic materials indispensable to essential industries. Canadian industry has been built up in close relation with the growth of United States industry; we draw necessary materials from adjacent United States territory, just as an industry in one State draws materials from another State or from Canada.

"Now, however, a United States manufacturer is using materials which a Canadian manufacturer cannot obtain; and, in other cases, a United States manufacturer is buying his basic materials at lower prices than the same materials, which are equally essential to his work, can be purchased in the United States by the Canadian manufacturer."

Now this specifically argues that U. S. embargoes of exports to this country of certain raw materials which they need in their business, ought to be followed by somebody's embargo or restriction to Canada of the finished product made from these materials; otherwise the Canadian manufacturer can't compete and will have to close down. Oh, we are always closing down something. But who is to put on this restriction? Will Congress? In the words of G. B. S.'s heroine of Pygmalion, "Not—likely!" That's not the way they do things over there. But the C. M. A. argues that the Canadian Government through the War Trade Board should before taking duties off certain manufactured articles needed here should consult the C. M. A. to find out how this can break the handicap by getting Washington to take off its blooming embargoes on the raw materials needed by Canadian makers to produce just such articles here in Canada. Otherwise, what in the name of Adam Smith et al becomes of the North America-an-economic-unit-for-winning-the-war idea as propounded by Hon. Sir George Foster, chairman of the War Trade Board? Eh?