

development of flying in Canada, received from the many Branches of the Government engaged in forestry, survey, and exploration work in the remoter parts of Canada, were due, in a large measure, to his clear, practical judgment. His counsel and advice were invaluable during the interim period. The Air Board Act, 1919, conveying the control of aviation in Canada, owes much to his knowledge and foresight. After the formation of the Board in July, 1919, he was asked to make a survey of the Eastern Provinces of Canada and report on the most useful and practical lines of development in the Maritime Provinces, Ontario and Quebec. His early reports on the possibilities of aviation and its probable lines of development were prophetic and show the soundness of his judgment and the clearness of his vision. He was in the closest touch with foresters and surveyors and their interest in aviation and the quick response received from those services is largely due to his missionary work in 1919 before organized flying started in Canada.

In the summer of 1920 he was appointed Air Station Superintendent, under the Air Board, and proceeded to Vancouver, B.C., to take charge of the construction and operation of the Station at Jericho Beach. Here his energies had a splendid field. After three months strenuous work he was ready for flying. In November of that year he took a flying boat into the interior for demonstration flying, from Kamloops and Sicamous, for the Forestry Branch Department of Interior. Though weather conditions at that time of year were miserable, between November 1st and 15th he made 20 flights of a total duration of 22 hours and 45 minutes, covering the whole area between Ashcroft and Sicamous, on the C. P. R. main line, and from Nicola Lake and Mabel Lake on the south, to the head of Adams Lake and well up the North Thompson Valley on the North. This expedition showed clearly the possibilities of flying in British Columbia. The Dominion and Provincial Governments were quick to support the useful development of aviation and in 1921 a full programme of work was carried out from the Station for many Branches of the public service. During that year 362 flights were made with a total of 488 flying hours and a mileage of 36,600. During the present year this work has been continued and extended.

Great Service at the Coast

It is safe to say that at no station in the world has a greater variety of useful applications of flying been developed. In three years flying, much of it under difficult conditions, no fatal accident has previously happened to any water machine in the Air Board service. Major MacLaurin, as well as being a natural pilot of the highest order, had administrative ability in extraordinary degree. His initiative and resource were endless. His judgment in business affairs and as an administrative officer was unusually sound. His tall, handsome figure, his quickness of movement, action and decision, inspired confidence in all with whom he came in contact. The greater the emergency the cooler he became, "the quiet of whole courage." He was a conservative pilot, never taking unnecessary risks, though, when necessity demanded, his cool daring was wonderful. One instance may be cited—his landing at Hell Gate in the Fraser Canyon when caught between two storms in the mountains and his safe taking off from such a landing place.

The last few pages of his flying log tell the story of the remarkable services rendered by him and his staff during the recent forest fires. Numerous patrols were carried out safely under impossible flying con-

A RECORD OF SERVICE

During a period of less than four months from May 6th to August 31st, Laurentide Air Service planes have:

Made **472** flights, remaining in the air for **513** hours, and covering over **38,000** miles.

Carried many hundreds of cruisers, engineers, sketchers, photographers, fire rangers, executives and others, a total distance of over **45,500** passenger miles.

Carried useful loads aggregating **68,000** lbs. various distances the equivalent of transporting one ton **5,637** miles, or twice the distance from Halifax to Vancouver.

Every passenger has been delivered at his destination without a scratch and in less time than would have been required by the fastest ground transportation available. No pilot or engineer has been absent from duty for a single day through injuries. Every pound of express or freight carried has been duly delivered without damage and often to places where a man could not penetrate on foot.

All this work was carried out at tariff rates known in advance by the passenger or shipper. Payment was made only after results delivered.

We believe the above figures, representing safe and efficient flying, are a conclusive argument for aircraft operation by a separate organization of specialists. We solicit inquiries dealing with the use of aircraft, and these involve no obligation.

LAURENTIDE AIR SERVICE, Limited

Head Office:

Lake of the Woods Building, Montreal.

Quebec Base:

**Lac à La Tortue,
P. Q.**

Ontario Base:

**Remi Lake, near
Moonbeam, Ont.**

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