

General Air Service To Mining Industry

Canada Embarks on a New Phase of Commercial Aviation — Little Luxury Flying

Commercial aviation has been making great strides in Canada, particularly in the past year, and developments have been along peculiar lines, according to the Canadian Pacific Railway. Commercial flying in Canada has been almost purely economic and luxury flying practically nonexistent, says a bulletin of the railroad, which continues:

"Whereas, in other countries initial services have been between the larger centres of population, the trend in Canada has been to bring isolated sections of the country where economic development is taking place in closer touch with the business and financial centres through cutting down travelling time. In the stimulus affected lately to such frontier activity, particularly mining, commercial aviation has come to have a new and greater importance. There is every indication that in the future the airplane will become a factor of steadily increasing importance in furthering the economic development of these out-of-the-way places.

"The remarkable increase in flying of this nature, particularly in the last year, is briefly summed up in the fact that while such services accounted for 4,091 hours flying in 1925 and 5,860 hours in 1926, this increased to 12,070 hours in 1927. In the two-year period the number of passengers carried by these services increased from 4,937 to 16,677, this increase in the past year alone being equal to more than 162 per cent. Freight carried almost doubled in the two years, rising from 592,220 pounds to 1,098,346 pounds, while the increase in mail transportation was even greater, from 1,030 pounds to 14,686 pounds.

"The work carried out by these services, unostentatiously, largely unknown, is in many ways remarkable and constitutes a unique and outstanding phase of aviation. Long, arduous trips into the wilderness, requiring days of difficult and hazardous travel, have been reduced to an hour or two of comfortable transport. Mining properties have been expeditiously supplied with urgently required equipment, the ship of the air carving astonishing loads at times. Remote camps have been furnished with such hitherto unknown luxuries as regular fresh food and daily mail.

"There is every indication that in the present year developments of this nature will be even greater in a consideration of the widespread activity with which the airplane as a development factor has come to be regarded. One company alone, which provided a flying service into the Manitoba mining fields and started with one plane in December, 1926, has fifteen planes in operation with the opening of spring. With an average of three aircraft in 1927, this company carried 1,200 paying passengers and 300,000 pounds of freight, and in the last three winter months transported 800 passengers, 30 tons of freight and 3,000 pounds of mail.

"So great and recognized has been the value of the assistance of the airplane in furthering preliminary mining development in the fields of Quebec, Ontario, Manitoba, that a company was recently organized at Toronto to give a general service to the mining industry instead of operating regular services into definite fields. The proposed operating plan of the Northern Aerial Mineral Exploration, Ltd., whose object is to stimulate mineral development in the Dominion, includes the establishment of headquarters posts and bases at strategic points as jumping off places. Fuel, oil and spare parts will be kept at these bases, and by the use of radio in conjunction with airplanes it will be possible to maintain daily touch with developing properties in the remotest sections.

"As to the matter of the cost of the maintenance of such services, only meagre information is procurable. Discussing the question recently, J. A. Wilson, Controller of Civil Aviation, stated that the cost of operating a 200-horsepower commercial machine for six days a week over an 800-mile route in both directions, and through easy country, such as the Western Prairies, worked out at 65 cents a mile or \$1.30 per ton mile. At 800 ton miles per day for 300 days this

gives an annual operating charge of about \$300,000.

The status of commercial aviation in Canada, with more than a dozen companies operating, is encouraging in the view that its era is just opening up and that these enterprising pioneers went ahead unaided, without subsidy of any sort, in the face of conditions more difficult than those encountered in most phases of the operation of aircraft. Indications are that they are about to come into their own with commercial aviation regarded with steadily increasing favor and its sphere of activity growing every month.

"Considering this in connection with civil government aviation, in the less than ten years since its inauguration, an astonishing value has been received for the money expended. Total expenditure on civil aviation and civil government aviation has been approximately \$3,000,000, an average of \$300,000 per annum, and in the opinion of authorities no country in the world has received greater value for money expended or such value received by the State in return. Effort has centred upon the conservation and development of natural resources where it was found such work could be accomplished more efficiently by air.

"A quarter of a billion acres of forest land have been given efficient fire protection for the first time. Inventories have been prepared of 50,000 square miles of forest lands by type mapping from the air. A quarter of a million miles of Canadian territory has been photographed and mapped from the air. Fishery protection has been greatly increased on the Pacific Coast. Ice conditions in the Hudson Strait have been under observation for the first time through the use of aircraft, and the transportation of thousands of pounds of material and hundreds of men has been furnished to all remote parts of Canada.

Berlin Hears Fliers Will Return By Ship

Koehl and von Huenefeld Are Expected to Sail May 12, Abandoning Air Voyage

Berlin—Reports here are that Captain Kiehl and Baron von Huenefeld have given up the project of returning to Germany by another transoceanic flight and that they will sail instead on the Columbus, leaving New York May 12 and arriving at Bremen May 21.

Whether they will bring the monoplane Bremen with them or leave it to an American museum has not been determined. No reason is advanced why the two fliers have decided to return by ship rather than by air.

The first organization in Germany to honor the German and Irish heroes is the American Club of Berlin, which is giving a dinner in honor of the three men and Germany's aerial development on Tuesday evening. Ambassador Schurman and representatives of the German Government and aviation world will pay tribute to the heroic deeds of the fliers in after-dinner speeches.

The Fatherland does not want to see foreign countries outdo it in receiving its sons, and a series of receptions and banquets are planned from the time the Columbus arrives. The Aero Club of Germany is giving a dinner to which Major Fitzmaurice is invited. Official receptions by the cities and the Government also are planned. Pilots of the School Staaken flew ten planes in formation over Berlin for more than an hour recently in honor of the achievement in crossing the ocean East to West.

The City of Bremen has finally wired congratulations to the fliers, this act having been delayed by the radical elements.

German is gradually warming up, and it is believed by the time the air-men arrive the population will have been worked up to the highest pitch and will show the enthusiasm which seemingly has been lacking or least not expressed at first. The largest plane operated by the Lufthansa lines now is called "Koehl," and this huge machine lead the formation of the Staaken student pilots in their demonstration.

Forest Industries Pay-roll

The salaries and wages in Canada's forest industry total annually about \$100,000,000.

Air Accident in Ireland



A FATAL PLANE CRASH NEAR BELFAST
Wreck of the R.A.F. aeroplane, which fell at Dunnyruff, killing a child.

London 'Change Derby Sweep £500,000, Double Last Year's

London—The Stock Exchange sweep on the Derby totals £500,000 more than double the stake last year when the list of subscriptions was closed.

The general belief is that London's pool on the year's greatest horse race will surpass in size the Calcutta sweep, hitherto the Empire's largest and most famous.

A quarter of a million persons are said to have subscribed and one of them will win the first prize of more than £100,000. When the Stock Exchange sweep started in 1920 the total was only £100.

Olympians Will Use Holland's New Air Lines

Central Position of Dutch Air-drome Will Help Visitors to Coming Games

The Hague—Visitors to the Amsterdam 1928 Olympic Games will find Holland one of the centers of the ever-expanding European air transport system. The K. L. M. Royal Dutch Air Services, will offer better aircraft and increased accommodation on a greater number of lines than ever before. The summer service will be maintained by six new big Kokker F. VIII machines with two motors and eight of the F. VIIA one-motor planes.

In the summer there will be four daily connections each way with London, two with Paris, three with Hamburg, two with Brussels, two with Copenhagen-Malmö, two with south Germany and the Ruhr, one with Prague-Vienna, one with Bale-Zurich, one with Berlin, one with Lyons-Marseilles. The part of the K. L. M. in these services is preponderant.

A new connection through Europe will be Amsterdam-Madrid. Starting at 9 a.m. from Schiphol-Amsterdam, an arrival at 4 p.m. at Geneva. Next morning one makes the trip Geneva-Marseilles, then by hydroplane to Barcelona, and the last stage of the trip again by airplane, arriving at 8 p.m. on the second day, in the capital of Spain. Rotterdam-Constantinople, another transcontinental journey, will only take 50 hours. The Czechoslovak Air Service opens a line Prague-Marlenbad-Casael-Rotterdam in May.

The 1927-1928 winter service of the K.L.M. has been very successful. Its regularity has been maintained as high as 95 per cent., compared with about 70 per cent. in former years. The transport of passengers and goods has been most satisfactory. While last summer 22,000 pounds of strawberries were transported by the K.L.M. there are contracts for 50,000 pounds for the coming season. The weight of cut flowers transported by air will far exceed 200,000 pounds, this being the 1927 figure.

Bird Flock

Far lighter than a flock of words, Released to fly with wings of wit. The wind has twirled a scarf of birds. And caught this tree about with it.

And disengaging it again He flings the fabric to the skies. Falling, it floats into the grain Where now invisible it lies.

—Kenneth Siede Alling, in Voices.

Ancient Industry In Remote Hamlet

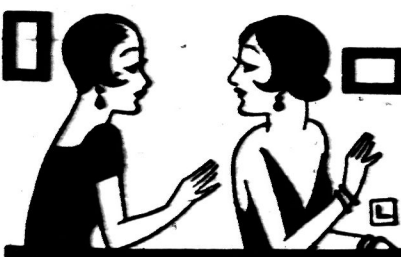
Archaeologist Discovers Village Where Portuguese Natives Still Cut Quartz Implements With Clumsy Tools

Lisbon—The case of the alleged mystifications of Gizeh leads a daily newspaper here to recall a prehistoric industry that exists in the district of Leiria, in the Portuguese province of Estremadura.

In a remote hamlet, situated far from towns and peopled centres, most of the men follow the occupation of flint cutters; the remote origin of this profession, which has been handed on from generation to generation, being untraceable. There are some very old inhabitants of the district who remember hearing that by royal decree the inhabitants of this hamlet enjoyed the privilege of being exempt from obligatory military service, in virtue of their remarkable aptitude in cutting flints (silex) and preparing it for the old-fashioned guns or muskets at that time used in the army. In return for this exemption each youth of the hamlet had to present to the authorities at Leiria 1,000 flints duly cut and chiseled for placing in the guns. Each youth received for his lot of flints the sum of 1,200 reis (about 5 shillings).

This industry was "rediscovered" 36 years ago by a Portuguese archaeologist and writer named Viera Natividade, author of a work published in French on the art of flint-cutting in the nineteenth century. This man of natural science had carefully arranged in glass cupboards a collection of lances, arrows and many other flint articles of the Stone Age which he had found during the many excavations that were one of the interests of his life. One day, as he was examining some pieces of silex for some flint and steel lighters that were much used by smokers in the provinces at that time, he noted with surprise the similarity of the stones to those of his neolithic collection, and inquired where they came from.

It was thus he discovered the ancient industry in the remote hamlet, where he went himself, and came upon a truly neolithic scene, as far as working methods go. Inside huts, seated on the ground, men worked in silence cutting and chiseling the quartz with primitive tools. As he watched them the archaeologist formed a plan. A few days later he returned there and told the men he wanted them to make some stone articles for him. He showed the modern artists his prehistoric models, and the stonecutters reproduced them with such exactitude that no one could possibly distinguish the false from the real flints.



Bellcose
Wife—"Yes, my dear, every time he gets anything wrong with his stomach he wants to fight."
Friend—"Makes him bellcose, I suppose."

Paradoxically, it takes a man who is a stickler to make a good run in a political contest.

Ocean Phone Calls Increase; Service Extended Two Hours

London—An announcement that transatlantic telephone service will be extended two hours daily here beginning Monday revealed that traffic over the oceanic phone is increasing rapidly.

Postoffice officials attributed the increase partly to the reduction of the toll from £15 to £3 for three minutes, but principally to the fact that the business worlds of New York and London are beginning to appreciate the advantage of telephoning. The recent activity in the stock markets is said to have been another factor. One day recently there was a small queue of persons waiting to get a connection.

The new hours of service for the oceanic phone here will be from 11.30 a.m. to 2 a.m.

Plea to Renew Russian Trade Made in Britain

Sudden Drop in Exports Causes Demand for Better Commercial Relations

London—There are many signs of a growing volume of dissatisfaction in British commercial circles over the present relations between Great Britain and Russia. Manufacturers whose plants are not fully employed, and who are keenly aware of the vast demand which remains latent in Russia, believe that the Government should find some middle ground for improving commercial relations, even if necessarily continuing the diplomatic break.

During the last quarter of 1926 British exports to Russia totaled £3,963,243, but in the last quarter of 1927 they had dropped to £1,782,729, a fall of 55 per cent. New orders placed by the Russians in Britain dropped from more than £5,000,000 in 1926 to £1,135,944 last year. These orders were mainly for textile and other machinery and for rubber. There is a small amount of machinery business still being done, but the rubber business has entirely vanished. It may be said in general terms that the Russians are not buying anything in Britain which they can possibly buy anywhere else.

In the meantime Britain continues to import large quantities of Russian raw materials, mostly foodstuffs, timber, and petroleum. About the only British import from Russia which has dropped is furs.

What seems to interest commercial circles the most is the fact that while the United States has been from the first strongly against any diplomatic recognition of the Russian regime until that country takes steps to recognize the rights of investors in Russia, nevertheless trade between Russia and the United States grows steadily and is now twice what it was in pre-war days. In such circumstances it seems to many business men that some less vigorous method could be found for dealing with the Russians in Britain than the unceremonious ousting of the Arco organization.

While export trade in general is stagnant with Russia, it is a fact that a few companies, which had cordial relations with the Russia of pre-revolutionary times, are managing to do business. The Ena Goldfields Company and the Union Cold Storage, both large enterprises, have successfully carried on their Russian operations despite diplomatic coolness.

Henceforth, every demand for better relations with Russia has brought forward the statement that the Bolshevik regime cannot last much longer and is in straitened circumstances. There is a growing disposition to doubt the accuracy of this belief. In any case it seems clear that business circles are keenly desirous of dropping an unremunerative waiting attitude and trying to come to some sort of terms with the Russians.

Britain Makes Debt Payment

Budget Surplus Also Announced by Churchill

London—Winston Churchill, the Chancellor of the Exchequer, in his preliminary Budget statement in the House of Commons, announced the placing of the sixth annual payment of £355,000,000 to the service of the national debt, for which he is making full provision this year. The speaker was greeted with remarkable cheering.

The Chancellor calculates that even if the interest charges should fall only to 4½ per cent., this provision, if maintained as the Government intends shall be the case, will repay the entire national debt in 50 years.

The Chancellor also announced that legislation would be introduced this year subsidiary to the gold standard to consolidate the "Bradbury" £1 and 10s notes with Bank of England notes; at the same time greater elasticity will be provided for the Bank of England and the Treasury acting in unison to meet trade requirements.

London—Winston Churchill, introducing his new budget in the House of Commons, showed what he alluded to as "a modest, but not unwelcome surplus," of £4,500,000 for the year just ended. This was due largely to an intensive economy campaign which had been waged in all departments. He predicted a surplus of £6,302,000 for the next year, with an estimated decrease in expenditure of roughly £2,600,000.

The estimated revenue for the coming year was fixed at £812,497,000, and the expenditures at £806,195,000. It is estimated that the new impost will yield £14,000,000 in 1928 and £17,000,000 in 1929. The production of Scottish shale oil and other British oils, it is expected, will be stimulated by the new taxation plan.

Germany Thanks Canada

Official Gratitude Conveyed for Courtesies to Bremen Crew

Ottawa, Ont.—Germany has thanked Canada for assistance rendered in behalf of the crew of the "Bremen" airplane which blazed the West-to-East transatlantic air trail. The following message from L. Kempff, German Consul General for the Dominion, was received by Premier King:

"I am instructed by my Government to express the sincerest thanks of the Government of the German Reich for all the assistances rendered to the fliers of the 'Bremen' by Government departments and to the numerous organizations and individuals who have so generously and efficiently come to the aid of the 'Bremen' crew."

Exports of Forest Products

Exports of Canadian forest products constitute one-quarter of our total export trade.

British Girls to Tour Canada

Winnipeg—Arrangements are being made for 25 girls from schools of the United Kingdom to make a tour of Canada during August, September and October of this year. The tour is under the auspices of the women's branch of the Overseas Settlement Department, and the Independent Order, Daughters of the Empire, are co-operating in making a success of the plan, on this side. The girls will be between 1 and 19, and will be chosen from the public and secondary schools of Great Britain. This will be the first party of girls to make such a tour, although parties of boys already have visited Australia and this year will go to Rhodesia and South Africa.

Pulpwood From Our Farms

About one-third of the pulpwood used in Canadian pulp mills comes from farmers' and settlers' holdings.

Lest We Forget



FIRST TO FLY ACROSS ATLANTIC
Lieut. Arthur Brown and Capt. John Alcock, who made the historic flight from Newfoundland to Ireland in 1919. Alcock was killed in a crash near Paris in 1921.

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without it! A drug...
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Tablets
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AVIATORS WERE GIVEN WELCOME IN HAWAII
The French four-continent fliers, Dieudonne Costes and Joseph Le Brix, and Arthur G. Lebel, winner of the Delta race across the Pacific, were decorated with picture-que Hawaiian leis upon their arrival in Honolulu on way to Japan.