

Aviation and Its Commercial Aspects in Canada

By Graham Kearney

The following essay won the first prize of \$10.00 in the competition held by the Haileybury Chapter, I.O.D.E., for students at the High School. The prize was presented on the occasion of the High School commencement held a couple of weeks ago and Graham is to be complimented on his splendid work in setting out the advantages which the science of aviation has brought, not only to Canada, but to the world at large during the past few years.

On the thirty-first day of July, nineteen hundred and twenty-nine, a pilot of the Ontario Provincial Air Service while flying over Bear Lake, in Northern Ontario, sighted forest fire which showed every sign of immediately becoming dangerous. The nearest fire station was Pine Ridge, something over one hundred miles away, toward which the pilot immediately headed. Three hours after his first glimpse of the fire, he was back at Bear Lake with men and equipment. The fire was a large one, so that thirty-five flights were necessary to bring all the fire fighters needed, and return them to their post. In eleven days from the pilot's first sight of the fire, which might have become a menace to the whole of Northern Ontario, it was extinguished, and the men were back at Pine Ridge.

The important points in connection with this incident were the speed with which such a large fire was suppressed, and, above all, the fact that throughout the entire time that elapsed in the bringing of the fire under control, the aeroplane was the only means of transportation used in conveying both men and equipment.

Probably the greatest annual financial losses in Canada are due to waste of valuable timber by fire. Of course, if proper care were universally exercised in setting out fire, and in other matters which are the source of forest fires, there would be no such hazard. But, up to the present, no infallible method has yet been devised for preventing fires in this way, and indeed, the idea is impracticable, owing to the fact that human nature is not so easily changed by the passing of laws. Therefore, Canada must do all she can to extinguish her repeated forest fires in the quickest possible way in which, it has been shown, involves the use of aviation. For this reason, throughout the different provinces of Canada, air forces have been established, of which the largest is the Ontario Provincial Air Service, which comprises some 22 aeroplanes, each of which protects its own part of the great forested area in Ontario.

As early as seven or eight years ago, air routes for passenger, mail, and even light express service, had begun to be established in Canada and United States. At first, of course, there were very few, and inefficient in many respects. But, note how they have improved until today they stretch out in all directions, reaching points much quicker than railroads, and at a much lower cost of upkeep. Recently the "Canadian-American Airline Inc.," was established between Winnipeg and Minneapolis. It takes four hours for the flight, the landing field at Minneapolis is within fifteen minutes' drive from the city hall, and that in Winnipeg is almost as accessible. Passenger service by air, between Winnipeg and Montreal, takes fifteen hours while by train it is a journey of almost two days. It is now possible for one to travel to almost any city in North America, and even as far as Rio de Janeiro.

If transportation by air has made such rapid strides up to the present, how much further will it not progress in the very near future? Already, Dr. Claude Dornier, of Germany, by the construction of his new "DoX" twelve-motored amphibian plane has shown an amazed world that it is possible to build an aeroplane which is heavier than an ordinary locomotive, and made to accommodate as many as one hundred and sixty-nine passengers comfortably but which, nevertheless, will fly through the air at the rate of one hundred and thirty-five miles per hour. This is only one factor that helps to show the wonderful, almost un-

believable future ahead of transportation by air.

I have mentioned above, the use of the aeroplane for carrying light express. There is at present, only a limited number of articles that can be conveyed in this way; nevertheless, express service forms an important part of commercial aviation. In the moving of money from one city to another, it is important that it be put back into circulation as quickly as possible, to be always in use; therefore, money is now being transported by aeroplane. It has also been shown that aerial express is by far the least dangerous way of carrying high explosives, nitroglycerin, in particular. A few other classes of commodities, such as dry goods, which are light, and can easily be distributed in equal proportions in the plane, are being transported in this way.

In this age of keen competition in business, aviation is a great aid to the business man in connection with advertising. Messages may be given to the public in a novel and interesting manner, by sky-writing in smoke. For more prolonged advertising, there are anchored balloons, upon which are printed advertisements. A few years ago, a well-known tire manufacturing company made a somewhat different use of this latter idea, by constructing a balloon in the form of a huge balloon tire attached to a disc wheel and anchoring it aloft over the city. These have proved to be effective and money-making methods of advertising. There is the possibility that advertising in this way may diminish in value as the novelty wears off, but at present it is a most adequate way of presenting to the public that which one wishes them to see.

Another phase of aviation which is bringing money to Canada is the manufacture of aircraft itself. Large American aeroplane manufacturing companies have recently been opening up branch factories in Canada. For instance, the Thompson Products, Inc., of Cleveland, Ohio, have established a large factory just outside of St. Catharines. The time is certain to come soon, when Canada will be manufacturing aircraft on a large scale. Besides bringing more money to the country, this new industry will provide employment for a growing number of men, and this will help to meet the needs of the steadily increasing army of workmen in Canada.

The exploration of new coun-



Take a winter vacation along the palm shaded coast of Florida. Famous golf courses, yachting, fishing, polo, lawn bowling—and other sports and recreations make each day better than the last.

Numerous hotels, known the world over for their Continental atmosphere and cuisine, will cater to your every wish.

For full particulars apply nearest T. & N. O. Rly. Agent, or Mr. F. P. Nelson D.P.A., Canadian National Railways, North Bay, Ont.



try is being greatly facilitated by aviation. The ground can be covered in a very much shorter time than before, and with fewer hardships. Moreover, much more territory can be kept in view at one time, and thus map-making is becoming simplified. Prospecting too, is greatly aided by aeroplane, especially in points of the country which are dotted with innumerable small lakes and rivers, as are our gold and copper fields in Northern Ontario and Manitoba. It is estimated that aeroplanes have done more to open up wealth in Northern Canada since the World War than modes of progression in use in former times—travelling on foot, by canoe, and by dog-teams—had accomplished during the past 300 years.

Unfortunately, the number of explorers and prospectors who become lost on these expeditions is much more than could be desired. To the rather pessimistic and not very deep-thinking public, this is an insurmountable objection in the way of travelling into isolated country by aeroplane. To those interested in this field of endeavor, however, it merely shows the necessity for improvements in the construction of aeroplanes and their instruments.

In contrast to the obstacles in the way of exploration by air due to loss of life, is the fact that aeroplanes are often instrumental in saving life. Medical aid is often brought to the sick or injured in isolated posts, in this way, on occasions when the utmost speed is necessary. Other cases have been known where the injured man is brought out to civilization for treatment.

Among other lines which aviation has benefitted, is agriculture. Owners of fruit farms are now making use of aircraft from which to spray their crops, to free them of insect pests. In this way, of course, the work may be done on a very much larger scale with more ease, than by any other method.

At the beginning of the moose-hunting season this autumn, two Philadelphia sportsmen, after taking the train to Montreal, flew from there into the heart of the most inaccessible part of the

hunting grounds in northern New Brunswick. Their object had been to arrive there on the eve before the opening of the season in order to be the first to hunt in that part of the country, and this was accomplished successfully by means of aerial transportation. This flight showed the sportsmen of New Brunswick the advantages of the aeroplane in connection with their animal hunting expeditions, and who knows but that the aeroplane may in time prove an invaluable aid to the hunter. As a matter of fact, in more northerly parts of Canada, seal hunting is actually being carried on by aeroplane, the advantage in this system lying in the fact that, at a high altitude, it is possible to see down to very great depths in a body of water.

Thus, commercial aviation in Canada during the past few years has been utilized in a very great variety of ways, in most of which it has definitely come to the front. Is there any doubt, then, that with the perfecting of the aeroplane of the future, it will become one of the foremost Canadian industries.

ROD and GUN

Following the recent announcement of the sale of the magazine Rod and Gun and Canadian Silver Fox News, the first issue of this national outdoor publication has appeared from the new office of publication at Gardenvale, Que.

This January number is not only up to the high standard of past issues but also indicates promise of rapid development to an even higher standard among Canadian publications and greater popularity.

The general contents of the magazine are bright, interesting and well illustrated with a wealth of healthy, breezy, outdoor articles. The silver fox department is also very good, containing a full report of the show at the Royal Winter Fair.

Rod and Gun and Canadian Silver Fox News is published monthly by Rod and Gun Limited, at Gardenvale, P.Q.

Want Ads. Bring Results

FINANCIAL STATEMENT

Township of Bucke

January 1st to December 15th, 1929

Assets

Arrears of Taxes Uncollected	\$ 5,593.75
1929 Taxes Uncollected	9,571.39
Accounts Receivable	2,554.82
Office Equipment	1,196.63
Municipal Building	2,585.00
No. 5 Public School	868.50
Road Machines	227.52
Sidewalks	2,647.37
T. Ormsby Cox Agreement	4,236.20
Emile Desmarais Agreement	600.00
Mineral and Other Lands	30,000.00
	\$60,081.19

Liabilities

Debenture By-Law No. 173	\$ 868.50
Debenture By-Law No. 182	2,647.37
Overdraft in Bank	4,203.26
No. 5 Public School	971.54
No. 2 Public School	236.82
Haileybury High School	466.81
Haileybury Separate School	150.50
	\$ 9,544.80

SURPLUS \$50,536.39

\$60,081.19

Receipts

TAXES

Schools:

Union School No. 1, 1929 Taxes	\$ 305.55
Union School No. 1, Arrears	29.33
Public School No. 2, 1929 Taxes	469.02
Public School No. 2, Arrears	67.80
Public School No. 4, 1929 Taxes	3,141.36
Public School No. 4, Arrears	947.74
General Public School Rate, 1929 Taxes	642.28
General Public School Rate, 1928 Taxes	9 8.58
Separate School No. 4, 1929 Taxes	1,343.38
Separate School No. 4, Arrears	779.79
Public School No. 5, 1929 Taxes	1,321.54
Public School No. 5, Arrears	27.25
Public School No. 5, Debentures, 1929 Taxes	264.32
Public School No. 5, Debentures, 1928 Taxes	6.82
Haileybury Separate School, 1929 Taxes	150.50

Haileybury Separate School, Arrears	54.00
Haileybury High School, 1929 Taxes	466.81
Haileybury High School, Arrears	67.43

\$10,183.50

General Levies:

General Township Rate, 1929 Taxes	\$ 5,474.67
General Township Rate, Arrears	275.91
Sidewalks, Arrears	58.20
Sidewalks, 1929 Taxes	159.81
Electric Lights, 1929 Taxes	329.50
Electric Lights, Arrears	92.10
Interest, 1929 Taxes	79.99
Interest, Arrears	254.02
Arrears	173.92
Dog Taxes (Arrears)	20.51

\$ 6,918.56

TOTAL TAXES COLLECTED \$17,102.13

MISCELLANEOUS

Emile Desmarais Agreement, Payment and Int.	\$ 135.00
Licenses	88.00
Poll Tax	5.00
Dog Tax	79.00
Fines	175.00
Land Sales	497.20
Rent	634.75
Railway Tax (1928)	50.83
Accounts Receivable, Jan. 1, 1929	1,126.32
Petty Cash, Jan. 1, 1929	21.93
Overdraft in Bank	1,703.00
Bank Loan	2,500.00
Tax Collector, 1928	61.57

\$ 7,077.86

ACCOUNTS RECEIVABLE (Immediate)

Ontario Government Agreement	\$ 1,319.82
Oliver Oyette	200.00
Ormsby Cox Agreement	1,000.00

\$ 2,519.82

TOTAL \$26,699.81

Expenditures

SCHOOLS:

Union School No. 1, Arrears in full	\$ 159.63	
Union School No. 1, 1929	275.00	\$ 434.63
Public School No. 2, Arrears	271.15	
Public School No. 2, 1929	300.00	
Public School No. 2, Twp. Grant, 1928-29	300.00	871.15
Public School No. 4, Arrears	994.14	
Public School No. 4, 1929	3,123.97	
Public School No. 4, Twp. Grant	450.00	4,568.11
Separate School No. 4, Arrears	808.45	
Separate School No. 4, 1929	1,333.38	2,141.83
Public School No. 5, Arrears	1,300.00	
Public School No. 5, 1929	350.00	1,650.00
Public School No. 5, Debenture	149.69	
Public School No. 5, Debenture Int.	53.00	202.69
Firstbrook Separate, Arrears	104.02	104.02
Cobalt High School	24.67	24.67
Haileybury High School	547.34	547.34
Haileybury Separate, Arrears in full	510.00	

\$54.44

MISCELLANEOUS

Discount on Taxes	\$ 473.25
Bank Overdraft, 1st Jan., 1929	429.09
Housing Commission Advances	468.97
Petty Cash on Hand	21.93
Accounts Payable, 1st Jan., 1929	165.53
Debenture Interest By-Law 182 (Sidewalks)	148.80
Debenture Principal By-Law 182 (Sidewalks)	370.68
Ontario Government Road Agreement	2,672.95
Audit	517.00
Salary of Clerk	880.00
Constable	177.50
Sessional Indemnities	351.00
Assessor and Collector	700.00
Commissions	190.95
Printing and Stationery	537.81
Street Lighting	612.26
Roads and Bridges	1,282.70
Board of Health	364.30
Charity	632.75
Election Expenses	56.30
Law Costs	209.38
Bank Interest and Charges	207.93
Travelling Expenses	72.11
Fuel and Light	205.20
Bond Insurance	57.50
Auditors' Board	33.00
Vital Statistics	17.50
Wreaths	15.00
Maps and Blueprints	3.50
Ontario Municipal Association	10.00
Refund (H. M. Dignam)	22.00
Miscellaneous Expenditures	25.45
Truant Officer	10.00
Postage and Excise	107.98
Refills for Extinguishers	8.00
Telephone	62.55
Insurance	81.00
Land Titles and Searches	31.30
Cleaning and Repairs	47.65
Housing Commission Salaries	36.00
Sheep Killed by Dogs	75.00
Weed By-Law 90a	625.73

\$13,125.55

Balance 2,519.82

\$26,699.82

Housing Commission

ASSETS

Cash in Hand in Bank	\$ 21.65
Householders' Accounts	39,698.97
Ratepayers' Advances	1,889.29
Arrears to Province of Ontario	3,912.29

\$45,522.20

LIABILITIES

Province of Ontario	\$ 39,720.62
Arrears	3,912.29
Ratepayers' Advances	1,889.29

\$ 45,522.20

A. P. TYRWHITT, Treasurer