AIR PROGRESS IN CANADA

WIRELESS telegraphy is to be used as an aid to protect the forests of Ontario from the menace of fire. Aircraft in the service of the Provincial Government engaged in forest patrol are to be equipped with the latest wireless telegraphic apparatus so that the pilots may send reports of the outbreak of fires to their headquarters. The apparatus will have a sending radius of 400 miles.

In its first six months of operation the Great Western Airways, Ltd., carried 1,608 passengers 82,906 miles ; explored 2,200 square miles from the air ; photographed 600 square miles, and gave flying instructions to 38 students.

Macleod, Alberta, is to have its own aircraft transportation and passenger service, according to an announcement. William Hoodless, town councillor and garage proprietor is purchasing a 'plane to fly between that point and Calgary and other points of Southern Alberta. That town will be the first in Alberta, other than the big cities, to be served by aircraft.

In Moncton, New Brunswick, the airmail service recently inaugurated between the city and Charlottetown is reported highly satisfactory, having in one week carried three tons of mail matter over the route linking Moncton, Charlottetown and Summerside, which is believed to be a record in air mail transportation in Canada. The 'plane makes two trips daily.

The remarkable extent to which northern Canada, even into the Arctic circle, is now being opened up by the use of aeroplanes is again evidenced by the inauguration on January 16, by Western Canada Airways, Ltd., of an air service linking Fort Simpson on the Mackenzie River with the railway station at Waterways, the present terminal of the Alberta and Great Waterways Railway. Points included in the schedule of the projected service are Waterways on the Athabaska River ; Chipewyan on Lake Athabaska ; Fort Smith on the Slave River ; Hay River and Resolution on the Great Slave Lake ; and Simpson on the Mackenzie River ; all of which are important trading posts hitherto only accessible in the winter by dog team, though reached by steamship, motor boat or canoe in the summer months.

The new air service is designed at the outset to carry passengers and the more valuable types of express packages, including the better varieties of furs. The company's plans call for four trips a week from Waterways, two of which will be to Fort Resolution, providing for a return trip on the same day. Resolution is 512 miles from Waterways, but somewhat less than that by air line.

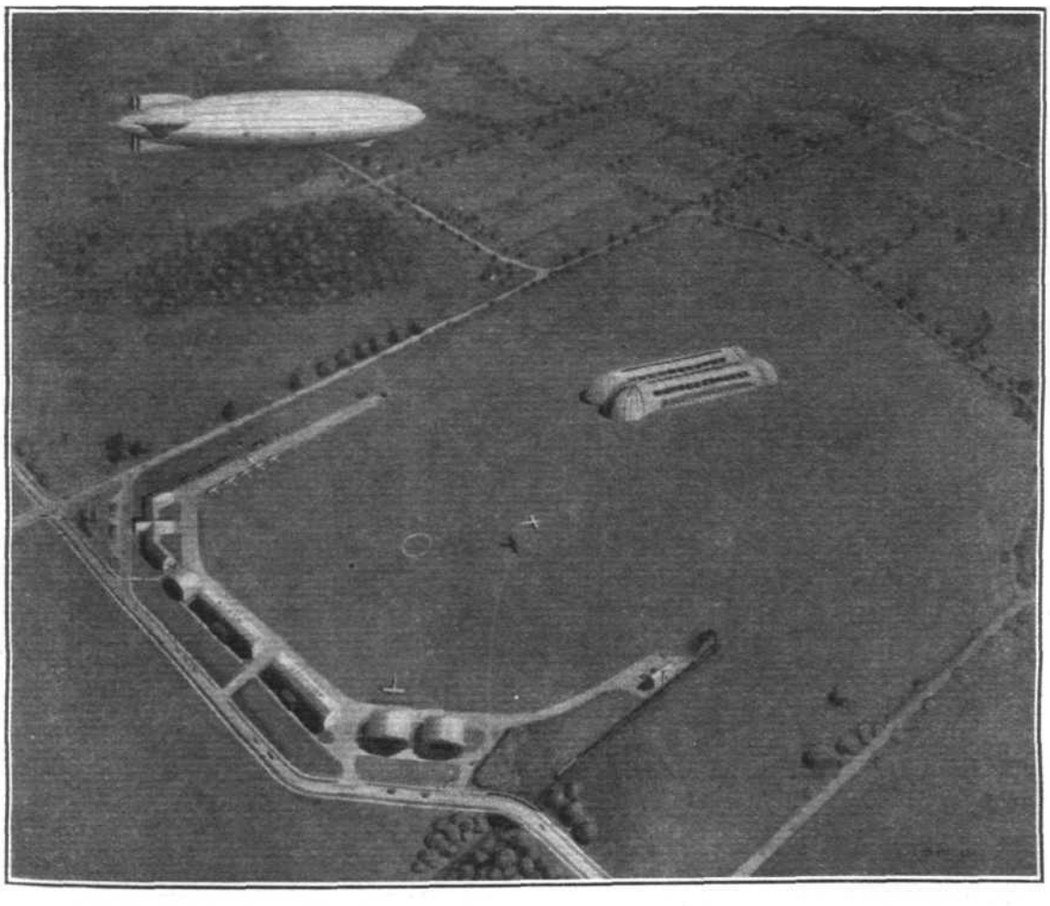
Fort Simpson on the Mackenzie River is a half-way point between the railway terminal at Waterways and the Arctic Circle, being a connecting post particularly for the Liard River traffic. This place will be the objective for two trips weekly, flying north from Waterways one day and returning the next with calls at intermediate points. It is 821 miles from Waterways to Simpson, or somewhat less—750 miles—by air route, the return trip being thus 1,500 miles. The new northern air transport service will be inaugurated by Mr. C. H. Dickens with a super-" Fokker " machine.

The Department of National Defence at Ottawa announces that on January 1, 1929, there were in operation in Canada 333 aeroplanes, or more than three times the total of 101 in use on the same date a year ago. Of that total, it is significant that 246 machines are engaged in commercial pursuits and 87 are being used in Government services.

The increase in the number of aircraft has brought about a corresponding development in flying facilities. There are at present 44 air harbours in Canada as compared with 25 on the same date last year. Licences held by commercial pilots on January 1 numbered 190, or more than four times the figure of 40 on the same date last year.

An announcement by the Dominion Post Office Department indicates that Canada's trans-Atlantic mail service has been expedited by the inauguration on January 28 of an air mail service connecting Ottawa with Montreal, St. John and Halifax. Mail taken off eastbound trans-continental trains will leave Ottawa at six o'clock in the morning by air and will arrive in St. John and Halifax in time for afternoon deliveries.

At the outset the schedule will be limited to bi-weekly flights over the entire route, while a daily service will be inaugurated between St. John and Halifax. The schedule for the return westward trip is not yet complete and special attention is being given to the movement of mail-carrying ocean ships. The schedule will be mapped out to speed up mail from the Atlantic seaboard as soon as it arrives.



The Akron Airport : This drawing shows the new Akron Goodyear Airport, U.S.A., as it will appear when completed, and where two gigantic dirigibles are to be built by the Goodyear-Zeppelin Corporation for the United States Navy. The dirigible hangars are shown in the centre of the field. Aeroplane hangars are at the left of thefield. Notice the ship in flight, giving a conception of its size and general appearance. Preliminary work has started on the giant hangar for the first of the two Navy ships.