

Aerial Transportation Notes.

A. S. Baxendale, formerly Manager of the Pacific Cable Board, is reported to have been appointed Aerial Traffic Manager for the Aircraft Transport and Travel Co. of Great Britain.

The Aero Club of France is the agency through which an offer is reported to have been made of a prize of \$100,000 for the design of an aircraft that will rise and land vertically, and have a speed of 134 miles an hour.

The Eastern Canada Air Lines have applied to the St. John, N.B., commissioners for aid in securing suitable grounds in the city for an aerodrome there. The company proposes to operate aircraft from St. John, to other points in the Maritime Provinces, the Magdalen Islands, Quebec and Ontario, and the Eastern States.

A London, Eng., cable states that a weekly airship service between England and North America is contemplated by a combination of aviation firms, which are credited with the intention of acquiring the R-34 and her sister ship the R-39. It is reported that these craft are being altered to meet requirements for freight and passenger carrying.

A Western Ontario branch of the Canadian Flying Club was formed in London, Ont., Dec. 6, with Major Hume Cronyn, M.P. as President, and Ivan Hunter as Secretary. It is proposed to get an aerodrome established so that when commercial flying begins in the spring, London will be able to provide accommodation and stop over privileges for passing machines.

The Royal Canadian Mounted Police will, it is reported, be the title of the former Royal North West Mounted Police after its amalgamation with the Dominion police. It is reported that the new force will use aircraft for patrolling the thinly populated areas of the north-west. The old time romance attaining to the R.N.W.M.P. will be revived by any extensive use of aeroplanes in its work.

H. W. Brodie, General Passenger Agent, C.P.R., Vancouver, is reported to have said Dec. 15, that the hydroplane will displace the ferry transportation between the mainland and Vancouver Island within the next few years and that the possibilities of aircraft developments will make transportation companies think twice before embarking in building or buying additional steamships for such services.

Major A. G. Lincoln is reported to be travelling through the prairie provinces obtaining estimates for the Dominion Government for the inauguration of a trans-Canada air mail and express service. It is said that a station will be located between Calgary and Banff, Alta., as the taking off place for the flight across the Rocky Mountains. Captain J. F. Hobbs is reported to have been making similar investigations in British Columbia.

The Prince Edward Island Transportation Co. is a party to an application to the Halifax, N.S., City Council, for permission to build an aerodrome at Halifax. The company, which is to operate in conjunction with the De Vere Aviation School, proposes to establish air vines, with branch lines to Montreal, routes throughout the Maritime Provinces, with branch lines to Montreal, Boston and New York.

The Aerial Transport and Taxi Co. Ltd., has been incorporated under the Dominion Companies Act, with \$75,000 authorized capital, and office at Winnipeg, to maintain and operate a service of air craft of all kinds for the carriage for hire of passengers, mail, express and freight between points within or without Canada. G. A. H. Dysart, A. E. Bell, H. N. Streight and R. Tidmus, Winnipeg, are the incorporators.

Captain Ross Smith, an Australian who left London, Eng., Nov. 12, to make a flight to Australia, within 30 days, reached Port Darwin, the most northerly town on the island, Dec. 10, well within the time limit. He won the £10,000 prize offered by the Australian Government, and a \$10,000 prize offered by a London, Eng., newspaper. The route followed was via Cairo, Delhi, Rangoon, along the Malay peninsula, and the Oceanic Islands, and the distance flown is estimated at 11,500 miles.

The possibilities of Moncton, N.B., as a center for air routes, and the location of an aerodrome and aviation school are under consideration. The mayor and members of the city council received a deputation Dec. 10, when the advantages of Moncton as a center for aviation were urged. The council appointed a committee to act with the promoters in looking over sites and to report at a future meet-

ing. It was stated that here would probably be 10 machines used on the line, with 6 for training purposes.

The Aerial Transport and Taxi Co. Limited, has been incorporated under the Dominion Companies Act with an authorized capital of \$75,000 and office at Winnipeg, to operate aircraft services of all kinds for the carriage for hire of passengers, mails, express and freight between points within or without Canada, and with various other powers necessary for the carrying out of the same. The provisional directors are: G. A. H. Dysart, A. L. Dysart, A. E. Bell, H. M. Streight and R. Tidmus, Winnipeg.

Bishop-Barker Aeroplanes Ltd. has been incorporated under the Ontario Companies Act with authorized capital of \$300,000 and office in Toronto, to manufacture and deal in all kinds of goods, ware and merchandise, and in particular to make and deal in, and to operate all kinds of aircraft; to organize and carry into effect aviation and flying meetings, exhibitions, completions and contests, etc.; to maintain lines of aircraft, to carry passengers, freight and goods by aircraft; to carry on schools for the teaching of flying, and to do various other things incidental thereto. A press report states that the transfer of the Bishop-Barker Co.'s interests has been completed, that Colonel W. G. Barker, V.C., is the managing director of enterprise, and that the Armour Heights aerodromes, Toronto, have been acquired as the headquarters of the business.

Lotbiniere and Megantic Railway Bought by Dominion Government.

The Dominion Parliament passed an act in 1918 authorizing the Governor in council to acquire, under the provisions of the statutes of 1915, chap. 16, upon such terms as might be approved the Lotbiniere and Megantic Ry., together with such equipment and properties as might be deemed necessary for its operation. The consideration to be paid for the line and for the "equipment and appurtenances" to be the value thereof as determined by the Exchequer Court. In explaining the bill, which provided also for the purchase of the Quebec and Saguenay Ry., and the line known formerly as the Quebec, Montmorency and Charlevoix Ry., also from the Quebec Railway, Light, Heat & Power Co., the Minister of Railways gave the following information relating to the L. and M.R. The capital cost of the line was \$349,208.85; and the price at which it would be taken over, subject to the finding of the Court of Exchequer, was to be \$330,000. Parliament at the same session voted \$300,000 to acquire the railway.

"(a) The line of railway commonly known as the Quebec Montmorency and Charlevoix Ry., extending from St. Paul Street in the City of Quebec, to St. Joachim, a distance of about 43 1-5 miles.

"(b) The Quebec and Saguenay, extending from its junction with the Quebec, Montmorency and Charlevoix Ry. at St. Joachim, in the County of Montmorency to Nairn Falls, in the County of Charlevoix, a distance of about 62 8-10 miles.

"(c) The Lotbiniere and Megantic Ry., extending from Lyster, in the County of Megantic, to St. Jean des Chailions in the County of Lotbiniere, a distance of about 30 miles.

"That the authority given by the said act of 1916 was not exercised, owing to certain legal difficulties which arose in connection with the Quebec and Saguenay Ry., which line has since, however, been taken over by the government under authority of the appropriation acts passed during the first session of parliament this year. The Minister, on the advice of the Deputy Minister of Railways and Canals, recommends that, in pursuance of the above mentioned act, 1915, chap. 16, authority now be given for the purchase of the Lotbiniere and Megantic Ry. at the price of \$330,000, such price to include the whole of the company's undertaking, including all real estate, tracks, buildings, franchises, rolling stock and tools, and all other property whatsoever of the company, free and clear of all encumbrances, and to be paid only after the amount has been appropriated by parliament for the purpose, and upon receipt of a deed of conveyance to be obtained through and satisfactory to the Justice Department, such conveyance to cover all the aforesaid property, free of all encumbrances and claims whatsoever; the extent of right of way including station grounds and terminals to be conveyed, to be such as may be satisfactory to the Railways and Canals Department, the said railway to be transferred to the Crown on Dec. 1, 1919, and, pending settlement, interest to be paid on the purchase price at the rate of 5% per annum from such date of final payment; the said railway to be operated as part of the Canadian Government Rys. System by the Canadian Northern Ry. board of directors. The Minister observes that the Lotbiniere and Megantic Ry. connects with the G.T.R. at Lyster Junction,