

FAIRCHILD GETS ORDER FOR MILITARY PLANES

Report Says Two Millions Involved in Equipment Deal — Bombing Machines.

MONTREAL, Aug. 14—Fairchild Aircraft Ltd., has received a large order for Bristol military airplanes from the Canadian Government. The Financial Post is advised on reliable authority.

While details are not yet available and no official announcement is expected for at least a week, it is believed that total purchase will be in the neighborhood of two million dollars and calls for supply of 18 or 20 bombing machines. The order will be filled on a cost plus basis.

Contrary to earlier reports, these planes will not just be assembled by Fairchild in Canada but will be completely manufactured and equipped. The company has just been appointed manufacturing and selling agent for Bristol engines and aviation equipment in this country.

The company's plant is on the outskirts of Montreal at Longueuil, near the Canadian terminus of the new overseas air route from Ireland. The factory was completed in 1930 and site includes both landing field, seaplane base and railway connections.

It is suggested that the order through Ottawa may be for the British Government, which has been anxious to develop airplane manufacturing facilities throughout the Empire and is finding it difficult to

obtain deliveries of military planes for its rearmament program. Opinion here, however, inclines to the belief the order is for the Canadian government to implement its own expanded defense program, and that arrangements for manufacture of British-type planes here were made in co-operation with the British authorities.

It has been publicly stated on various occasions that Canadian and British authorities collaborated in drafting the Canadian defense plans, and that every effort is being made to bring about uniformity of equipment and facilities of defense forces throughout the Empire.

Importance of the order to the company is indicated in previous sales which were \$206,900 for the year 1935 and somewhat less than \$400,000 for 1936.

Fairchild Aircraft Ltd. has 120,000 shares of \$5 each outstanding, including 30,000 shares offered at \$6 each late in 1936. The company had a loss of \$9,214 after all charges in 1936, compared with losses of \$46,325 and \$28,007 in 1935 and 1934 respectively. As at Oct. 31, 1936, the company's working capital was \$369, but was increased substantially by the subsequent sale of 30,000 shares.

MOTOR TOURS ENCIRCLE FAMED GASPE PENINSULA

Drivers of automobiles who take their families along and have been accustomed to spending their holidays at the wheel of their car may now have an opportunity of visiting one of the most fascinating areas in Eastern Quebec and let someone else do the driving during a tour of 3 or 4 days, according to C. W. Johnston, General Passenger Traffic Manager of the Canadian National Railways.

A series of daily tours around the Gaspé Peninsula have been arranged this summer and early fall by Gaspé Tours Limited, with departure from Mont Joli in modern five-passenger motor cars on a trip of 550 miles of picturesque scenery, mountains and sea, the majestic River and Gulf of St. Lawrence and Baie des Chaleurs. These tours from and to Mont Joli are conducted on an all-expense included basis, covering transportation meals, hotel accommodation and a short side trip by boat.

Gaspé, as a vacation playground, has come to be associated with all that is alluring and different because of its unspoiled natural beauty and of the quaint customs and manners of bygone centuries still retained in the true hospitality of its inhabitants. These personally conducted tours from the gateway of Mont Joli and return have been planned to meet the demand for a comprehensive all-inclusive trip requiring a minimum of time and expense.

Tourists have an opportunity of visiting this unspoiled playground by taking a train of the Canadian National Railways to Mont Joli, the entrance to the Gaspé Peninsula, thence by highway encircling this gigantic headland which reaches far out into the Gulf of St. Lawrence.

Owing to the fact that only the most experienced drivers are employed on this scenic trip, tourists may have no hesitation in placing themselves and their families in the care of these veteran motorists, who are thoroughly familiar with the route, the history and attractions of the region, and who speak both English and French. Special rates are available for family parties or groups of three or more persons.

TRAVELLER NEED NEVER BE OUT OF TOUCH WITH HOME

In these days the traveller need rarely, if ever, be out of touch with his home or business. No matter where he may be, in remote places of the earth or travelling the high seas, the long arm of the telegraph will reach out and bring him news of home. From land lines messages are transferred to wireless stations that radio them to ships all over the world. The story of the quest for such means of communication is full of interest and thrills. As far back as 1842, states a publication of the Canadian National Telegraphs, electro-magnetic radiation, which is the principal of wireless, was discovered and with the invention and subsequent improvement of the electronic, or "radio", tube, wireless communication became a matter of everyday use, although previous to that the Marconi system provided communication with ships at sea and supplemented the cable for transatlantic communication.

C. N. R. Divisional Freight Agent Said To Be Retiring Soon

C. N. R. a. b. t. CMFWY MF The retirement of H. H. James as divisional freight agent for the C. N. R. in Saint John, is expected in the near future. It was reported in railway circles yesterday. Mr. James is well known as a citizen and railwayman and one courteous and efficient in his duties. He has frequently visited Fredericton where he has many friends.

Born in Lawrencetown, N. S., his boyhood days were spent in the Annapolis valley. As a young man he joined the staff of the C. N. R. freight department at Halifax and later was transferred to this city. He was first employed in the local freight office and then promoted to the position of chief clerk in the divisional freight office. In 1914 Mr. James was appointed travelling freight agent, with headquarters at Moncton, and after fulfilling the duties of this position for twelve years he was named divisional freight agent here.

It was reported that retirement would take effect late in September. Nothing could be learned as to his successor.

HOMING PIGEONS DO NOT FLY AT NIGHT

MONTREAL, Que., Aug. 14—Racing pigeon clubs are very active at the present time and consequently racing-pigeon shipments are moving in considerable quantities, according to G. E. Bellerose, General Manager of the Canadian National Express, which handles a large number of such shipments annually. Intelligent liberation, clear weather and well-trained birds are regarded as essential factors in successful pigeon racing.

Homing pigeons, by which name the racing variety is called, are shipped in baskets of standard make, stated Mr. Bellerose, in which they are placed after they have been leg banded by a leg-banding machine. When the birds are liberated for a race they make their exit by a large door in the side of the baskets, which are opened at approximately the same time. The last birds out soon bunch up with the others and thus have an equal chance in a race.

Pigeons will not fly in the dark, therefore, if liberated at night they usually are fatally injured by flying into land objects, such as trees, houses, etc. If they are overtaken by darkness they will drop onto the tops of trees or onto buildings, continuing the flight home the next day.

Enough time should therefore be allowed for the birds to get home in daylight, if possible. Pigeons drink plenty of water and water troughs are therefore attached to the baskets, otherwise they will come down for water after being liberated and thus possibly spoil what might have been a good race.

A recent flight of homing pigeons from Churchill on Hudson Bay to San Antonio, Texas, air line distance of 2,039 miles, was completed in 43 days, 10 hours, 51 minutes and 30 seconds, setting a new world's record. The winner, a Blue Check registered hen, has been named "Lady Churchill" in honor of her flight. When the birds were released, they headed straight for their home lofts in the Lone Star State. It is announced that another Churchill to San Antonio race will be staged next year.

In a recent letter, the Highland Park Homing Pigeon Club of San Antonio, under whose auspices the race was arranged, thanked the Canadian National Railways Express Department, which handled the shipment northbound in Canada, for their part in the success of this long-distance flight.

FIRST CARLOAD OF 1937 WHEAT CROP

WINNIPEG, Man., Aug. 14—The first car of the 1937 crop of Manitoba wheat moved into Winnipeg recently over Canadian National Railways. The shipment arrived in car CN 408-676 and was loaded at Morris, Manitoba, It was consigned to N. M. Patterson Elevators at Fort William and graded Number One Durum.

SWING BACK TO RAIL TRAVEL

SAINT JOHN, N. B., Aug. 14—The improvement in the economic outlook is being reflected in the increased passenger business and this increase can also be taken as an indication of the swing back towards rail transportation, stated F. L. C. Bond, of Toronto, General Manager of the

Central Region of the Canadian National Railways, when leaving the city on his return to Toronto. On route he will stop over in Quebec City.

The present generation, Mr. Bond said, is not the same that 'grew up with motors' and now that the motor car lost its novelty, there is a noticeable swinging back toward the railway as a means of transportation, and a greater appreciation of the advantages which the railways have to offer, including air-conditioning.



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Full information on the Home Improvement Plan and what it covers may be obtained from your local committee, your Provincial Chairman, your bank or the National Employment Commission, Ottawa.

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