

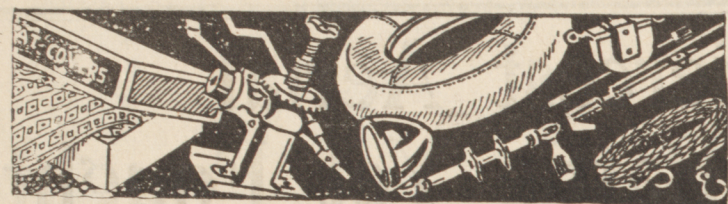


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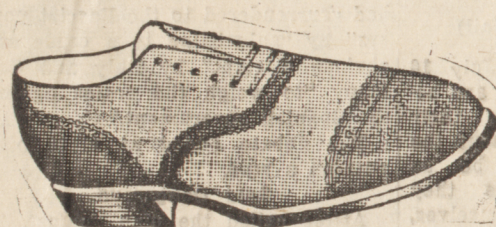


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## Trans-Canada Air Line Survey Is Now Getting Underway

**Canadian Pilots Now Being Trained To Handle  
the Business--Trans-Canada Air Operations  
Will Work in Conjunction**

Trans-Canada Air Lines is the official title of the enterprise. Its headquarters are at Montreal and it is under the management of a board of directors composed of seven persons. Three of the directors are named by the Government, while four are nominated by the Canadian National Railway Company, at present the sole stockholder with 50,000 shares representing all of the authorized capital (\$5,000,000) of the corporation. The Canadian National may sell or dispose of, to persons engaged or interested in aviation, a minority share interest if, at some future date, such action is deemed advisable, but it must, under the terms of the act creating the Trans-Canada Air Lines, retain a majority stock control. No shares can be held by any person other than a British subject resident in Canada, or a corporation incorporated under the laws of Canada.

The directors of Trans-Canada Air Lines at present are: S. J. Hungerford, Chairman and President, C.N.R., Montreal; James Y. Murdoch, Director, C.N.R., Toronto; Hon. Wilfred Gagnon, Director, C.N.R., Montreal; H. J. Symington, Director, C.N.R., Montreal; C. P. Edwards, Chief of Air Services, Dept. of Transport, Ottawa; J. A. Wilson, Controller of Civil Aviation, Dept. of Transport, Ottawa; G. Herring, Chief Superintendent of Air and Land Mail Service, Post Office Department, Ottawa. S. J. Hungerford is President of Trans-Canada Air Lines and Philip G. Johnson, Vice President in charge of operations.

The services of Mr. Johnson were secured in order that the operation of Trans-Canada Air Lines might be built by placing in charge an executive thoroughly familiar with large scale transcontinental commercial flying operations of the most modern character. A short record of his career in aeronautical work is as follows:

Engineering Department, Boeing Airplane Company 1917-18; Production Department, Boeing Airplane Company, 1918; Superintendent, Boeing Airplane Company 1919-22; Vice-President and General Manager Boeing Airplane Co., 1922-26; President, Boeing Airplane Company, 1926-33; President, Boeing Air Transport, Inc., 1927; President, Varney Airlines, Inc., 1931-33; President, Pacific Air Transport, 1933; President, National Air Transport, 1931-33; President, United Air Lines, Inc., 1931-33; Voting Trustee, United Airlines Transport Corp., 1934-35.

The Trans-Canada Air Lines will operate regular services of aircraft, transporting mails, passengers and express on routes specified by the government. Its franchise on those routes will be of an exclusive character. The tariffs must be on a similar basis with other competitive services in North America. For an initial period, until January 1940, a subsidy, equal to the deficit, if any, resulting from operations, will be paid out of moneys appropriated by Parliament. Subsequently, the company's air mail contract will be based on the cost of the service as determined by the operations of the previous year.

The emergency landing fields, lights, radio beams and weather reporting necessary for the operations of Trans-Canada Air Lines are now being organized and will be maintained by the Department of Transport, the Trans-Canada Air Lines supplying the modern aviation equipment, two-way radio telephone service, also hangars and other facilities.

Hon. C. D. Howe, Minister of Transport, in presenting to the House of Commons the measure to incorporate the Trans-Canada Air Lines, said, "Canada is perhaps one of the few countries in the world without a national scheduled air service. The air service from our

centres of population to areas not otherwise served by transportation take second place to none, but we are woefully behind other countries in air services between centres of population. During the calendar year 1936 over 1,000,000 people travelled in scheduled air flights in the United States. Many Canadian citizens when travelling from one point to another in Canada find they have to use the air lines in the United States, and they have been very insistent in demanding the establishment of a direct Canadian service.

"Air mail stamps are sold in Canada and much of our mail is routed across the border, transported by the air services of the United States and then brought back across the border at the point nearest to destination. The volume of this air mail is sufficient to warrant the establishment of a direct service in Canada. I believe such a service would prove of immense value for national purposes. Canada is a country of vast distances and sparse population, and the time needed to travel between the west and the east is considerable under present circumstances. If that time could be cut in three or four by a new air service, the people living at the extreme of this country would be able to travel more frequently to the centres of government, business and industry, and the inter-relationships of the country would thereby be fac-

ilitated. The need for a service of this kind has been recognized for a considerable time.

"The set-up of the Trans-Canada Air Lines is such that the company will be protected against loss, but its profits will be very strictly limited. In other words, it is organized to perform a certain national service, and it is expected that that service will be performed at or near cost.

"As hon. members know, this government is obligated to share in the proposed service now being organized between England, Ireland and Canada to cross the north Atlantic. In that connection we have undertaken to be prepared to fly the mails across Canada connecting with their flight across the Atlantic. For that reason it is urgent to form this company and get the organization under way, and obtain the necessary equipment to undertake the service.

"It is estimated that the capital required to purchase the equipment necessary to perform the service in Canada is about \$1,750,000. In addition, about \$1,250,000 is required as part of Canada's capital for the transatlantic service. The balance of \$2,000,000 is provided to be called upon as required for the expansion of the services as national need may indicate. The cost of operation of the service, the coast to coast service, is estimated at about \$1,000,000 a year."

Since the act to incorporate the enterprise was given Royal Assent on April 10th last, the Board of Directors of Trans-Canada Air Lines, in conjunction with the Minister of

(Continued on Page Seven)

## TORY CONVENTION SET DATE FOR NATIONAL GATHERING AT THE DOMINION CAPITAL

Selection of New National Conservative Leader  
In Place of Rt. Hon. R. B. Bennett

MONTREAL, July 16--A special dispatch to the Montreal Star from its Ottawa correspondent states that at a caucus to be held at Ottawa on August 7 a leader will be selected in place of Rt. Hon. R. B. Bennett who is likely to retire owing to 'only fair' health.

Mr. Bennett left Canada for the Coronation with the intention of spending some time after the ceremonies in visiting specialists to have a thorough check-up of his physical condition. It was accepted that this meant that continued leadership of the party by Mr. Bennett depended on the verdict of the specialists. Today he left Southampton after telling newspapermen that his health was 'fair, only fair.'

By many these developments point to the early withdrawal of Mr. Bennett from active politics.

If the distinguished statesman announces after his intended consultation with political allies his withdrawal from public life, there will be no surprise. He has long talked of that. If he should be prevailed upon to stay for a while anyway, there might be no surprise either. People here who are very close to the leader are of divided opinions as to what he will do, though reading today's cables those who have believed that he would leave find some confirmation for their opinion.

Shortly before the session of Parliament closed Mr. Bennett at a final caucus of the party made a statement, which, though qualified, was taken to hint at his resignation from the leadership. He spoke of his health and his intention to consult specialists abroad, and promised that on his return after doing so he would make known his decision. When, in some quarters, it was said definitely at the time that he was through, Mr. Bennett resented the statement with characteristic emphasis. Soon after he went away. He is

now on the way back to confer with his colleagues and announce a decision. If he simply intended to carry on there would appear to be no necessity for a family gathering, but the announcement that one is called will be construed to suggest the definite purpose to retire. Any forecast even by those closest to him, of what Mr. Bennett may do needs to be in the light of his tendency to change his mind. His temperament is flexible.

There can be little doubt, however that his whole inclination since the last election, has been to withdraw when the occasion was regarded as suitable. The difficulty of enlisting a suitable successor has been an arresting influence to any inclination to leave. Nothing happening in his absence has been productive of any new 'white hope.'

If the leader should announce his intention to quit, a successor would have to be chosen.

There could be two methods of procedure. The Parliamentary party could do it, or a convention could be called. The fact that the Conservative members in Parliament number only 40 suggest to many of the faith that the responsibility of selecting a chieftain is too great for them to exercise save in a tentative way in anticipation of a convention. Such a gathering has long been advocated in some quarters whether or not Mr. Bennett remains. One may be called when he comes back, and the leader may resign and be importuned to stay, and, conceivably might do so. The wider impression here, however, is that if he intends to quit he will say so forthwith and do it and stick to his resolution. He has had an abundant opportunity to think it all over and his mind, one way or the other, must be made up. His prolonged absences since the last election have been greatly calculated to influence detachment from active, domestic politics.



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