



AVIATION WRITERS ASSOCIATION EXECUTIVE for the coming year, left to right: Leslie V. Spencer, The Albert Woodley Company, treasurer; David R. Wallin, St. Louis Post Dispatch, first vice-president; Ross Willmot, Canadian Aviation, second vice-president; George McLaughlin, Aero Digest, historian; Ralph McClarren, executive secretary; and seated, LeRoy Whitman, Army, Navy, Air Force Journal, president. Absent, Vern Haughland, Associated Press, third vice-president.

CPA Rates High?

Top officials of Canadian Pacific Air Lines Ltd., including president Grant McConachie, recently sat around the conference table with Yellowknife business leaders to hear complaints that airline rates for passenger and cargo traffic from Edmonton to Yellowknife were exorbitant.

The Yellowknife conference, reported as argumentative, gave little concrete satisfaction to the people of Yellowknife, the major centre in the North West Territories. To questions about reducing rates Mr. McConachie replied there just was not the volume of traffic, nor potential volume, to make it possible.

Some rates on northern runs will be cut, Mr. McConachie said, as a result of the airline's study of its rate structure. The company president said the rate to such points as Aklavik will be reduced. Mr. McConachie explained Aklavik was being over-charged but the rates to Yellowknife, he added, were pretty good.

Both parties were in accord in condemning the charges of the Northern Transportation Company for hauling gasoline from Norman Wells to Yellowknife.

During the meeting Mr. McConachie announced his company had not decided as yet whether it will oppose the application of Associated Airways for a parallel Edmonton-Yellowknife freight service. This came as a surprise to the northerners, who are giving considerable support to Associated's application, as it was understood both CPA and Trans-Canada had filed submissions against the all-cargo proposal of the Edmonton company.

At the conclusion of the meeting the chief Yellowknife spokesmen, Douglas Finlayson, board of trade president, and E. R. Horton, chairman of the board's transportation committee, stated they were still dissatisfied with the Yellowknife rates. Otherwise they said they were reasonably satisfied with the general service supplied by CPAL.

The airline delegation included J. G. Twist, domestic lines manager, and T. W. Brown, director of cargo, both from Vancouver, and Edmonton, district officials W. A. Chambers, superintendent, and Arthur Kramer, traffic manager.

New Avro Engine

Avro Canada has announced it is developing privately a new top-secret jet engine. Crawford Gordon, Jr., company president, said: "We are developing the new engine as a private venture and we think it is the most advanced engine being developed."

He said that titanium, a light metal with an extremely high melting point, will play a large part in its construction.

He said it was hoped to reduce substantially the weight of the engine through the use of this metal.

It is reported that Avro's new engine has a power potential of 18,000 to 20,000 lb. static thrust — roughly three times the power of the Avro Orenda engine.

It is said to be long twin-spool turbojet, which probably will begin test stand runs in January, 1955. Later it probably will be flown in A. V. Roe & Co.'s Vulcan, the English parent company's four-jet, delta-wing bomber.

Plans for the new high-thrust engine first were shown to top officials of the Hawker Siddeley Group, of which Avro Canada is a member, in

October, 1953, when these officials visited Canada. Detail work on the engine was started soon after.

Avro hopes that its engine will be used in the RCAF's forthcoming CF-105 delta-wing interceptor, a long-range jet in the 1,200-mph. class.

Cabinet Changes

In a recent switch of top Canadian Government leaders, there are several changes affecting aviation. Ralph Campney, formerly associate Minister of National Defense, becomes Minister succeeding the Hon. Brooke Claxton, who is forsaking politics to be vice-president of the Metropolitan Life Insurance Company and general manager of its Canadian head office in Ottawa. George C. Marler, formerly Liberal leader in Quebec, succeeds the Hon. Lionel Chevrier as transport minister. Mr. Chevrier is going to head the St. Lawrence Seaway Authority. John R. Baldwin, deputy transport minister for air services and chairman of the Air Transport Board succeeds Charles W. West, deputy transport minister. Mr. West has also joined the St. Lawrence Seaway Authority.

W. J. Matthews

A legal specialist in the Government service has been named to head the Air Transport Board that regulates Canada's \$80,000,000-a-year commercial aviation business.

The \$13,500-a-year job went to W. J. Matthews, 54, chief law expert of the Transport Department who for the last five years has been director of the department's administration and legal services branch.

Mr. Matthews, regarded as Ottawa's top authority on transportation law, succeeds John R. Baldwin, who became senior deputy minister of transport.

Mr. Matthews, a native of Port Arthur, has been with the Transport Department since 1936. While he has not specialized in aviation — his duties have included railways, shipping, air and meteorology — he has worked closely for years with the Transport Department's air services branch.

Also, he had a major hand in drafting the legislation that established the ATB and which incorporated the publicly owned Trans-Canada Air Lines.