

## Canada Sets Air Pace for Americas With Jet Mail Hop



Girls in costumes of many nations wave as Canadian Jetliner takes off from Malton Airport yesterday on first Canada-U.S. jet-propelled passenger transport flight. Girls represented some of the 35 countries exhibiting at the International Trade Fair here, May 29-June 9.



Mayor McCallum at Malton lights peace pipe which was still lit when handed to Commissioner O'Brien at New York. At right is Gordon McGregor, Trans-Canada Air Lines president.

## Magnate Angry Cripps Gets 95 Per Cent Of His Bonus

By TANIA LONG

New York Times Special to  
The Globe and Mail. Copyright

London, April 18.—In his speech on the Budget which Sir Stafford Cripps has made an instrument of economic policy he singled out two individuals for special attention.

One of them was Leonard P. Lord, chairman and managing director of Austin Motor Co., who only last Thursday charged the Labor Government with failing to keep its promises as regards the allocation of steel to automobile manufacturers. The other was Sir John Black, director of the Standard Motor Group. Both executives received large gifts, or bonuses, from their companies last year in exchange for their agreement not to work for other companies for the rest of their lives.

Mr. Lord, who has been an outspoken critic of the government, hinted tonight that he might take action to preserve his gift which under British tax laws up to now would be tax free. Sir Stafford, he said, was altering the laws of England by imposing a retroactive surtax on tax free gifts. He cited a similar case in 1942 in which the House of Lords, Britain's final court of appeal, denied the right of the Treasury to charge income tax on payment by a company to a top-level employee in return for the latter's undertaking never to work for a competitive concern.

"There is no law in England any more," Mr. Lord said. "If it is a fact that one can go to the House of Lords and get a decision and that decision can be reversed retrospectively, what is the good of the law and anyway? If the chance of the exchequer can overrule the law where are we?"

Sir Stafford announced that the gift would be taxed retroactively of about 95 per cent of the cash and that Sir John Black had received £100,000. He said his company was in a position to pay that



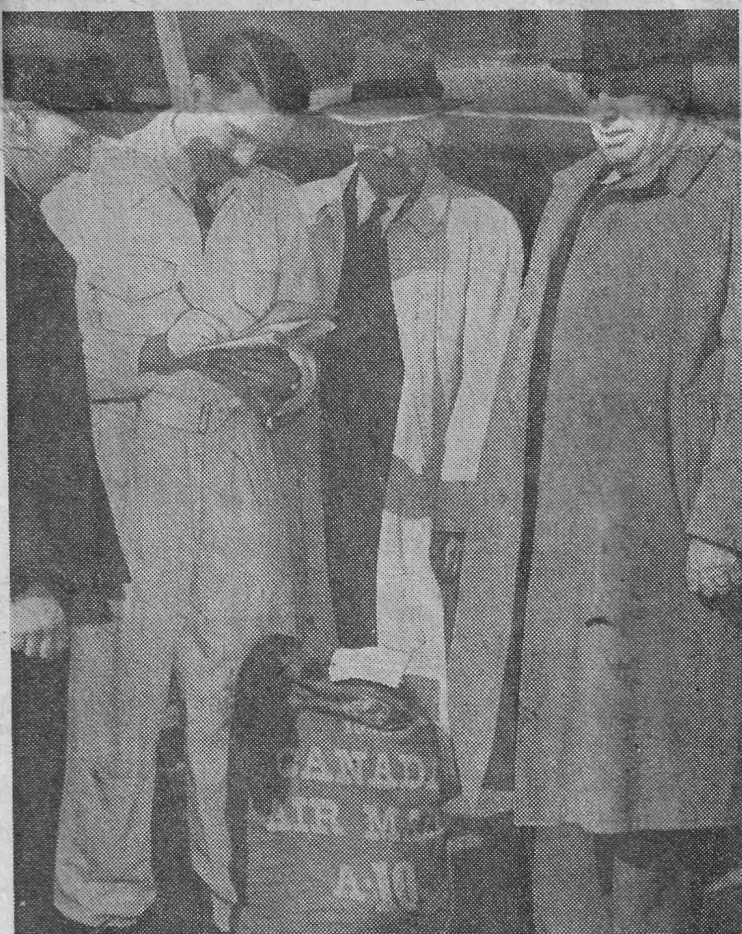


Deputy Commerce Commissioner James O'Brien (left), representing Mayor William O'Dwyer, wears Indian headdress and holds peace pipe sent from Toronto after plane landed at Idlewild Airport. At right holding invitation to trade fair is Canada's consul-general, Kenneth A. Greene. Beside O'Brien is Pilot Don Rogers.





Big crowd of reporters and photographers present for take-off was duplicated at Idlewild where upwards of 30 cameramen shot the glistening craft from all angles. On observation deck there were 800 spectators.



Loading the first air mail ever to be carried by a jet plane are, from left, Clarence Baker, Pilot Rogers, Airmail Superintendent E. B. Goss and Postmaster W. M. MacLean.

## Never in Jet Airliner, U.S. Executive Scoffs At Record N.Y. Flight

By JAMES HORNICK

The pride of Canada's young jet-plane industry survived a pelting of sour grapes yesterday to lop 45 minutes from the Malton-New York airline schedule.

With six people in its 50-passenger cabin, the low-slung Avro Jetliner took off at 9:30 from Malton and whistled the 365 air miles to New York in 59 minutes, 56 seconds.

Simultaneous with the civic reception at Idlewild Airport there came a furious barrage of anti-jetplane fire from neighboring LaGuardia Field where Colonial Airlines was celebrating 20 accident-free years of service.

Colonial's fiery president, Sigmond Janas, let loose at the Canadian aircraft industry with a press statement which included the comment: "Jetliners are newsworthy, but prudent operators see them only as rays of hope."

Even as the Jetliner's four engines whined to a stop, Janas was announcing at LaGuardia: "One day the jet plane no doubt will find a place in air transportation, but this should come only after the questions of safety have been solved."

One of the aircraft's three passengers, President Gordon McGregor of Trans-Canada Air Lines, was quick with the rejoinder that critic Janas had never flown in either of the world's two jet airliners, the Canadian Avro or the British de Havilland Comet.

As a prospective buyer of the Malton product, McGregor said the Jetliner "arose smoothly and behaved excellently with little noise or vibration." TCA anticipated no immediate purchase, however. It would be from two to five years, McGregor forecast, before jetliners were in scheduled service.

The fresh controversy provoked by Janas' attack brought reminders of the Colonial Airlines assault on the Canadian Air Transport Board when TCA was given equal rights on a profit-making Montreal-New York route hitherto exclusively served by a U.S. carrier.

Two weeks ago, it was learned,

Colonial Airlines asked Avro to postpone its New York flight because of a conflict in dates. The airline had scheduled its 20-year celebration for the same time as the Jetliner arrival at another field.

Officials of the Malton company replied that the flight was long planned to coincide with an aeronautical meeting in New York of the Society of Automotive Engineers. There would be no postponement on Colonial's account.

Don Rogers, Avro's chief test pilot, said on landing that he had climbed to 20,000 feet and with the help of a slight tailwind averaged 415 miles an hour. He circled three minutes before setting down at Idlewild.

The machine flies most economically at 450 miles an hour, 30,000 feet in the air. Its limited certificate of airworthiness from the federal Transport Department forbade maximum performance.

Aboard the Jetliner were 15,000 airmail letters, the first carried by jet on the continent, an Indian peace pipe for New York's Mayor O'Dwyer and an invitation to Americans generally to attend the International Trade Fair in Toronto.

### Air Transportation In Future --- Whoosh

New York Times Special to The Globe and Mail. Copyright

New York, April 18.—Air transportation in the United States is on the threshold of a new era in which every community in the country will be less than six flying hours from any other, thanks to a network of jet-propelled transports and helicopters.

This prediction was made today at the National Aeronautic meeting of the Society of Automotive Engineers by Melvin Warshaw of Trans-World Airlines. He was one of six speakers who addressed 300 aircraft engineers on the topic: Air Transportation After 1955 — Whoosh!

For the airline of the future, Mr. Warshaw outlined three types of plane. The long-range ship, he said, will be a jet-propelled transport with a speed of 600 to 700 miles an hour and a passenger capacity of about 60. This plane would make all runs of more than 500 miles.

The second plane, designed to make flights of 150 to 500 miles, would be powered by turbine-driven propellers at a 400-mile-an-hour speed and carry 40 passengers. A 20-passenger helicopter would travel the short hauls of less than 150 miles at a speed of 120 miles an hour.

"The use of helicopters will eliminate the need for local limousine transportation," the airline official declared.

Airports could be moved further from cities, and in several cases a single large airport could be built between neighboring cities, Mr. Warshaw said. As an example, he proposed a terminal between New York and Philadelphia that could be reached by helicopter from either city in less time than it now takes to drive to the airports.

### Sick Since Yule, Mr. King Better; Windsor Pays Call

Ottawa, April 18 (CP).—Former Prime Minister Mackenzie King was reported today to be making slow but steady progress from the ill health which has confined him to his home almost constantly since Christmas.

Yesterday Mr. King was well enough to receive a visit from the Duke of Windsor with whom he had close personal and official relations up to the time of the latter's abdication.

The Duke and Duchess of Windsor were here yesterday for a one-day personal visit to the Governor-General, Viscount Alexander.