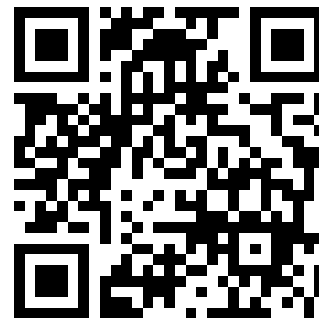

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Airlines Up Only 5% for Year

Revenue Passenger Miles Show Small Increase as Accidents and Weather Play Havoc with Business
American Airlines Only Major Line to Show Increase

AIRLINES reporting to the Air Transport Association of America flew 457,531,319 revenue passenger miles during 1937, a 5% increase over the 388,095,200 flown during 1936.

Despite the fact that most lines decreased fares in the fourth quarter of 1937, traffic was 14.4% lower than during the corresponding 1936 period. The loss was principally due to poor weather, the October crash, and the general business recession. The first, second and third quarters were all better than during 1936.

Although the total revenue passenger miles were higher for 1937, American Airlines was the only transcontinental line to show an increase over 1936. American flew 123,074,318 revenue passenger miles during 1937, as compared with 100,637,461 in 1936, and has, with the exception of one month, accounted for the largest single share of the total passenger business since October, 1936.

United Air Lines' total revenue passenger miles for 1937 were 97,578,794 against 106,048,002 in 1936. TWA's total was approximately 68,000,000 as compared with 76,296,390 in 1936.

Air Transport Association figures also show that in 1937 there were five accidents resulting in 40 fatalities on the domestic airlines as compared with six accidents and 44 fatalities in 1936. Passenger-miles flown per passenger fatality during 1937 were 11,766,800 against 9,903,188 during the previous year.

The following figures are estimates, final statistics not being available as yet: 1937 plane-miles flown, 65,000,000, an increase of 2% over 1936; pounds of express, 8,698,500, a 25% increase; mail ton-miles, 6,602,700, an increase of 15%; passengers carried, 1,102,000, an 8% increase. The final figure on passenger-miles is 471,000,000, 8% ahead of the 435,740,253 flown in 1936.

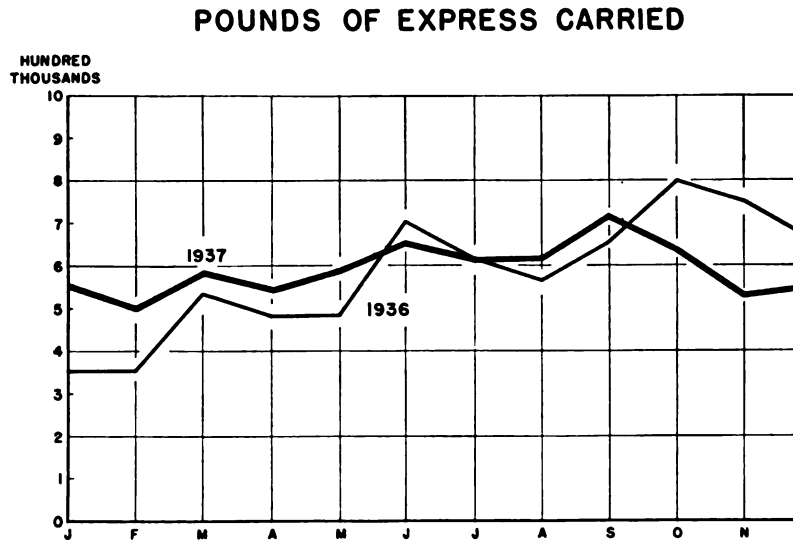
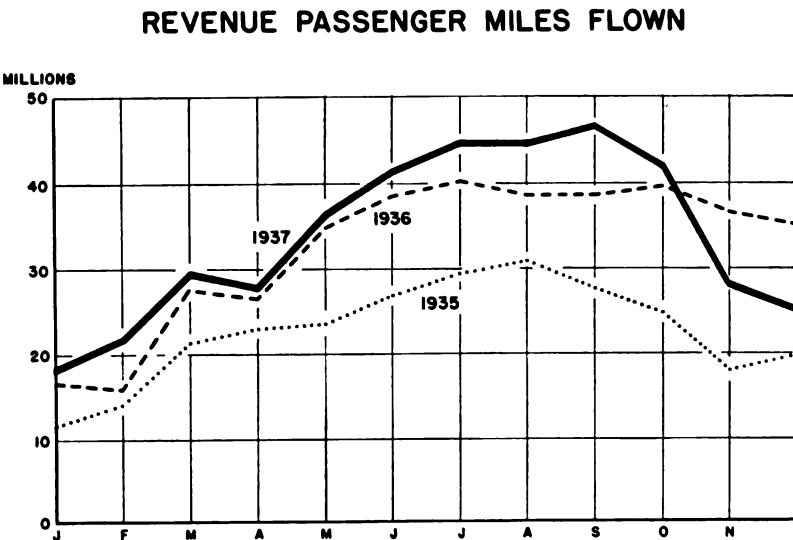
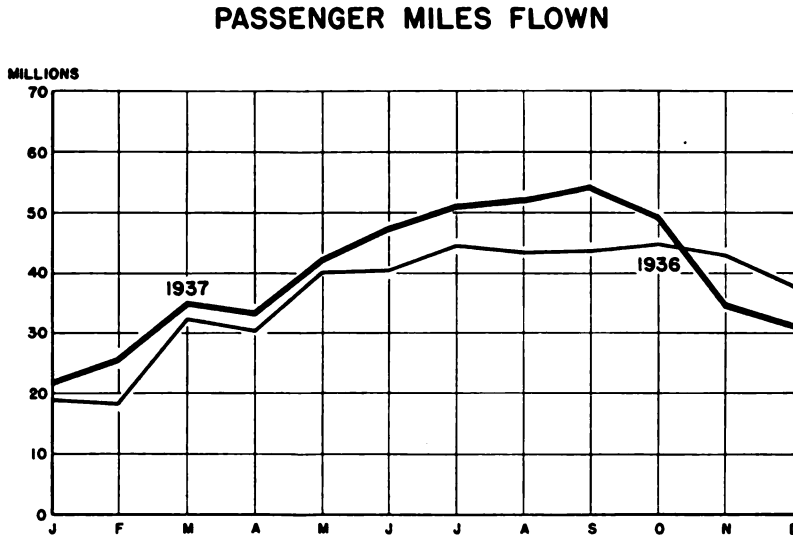
Canada Line Express Up 230% in 1937

Edmonton, Alberta, Jan. 31—Canadian Airways planes in 1937 broke all express records. Business jumped 230 per cent, and officials expect 1938 to be even better. J. W. Tackaberry, Winnipeg, controller of the company, said today.

In 1937 the company invested \$300,000 in new equipment. Mileage rose 35 per cent, passenger traffic increased 65 per cent. Ships carried nearly 16,000 passengers, 400 tons of mail, and 7,000,000 pounds of express. Installation of two-way voice radio equipment in all planes operating out of here will start soon.

1937 Air Express Gains

Railway Express Agency on Feb. 2 announced that nation-wide air express shipments during 1937 showed a 35% increase over 1936. Shipments in 1937 totalled 628,048 compared with 465,727 in 1936, an increase of 162,321. Gross revenue showed a 27% increase over 1936 while the average length of haul increased from 763 miles in 1936 to 850 miles last year. Shipments carried during the 12 months ended Dec. 31, weighed 2,157 tons, an increase of 12½% over the preceding 12 months. The average weight per shipment dropped from 8.23 pounds in 1936 to 6.87 pounds in 1937.



Inter-America Express Up
Miami, Fla., Feb. 9—Air commerce between North and South America was 85% better during 1937 than in 1936. Planes in and out of Miami carried 292,842 pounds of air express shipments last year, as compared with 160,044 pounds in 1936.

OTTAWA, Jan. 30—Postoffice officials say the Prince George-Fort Grahame, B. C., air mail route will be extended to Ware, B. C., about March 12.

APPARENTLY THE ONLY airline to show a profit for the last half of 1937 was Delta Air Corporation, operating between Charleston, S. C., and Dallas. Operating economies combined with steadily increasing business evidently accomplished what every other airline failed to do during the last six months.

SPOKANE, WASH., Jan. 28—Three southeastern Washington cities, Dayton, Pomeroy, and Clarkston have launched a campaign to secure air mail service from Spokane to Lewiston, and from there to Walla Walla.

New WAE Offering; Boettcher Chairman

Los Angeles, Feb. 1—Appointment of Charles Boettcher II of Denver as chairman of the board of directors of Western Air Express and authorization of the issuance of 130,818 shares of capital stock at \$2 per share were announced today.

The shares will be offered to present holders in ratio of one new share for each two now held, subject to approval of California Corporation Commission and the Securities and Exchange Commission. Purpose of the new issue is to raise additional working capital to finance expansion and purchase of new equipment.

Arrangements have been completed for the acquisition of a large interest in WAE by Boettcher and James Q. Newton, both of Denver. Nicholson, associated with Harris, Upham & Co., will become a director.

Boettcher gained national attention when he was kidnapped and released after payment of \$60,000 ransom in 1933.

Requests Withdrawal

Marine Airlines has filed with the Securities and Exchange Commission a request for withdrawal of its stock registration statement. The statement, covering 221,500 shares of capital stock, was filed August 25, 1936 and was subsequently amended. The company is now in dissolution. James M. Eaton is the president.



The following have filed applications with the Commission for registration of securities on national securities exchanges as follows:

Interstate Aircraft & Engineering Corp.: 125,000 shares of common stock at \$1 a share. Upon sale of each five shares to the public for cash, corporation has agreed to issue to Harry V. Reynolds, president and director, and P. J. Brady, secretary-treasurer, one share of stock until they have received a total of 50,000 shares, 15,000 of which have been issued. They have agreed to transfer to Laswell & Co., underwriter, one-half of this 50,000.

Upon sale, and receipt of \$100,000 it is planned to spend the following approximate amounts: \$15,000 payment on real property; \$38,000 payment on machinery, equipment, furniture, fixtures, contracts now in effect; \$2,000 down payment on purchase of one honing machine and equipment, ordered but not delivered; \$6,000 payment of accrued taxes; \$8,000 for payment of current bills; \$18,500 bank loans; \$4,201.23 payment of G. B. Gibson note; \$3,298.75 to increase shop personnel, payroll and inventory.

Reynolds and Brady agree on maximum salary of \$100 a week for two years from July 1, 1937. Balance sheet of Oct. 31, 1937 showed assets and liabilities of \$434,963.34.

Breeze Corps., Inc.—Hearings having been concluded, the registrant's requested oral argument has been postponed till Feb. 11. Stop order proceedings pending.

New Northern Service

WHITEHORSE, YUKON TERRITORY, Jan. 28—Northern Airways today completed the first round trip of a Vancouver-Yukon service, another development in rapidly increasing number of air lines to other parts of the Yukon, Alaska and British Columbia.

Sverett L. Wasson, veteran flyer, has been named chairman of the new Whitehorse Board of Trade's aviation committee.