

## Commercial Aviation.

It is coming, as Captain King predicted during the course of his address at the little function tendered him at the Hotel Shakespeare, Barcaldine, recently. We have before us a copy of the prospectus of "The Queensland and Northern Territory Aerial Services Limited," the head office of which will be at Winton. The capital will be £100,000 in shares of £1 each (as per advt. elsewhere), 50,000 being issued at once for present requirements, the remaining 50,000 shares to be held in reserve for future issue at the discretion of the direc-

plants are given; the first, to cost £10,700, being suitable for Longreach, Winton, Cloncurry, and Katherine; No. 2 plant, to cost £8300, is suitable for Avon Downs and Anthony Lagoon; No. 3 plant, to cost £5200, is suitable for Newcastle Waters. No. 1 plant includes the three machines, two spare engines and propellers. All the plants provide for a one-ton Ford motor truck.

Costs of working are gone into very carefully, and roughly, working No. 1 plant will run into £56 per day, viz.: Interest on £32,000, wages of four pilots, three mechanics, and one rigger, fuel and oils.

There is no bonus or promoters' shares

tors. The Provisional Directors are: Fergus McMaster, grazier, Winton; A. N. Templeton, grazier, Longreach; P. J. McGinnis, aviator, Warrnamboul, Victoria; Alexander Kennedy, grazier, Brisbane; T. M. McIntosh, grazier, Wollongbar, Northern Territory. Allan W. Campbell, Brisbane, is secretary pro tem; Bankers, Bank New South Wales; Solicitors, Cannan & Peterson, Brisbane.

The first work of the Company will be to establish aerial service centres in Longreach, Winton, and Cloncurry districts. Two three-seater Biplanes and one five-seater Tri-plane have already been purchased. The Biplanes are to leave Sydney on the 26th inst. (Lieuts. McGinnis and Fysh, who are well-acquainted with these districts, they having been commissioned by the Federal Government to map out aerial route from Port Darwin to Longreach in connection with the London to Australia flight). The Triplane is due to leave Sydney at the end of November. It is hoped the three machines will be out in time to take advantage of the wet season traffic. Both pilots are experienced A.I.F. men. Lieut. McGinnis had 400 hours as a pilot over the enemy lines and has two decorations for his services. Lieut. Fysh also is an experienced pilot and has been decorated. Both are shareholders in the Company, the former to the extent of £1000 and the latter £500.

The proposition of a weekly aerial mail from Longreach to Port Darwin, a distance of 1500 miles, has been placed before the Federal Minister. The proposition is being considered, and it is expected the Commonwealth will assist in establishing the service. The route as shown by the accompanying map will be from Longreach, via Winton, Cloncurry, Avon Downs, St. Anthony Lagoon, Newcastle Waters, Daly Waters, and Katherine, the head of a 200 miles of railway to Darwin, and this part of the journey will be accomplished by rail. The advantage of such a route to all Australia is palpable to everybody, and not least in importance is that the Federal Government will be placed in close touch with its far Northern administration.

The approximate cost of three complete plants are given; the first, to cost £10,700, being suitable for Longreach, Winton,

or flotation charges, and it is anticipated the Company will be formed without the slightest difficulty, notwithstanding that capitalists have been drained almost to their backbones.