File borrowed from Mr. B. Pye of the Historical Section, General Staff (Army) - Aug./45.

COPY.

THE CANADIAN AVIATION CORPS - 1914 - 1915

Canada's first attempt to become air-minded, militantly, originated during the mobilization of the first overseas Contingent at Valcartier Camp; following the acceptance of two experienced aeronauts - native sons of Ontario - who, early in September, 1914, offered their services as aviators.[1]

H.Q. 6978-2-64 fo. 35

The appointment of a provisional commander of the CANADIAN AVIATION CORPS - wit rank of Captain - was authorized on September, 16th, and, at the same time, authorit was given for the purchase of "one biplane, with necessary accessories, entailing an expenditure of not more than $5,000."[2] The Minister of Militia - then at Valcartier - telegraphed to his deputy, at Ottawa:-

H.Q. 6978-2-72 fo. 36

> "Am arranging for Mr. E.L. Janney to fly from United States to Canada stop Please notify authorities."

As no intimation was given as to the probably taking-off point in the United States, or the locality in Canada whither the airman would direct his course, to each division and district commander - from the Atlantic to the Pacific - was sent the message:-

H.Q. 6978-2-64 fo. 3

> "arrangements are being made for an aviator named E.L. Janney to fly into Canada from the United States; and I am to request, should he come your way, that you offer him no hindrance."[3]

ibid. fo. 2

The Commissioner of the Dominion Police; the Comptroller, R.N.W.M.P.; the Deputy Minister of the Naval Service, and the Commissioner of Customs were also advised of the proposed flight. This precaution was made necessary by the fact tha shortly before the flight was undertaken, Regulations - under the provisions of th War Measures' Act - restricting aerial navigation in the Dominion, became effective also, orders had been issued to the guards on the St. Lawrence Canal system to fire any aircraft.

ibid. fo. 7

Acting on the Minister's instructions, Captain Janney, the Provisional Command of the Canadian Aviation Corps, proceeded to Marblehead, Massachusetts, and, on 18t September, purchased from the Burgess Company & Curtiss a BURGESS - DUNNE aeroplane with land equipment - for the sum of $5,000.

ibid. fo. 36

During his flight to Valcartier[6], Captain Janney "met with an accident which compelled him to descend in the vicinity of Deschaillons[7] at which place he spent several days while awaiting the arrival of new parts for his machine." His repairs completed, and having refuelled, he took off again on the morning of September, 21st

fo. 32

left Val. 12th Sept.

and continued his journey; completing same in seven hours flying time.

602-10-1 Vol. I, fo. 203

The machine was crated at Quebec and was stowed with guns and vehicles aboard the transport Athenia for shipment to England, a guard being detailed "to remain with it constantly, to protect it." The two airmen proceeded with the Headquarters of the Contingent on the Franconia.

O.S. 602-10-1 fo. 31

SALISBURY PLAIN

O.S. A-96-1

Early in November, Captain Janney - at the request of the G.S.O.(1) Canadian Contingent - submitted a proposal for organizing and equipping the Canadian Aviation Corps, to consist of one flight squadron. He also submitted estimates covering the cost of the equipment, pay and allowances and maintenance for the period of one year; the total estimated expenditure amounting to $116,697.25. The statement in detail was passed to the Chief Paymaster on 16th November. Two days later, General Alderson cabled to the Department of Militia and Defence, Ottawa:-

do.

> "Two individuals Janney and Sharpe have accompanied Canadian Headquarters from Canada claiming to be aviators authorized by Minister but not mentioned in militia order four hundred sixty three (Posting of Officers to C.E.F.) Please cable instructions as to their status pay and whether large expense necessary to organize an efficient unit of one flight is authorized."

593-2-46 fo. 3

To which the Adjutant - General replied:-

> "Reference your cable eighteenth stop Janney and Sharpe had Minister's authority to accompany Canadian Expeditionary Force stop They will be rated and paid on same basis as Royal Flying Corps aviators of corresponding grade stop not intended to organize a flight unit."

593-2-46 fo. 1

No suggestion was made concerning the employment of the aviators nor for what purpose the biplane was to be used.

Ten days later, following a personal complaint made to the Prime Minister, by "Aviator Sharpe", the Minister of Militia issued instructions for the disposal of the airmen, but made no reference to the equipment:-

Minister's Office
Ottawa. Nov. 28th, 1914.

Sir:-

O.S. 602-10-1 fo. 33

I have the honour by direction of the Honourable Minister of Militia and Defence for Canada to inform you that when the Canadian Expeditionary Force was leaving Canada, Major-General Hughes, upon the request of the Imperial War authorities, authorized two aviators to accompany the troops to England, - viz, Mr. W.F. Sharpe and Mr. E.L. Janney.

Both of these men were understood to be accomplished and experienced airmen, and the British authorities had asked for anyexperienced aviators whom we could produce. Both these men are still at Salisbury with the Forces under

your command, but they complain that they have received no pay, nor have been given any official status. As General Hughes took these men over upon the understanding that they would be transferred to the Royal Flying Corps, he desires me to request that you be so good as to communicate with the War Office with the object of having these two men properly provided for, on the understanding, of course, that they comply with standard requirements of the Royal Flying Corps.

I have the honour to be,
Sir,
Your obedient servant,
Charles R. Winter.
Lt.-Col.
Military Secretary.

Major-General E.A.H. Alderson, C.B.,A.D.C.,
Commanding Canadian Expeditionary Force,
Salisbury Plain,
England.

O.S. 649-5-11.

A letter conveying similar information - addressed to the complainant by the Military Secretary - was forwarded to the War Office by General Alderson, with the Comment:-

> "From this letter it appears that Lieuts. Sharpe and Janney accompanied the Contingent and were sent by the Canadian Minister of Militia at the request of 'Imperial War Authorities.' As I have no official knowledge of the status of these two officers, I would be glad to know the wishes of the Army Council respecting them. The only equipment we have is one Flying Machine, damaged in transit from Canada."

The status of the two airmen proved to be a vexatious question, their appointments had not been gazetted nor had they been promulgated in orders. The Officer in charge Records, commenting on the appointment of Captain E.L. Janney in a letter to Headquarters Canadian Contingent, stated:- "I beg to inform you that no documents of any kind relating to this appointment are in my possission." The Chief Paymaster also was in a quandary, following Captain Janney's "resignation" in January, 1915, he reported to the Accountant & Paymaster General, Ottawa:- "This Officer's position in the Contingent was so difficult to determine, as he was never properly appointed thereto, and was supposed to be attached to Divisional Headquarters." Janney, wrote to General Alderson on 17th December,'14, from Brighton, informing him that he was not wearing uniform, as a General Staff Officer had advised him not to do so until he was regularly appointed, "I now consider myself a civilian in Government service." The G.S.O. (1), (Colonel E.S. Heard), instructed by General Alderson to make reply, qualified his reproval of Janney's actions in the following words:- "If you hold a commission under the Canadian Government you cannot divest yourself of it as you have done in such an irregualr manner."

O.S. 602-10-1 pt-8-9

The Director of Staff Duties, War Office, replying to the G.O.C., Canadian Division on 5th January, stated:- "I am directed to inform you that steps have been

taken to inform the Minister of Militia, Canada, as to the intentions of Lieutenant E. Janney. I am also to say that the services of Lieutenant W.F. Sharpe, are not required by the Army Council." The "steps taken to inform the Minister of Militia," had been effected twelve days previously by the Secretary of State for the Colonies.

17.12/14 In his letter to General Alderson - written from Brighton- Captain Janney had outlined another scheme and solicited the G.O.C.'s support, he wrote:- "I have leased, at my own expense and responsiblity, from friends of mine in the Aeroplane business, a beautiful Biplane of Military type very suitable for exhibition purposes. The last two weeks I have worked continually getting it into excellent condition and getting accustomed to the controls, etc. Have just finished crating it and shipped same to Liverpool for arrangemtns of which I am leaving early tomorrow. 18th Dec With this machine I intend to make flights throughout Canada which can be accomplished with ease, contrary to belief on account of cold weather. This will demonstrate to them the use of Aeroplane in war as well as enthuse the people and government to the cause. I will lead the subscription list myself with $500.00 and I know the following will not only equip a flight but one of the finest Squadrons in the British Army."

The Secretary of State for the Colonies notified the Governor-General on 24th December, by cable, as follows:- "General Alderson reports that Lieutenant E.Janney aviator attached to Contingent absent without leave since December 4th left for Canada December 19th (Sic - January 32rd, 1915) intending without authority to give exhibition flights to raise funds to equip complete flight unit for Contingent. Officer Commanding wishes Minister of Militia to be informed in order that intended action which is strongly disapproved of may be stopped. Army Council concur."

O.S. 649-5-11 Lieutenant Sharpe devoted his energy to fitting himself for active service flying. He applied to Divisional Headquarters, 3rd December, asking that he be sent to the front for a short time so thathe could "get acquainted with the British and French systems of seronautical fighting, scouting, and directing artillery fire." Approval, however, was not sanctioned until the following month. In the meantime, in order to gain further experience he proceeded to the Bristol School, and, at the same time, the A.A.Q.M.G., Canadian Division, communicated with the Department of Aeronautics, at the War Office, requesting that "Aviator Sharpe" be given "some work until such time as we have an aeroplane attached to this Division", and, "that, with a little assistance he could repair the plane which we brought with us from Canada."

Having "obtained a passport from the Foreign Office - through the Canadian High Commissioner - "he was given permission "to proceed to France for a week to take a course on a certain make of aeroplane. "Writing from France on 7th January, 1915, "Flight-Lieutenant Sharpe" reported:- "I have the honour to state that I am flying daily at Lyons and Paris and receiving active service instructions on a Caudron biplane with 80 h.p. La Rhone motor from a French Pilot just back from the front. Hoping to be in camp with a machine shortly."

Returning to England, later in the month, he visited the Department of Aeronautics and there was informed that "they were considering using a Flight, of Six machines, in connection with the Canadian Contingent." Evidently that Branch of the War Office had not at that time been made aware of the Canadian Minister's decision.

Unremitting in his perserverance, Lieutenant Sharpe proceeded to No. 3 Reserve Aeroplane Squadron, R.F.C. ,at Shoreham, to continue his training. His career there, however, was short lived for on the afternoon of February 4th he met with a fatal accident. His untimely end occurred while flying a Maurice Farman biplane, in which he was unaccompanied for the first time; in attempting to descend near Lancing College his machine tilted and nose-diving crashed to the ground.

Lieutenant Sharpe had been the first Canadian to fly in France and the first to meet death in the Flying Service; his demise deprived the army of a most promising airman.

THE DAMAGED BIPLANE

What happened to the machine that was brought to England with the Contingent, little is known - an air of mystery seems to have surrounded its disappearance which time has failed to unravel.

Two weeks after arrival in England the biplane was seen in a badly damaged condition in the railway yard at Amesbury - "it had been lying there in the open for a week." Later, it was removed to Salisbury. Here the D.A.A.G. (Major G.T. Hamilton) "saw the biplane flying on the side of the road opposite the Ordnance Depot," and, "being under the impression that the biplane was Government property" he sent for Lieutenant Sharpe and ordered him to remove it to a place of safety and arranged a fatigue party for this purpose."

With a view to preventing further damage to this equipment, the G.O.C., Canadian Contingent, got in touch with the Officer Commanding, Royal Flying Corps, at Upavon

(30th October) requesting "that accommodation might be provided for one biplane brought to England with the Canadian Expeditionary Force." Assent followed and the machine was shipped to the Central Flying School, Upavon and there stored in a shed.

On 6th November, Captain Janney declared that he had been unable to supervise the work on the aeroplane owing to his being in hospital. Eleven days later, Lieutenant Sharpe avowed, it, "was an old machine in the first place and of no use for Military purpose; the machine was packed very badly when shipped - it should have been taken apart and properly packed to insure safety; it is practically ruined through lack of some-one to look after it." In a further report - on December 3rd - Lieutenant Sharpe, stated:- "The planes are completely destroyed. They would be condemned by the Royal Flying Corps for futher use. The motor is all right and needs to be overhauled also the radiator, propellers are in good shape. These could be used in construction of a new plane. I would recommend having a British model B.E.2 constructed and use the motor, propeller and radiator, to enable the two pilots now in camp to practice on. I can secure prices for the construction of Biplane if so desired."

By 28th December the machine had again been returned to the Canadian Division having been placed in one of the newly erected huts at Lark Hill - but apparently not in its entirety as, three days later, the Chief Ordnance Officer reported to the A.A.Q.M.G. (Major J. Sutherland Brown):- "There is a propeller belonging to a flying machine now at the Ordnance Depot, Salisbury. An officer of the Canadian Flying Corps knows that the propeller is here but to date I have received no instructions as to its disposal. Please instruct." The A.A.Q.M.G., on January 17th, 1915, passed the memorandum to Lieut. Sharpe with the following minute: "For your information. Please arrange for the early disposal of this propeller."

For the next four months nothing was heard of Canada's five thousand dollar aeroplane - the Canadian Aviation Corps was defunct, and the Canadian Division had been transferred to France.

It was a Canadian Sergeant - an aspirant mechanic for the R.F.C. - who next caused attention to be centred upon Canada's aerial equipment. This n.c.o. informed the Officer in charge, Sub-Record Office, Napier Barracks, Shorncliffe, that there was a flying machine, the property of the Canadian Government, at Lark Hill, which could be repaired and which was "roughly worth £1,000." This information was communicated on May 10th to Br.-General J.C. MacDougall, Commanding Canadians, Shorncliffe.

The latter officer passed the correspondence to the Minister's Special Representative (Colonel J.W. Carson), with the comment:- "What do you think of this?"

Acknowledging Br.-General MacDougall's letter, on 14th May, Colonel Carson, stated:- "The information is certainly startling. I think you should take immediate steps to salve this machine, or if you should prefer that I should do so, I will gladly attend to it on receipt of necessary instructions from you." Replying, the following day, Br.-General MacDougall, wrote:- "I have your letter re Aeroplane which, I quite agree with you, should be salved.....I have no suitable Officer to look after its salving. I would, therefore, be grateful if you could take the matter up."

The search commenced - on 17th May - when the Minister's Special Representative communicated with Major-General P.A. Altham, Headquarters, Southern Command, as follows "I have just been advised that there is a flying machine, the property of the Canadian Government at Lark Hill, which can be repaired, and which is roughly worth £1,000. I do remember that when our first contingent arrived a flying machine that had cost £1,000 was brought over as part of their equipment, but naturally I had no knowledge as towhat disposition was made of it by General Alderson, and the knowledge that it is now in Lark Hill has come to me more or less accidentally. Would it be asking too much of you to have some enquiries made, and let me know if this machine is there or not, and if it is I would feel very grateful in the meantime if you would have any necessary steps taken to preserve it, the whole at our expense."

Five days later came the despairing reply:- "I have delayed answering your letter of the 17th instant relative to the Canadian aeroplane, until I had made some inquiries The result of my inquiries amounts to this. Messers. Sir John Jackson's men, on the departure of the 1st Canadian Division, came across the remnants of an aeroplane left lying in the open near Lark Hill. They put it under cover. The Flying Corps were communicated with, and said it had nothing to do with them. Later on, when a detachment of "Canadians were sent from the Training Depot to clear the camp up, the remains of the aeroplane were removed - it is said to be at the Canadian Ordnance Depot in Salisbury. I have not yet been able to verify this last statement, but I have sent a message to the Depot to ask the Officer in charge to come and see me to-morrow. I will let you know the result." Next day, Major-General Altham wrote:- "I am sorry to report that I am unable to pick up any more intelligence about the missing aeroplane I find your people have closed up their Ordnance Depot and have removed to Ashford."

The Chief Ordnance Officer, writing from Ashford on 12th June, reported:-

"Whilst the Ordnance Depot was at Salisbury, a rumour reached me that there was an aeroplane lying somewhere on Salisbury Plain which had been left behind by the 1st Canadian Division, and I made a special excursion there by motor, and searched all around Bustard Camp and Lark Hill where the Canadian troops had been quartered, but could find no trace of it. I also made various enquiries all over the place, but no one seemed to know anything about it. If it is correct that an aeroplane was left behind by the Divisional Engineers, it is not understood why the matter was not officially reported, so that steps could have been taken to recover it."

THE FINAL ENDEAVOUR - A SLEUTH REPORTS "WORTHLESS JUNK"

The following two letters sum up all that is officially known of the parts and pieces which once were components of a complete biplane:

Hotel Cecil,
London, W.C.,
June 16th, 1915

Brigadier-General J.C. MacDougall,
G.O.C., Canadian Training Division,
Shorncliffe, Kent.

Re-Aeroplane

Dear General MacDougall:-

Your favour of the 15th instant was duly received, with enclosed copy of letter from Major White on this subject. I suppose there is nothing for us to do but to wipe this item off the slate, but it does seem remarkable that this machine, which I saw myself in Salisbury and which cost the Canadian Government a good £1,000, should have and could have completely disappeared and left no trace behind.

One of Colonel Spittal's officers had been rather successful in finding bicycles and other property of the Canadian Government in various parts of Salisbury, and district, and I would suggest that you should ask Colonel Spittal to have this officer take a special trip to Salisbury and try and find some trace of this missing and valuable property.

The whole is passed on to you for any action that you might deem wise in the premises.

Yours faithfully,

J. Wallace Carson.

Officers' Mess,
Napier Barracks,
Shorncliffe.

June 29th, 1915.

From - Lieut. W.A.De Graves,
C.A.S.C., Training Depot,

To - Lt.-Col. C.D. Spittal,
Commanding Officer,
C.A.S.C., Training Depot.

Re Aeroplane

Sir:-

I have the honour to report that in obedience to Headquarters orders of the 16th inst. I proceeded to Salisbury for the purpose of looking into the matter of the Canadian Government aeroplane left there.

I visited Lark Hill, Bustard and Netheravon. At Lark Hill I found that parts of an aeroplane had been found there by Sir John Jackson's men when clearing up. The location pointed out to me were the old lines of the Canadian Engineers, and a workman named E. Barnes stated that the pieces found were in a very delapidated state and were piled into a railroad truck with a lot of other scrap iron and sent to Salisbury.

In Salisbury I found that a lot of scrap iron had been sold to Tylee & Sons, but these people had resold it in bulk (about 3½ tons) and could not say whether it had contained any aeroplane parts or not.

In a clump of wood near the Bustard Headquarters I also found a few parts of an aeroplane. I had these examined by a Lieutenant of the Royal Flying Corps who said they were spare parts. They had been exposed all winter, were thickly rusted and some broken and were pronounced absolutely worthless, even for scrap iron, being only very small parts, and nothing at all expensive.

There are no machines or parts of a machine in the Bristol flying sheds where this machine was said to have been stored.

Major Thorne of the Canadian Pay and Record Office, whom I saw in London, stated that the Canadian machine was a wreck in December or January and was in pieces than and absolutely worthless. He saw it personnally lying exposed to the weather at that time and stated that even then it was "Worthless junk." There are some private machines near the Central Flying School at Netheravon, but as I did not know (and could not find out) what make the Canadian machine was, I could not say whether any of them had any of the Canadian parts attached.

I saw the Royal Flying Corps Officers however, and they sent two aviators to look over the plains and try and locate our machine, but without success. However if fuller information as to make &c could be given them, they stated their willingness to look for the machine.

I would also respectfully suggest that perhaps that exact location of the machine could be obtained from Capt. Janney who is, I believe, now conducting a school for aviators at Toronto. As the engine and other expensive parts of the aerpplane do not seem to have been seen by anyone, they may be stored somewhere, and Captain Janney could perhaps help in locating them.

Motor parts

At Readheads garage in Salisbury I found a Russell radiator in excellent condition and ordered it forwarded to Weybridge.

Two new inner tubes left at the Bustard Inn had been mislaid in house cleaning but are to be looked up and sent to you here.

I returned to Shorncliffe yesterday in response to telegram ordering me to report for overseas service.

I have the honour to be
Sir,
Your obedient Servant,

W.A.De Graves,
Lieut., C.A.S.C.

.....

PER ARDUA AD ASTRA

29.11.'33

---

1 WILLIAM FREDERICK SHARPE Born in Prescott, Ontario
Claimed to have had a great deal of experience in flying including Curtiss, Baldwin, Benoist, Sloan, and Hamilton aeroplanes, and to have seen service with the United States Army in Mexico - during the winter of 1913-1914 - as an Instructor and in scouting work, and to have flown in nearly every state of the Union as well as in South America, Mexico, Canada, and Japan. (See first solo flight in England p.6)
Offered his services, 1st September, 1914, to come to Canada "as an experienced Military Aviator" and fly for the Canadian Government. Colonel C.F, Winter sent him to Valcartier Camp to Major-General Hughes. There, accommodation "a tent with Headquarters Staff Officers," and messing arrangements were made by the Minister through Colonel H.J. Lamb. (G.S.O. 3)
Pay commenced 7/9/14. O.S. 602-10-1. fo. 41.

49-5-11

649-5-11

ERNEST LLOYD JANNEY Born Galt, Ontario, 16-6-1893
Claimed to have resigned his position -which he had held for several years - as Foreign Sales Manager of the Oldsmobile Motor Car Company, upon the declaration of war in order to volunteer his services. (NOTE. This conflicts with the follwing statement made by
"Previous to the war, Janney lived in Galt, Ontario, practically from boyhood, and, at the time of his joining the C.E.F., in 1914, was running a kind of an automobile repair shop there. In fact he had been in this business for about nine months and gave it up to enlist."
The Officer Commanding 29th Regiment, Galt, Ontario (Lieut.-Col.A.J. Oliver) on being informed by the A.A.G. 1st Division, London, on September 18th, 1914, that Janney was contemplating a flight from the U.S.A. to Canada, stated in his reply:- "It is the impression of great many people here in Galt, to which city this party belongs, that absolutely no reliance should be placed in him in any way, shape or form and his statements in connection with flying have always been taken as a joke. He is a high flyer all right enough, but the meaning of the term is entirely different from that usually applied to an aviator."
That Janney had been employed in the mechanical line at Galt would appear to be supported by the fact that on 30th September, 1914 he sent a telegram to Galt "Instructing two or three mechanical men to report at Valcartier Camp at once," The individuals concerned being sceptical of Janney's authority approached the O.C. 29th Regiment who endeavoured to investigate. Can find no trace of the men going to Valcartier
Janney's military record is stated to have commenced on 10th September, 1914, as no documents are available the accuracy of this is questionable.
Why Sharpe was not given the senior "provisional appointment" is not explained.
Janney absented himself from the Military Hospital, Tidworth, on November 4th 1914, while suffering from Pharyngitis. He was at large, when, on 6th November, from the Old George Hotel, Salisbury, he submitted his organization scheme for the Canadian Aviation Corps - but at that date the Canadian authorities had not been officially informed.
On 28th December, '14, a Court of Enquiry was held for the purpose of reporting upon his illegal absence, the court were of the opinion that

N.S.S. 52

fo. 24 + 44

6978-2-64

fo. 15

fo. 27

602-10-1

fo. 32

he had not been on duty since December 1st and that he had been absent without leave from that date. No disciplinary action appears to have come of this - for the reason, no doubt, thatthere was no record that he had taken the oathe of allegiance. He returned to Canada on the Zeeland- Liverpool to Halifax - embarking on January 23rd, 1915, and opened a private Flying School in Toronto; which he carried on until the Fall of 1915, being later connected with various flying ventures in the U.S.A. August 14th, 1918, he was appointed Sub-Lieutenant, in the Royal Canadian Volunteer Reserve, of H.M.C.S. NIOBE for duty with the C.N.A.S. He performed excellent service for which he received a special letter of thanks from the Department, he was demobilized 16-1-1919.

N.S. 3.52

Pay commenced 10/9/14. O.S. 602-10-1. fo. 41.

2 Can find no order-in-council authorizing or confirming this purchase. Payment was made by "Valcartier Cheque." Privy Council Order No. 2265 of 3rd September, 1914 - according to the list of Orders-in-council - confirmed the expenditure ALREADY MADE on account of the Overseas Contingent. At that date it is very doubtful whether the purchase of the Biplane was even comtemplated.

6978-2-64 fo. 36

3 The Commissioner (A.P. Sherwood) in his acknowledgment, stated: "if Mr. Janney does not run across any trouble up above, I do not think he will be interfered with from below." (see 6, below).

H.Q. 6978-2-64 fo. 14

4 Order-in-Council P.C. 2389, dated 17th September, 1914.

ff. 5+6

5 ATHENIAN manifest signed and dated by James Black, Master, shows "1 Hydroplane." On leaving Descahaillons, Janney left two unpaid accounts covering subsistence and gasoline. The A.A.G. 5th Division, on being asked for an explanation regarding these accounts, stated: "I have no information beyond the fact that a Captain Janney arrived here on a HYDROPLANE to accompany the Overseas Contingentand that he broke down at Deschaillons.

fo. 34

6 Can find nothing on record to indicate that the machine landed at Valcartier. The machine was crated at Quebed. The Quebec Telegraph - dated 18th November 1918 - carried the following: "FIRST AIRMAN TO FLY OVER QUEBEC" - Captain E.L. Janney was once Arrested At Sorel On Presumption He was A German Spy... On his way to Quebec from the United States, he landed in Sorel and was apprehended as a German spy, being detained some time on orders from Sir Sam Hughes, at the time Minister of Militia...."

* Route: "Marblehead, Lake Champlain, to Quebec." (H.Q. 602-10-1. Vol. I. fo. 203.)

7 The Chief Commissioner of Police, reported, 22nd September, 1914: "Investigation yesterday proves that it was Mr. Janney's machine that was on ISLE LAMOTHE, and that he started yesterday morning for Valcartier Camp at 7:35."

6978-2-64 fo. 17

Cannot identify "Isle Lamothe" have challenged various maps and gazetteers, and also enquired of Post Office Officials. As the following letter states "VICINITY of Descahaillons" I assumed that the Isle Lamothe landing was one and the same - see page 2/line 5. The Paymaster, Valcartier Camp, wrote to the A.P.M.G. on 20th October, 1914, as follows:-

ACCOUNTS

Mrs. Z. Croteau	$39.90
Adelphi Lemary	7.10
*Bill for gas & oil - Burlington, Vermont -	*9.06
" " " " Sorel, Quebec	- 8.30
" " " " Deschaillons, Que.	- 14.20

fo. 32

on H.Q.C. 1545 Vol. 6. f. 117 signed E.L. Janney.

Sir:-

'Captain Janney, Canadian Service, in a flight towards Valcartier Camp, met with an accident which compelled him to descend in the vicinity of Deschaillons, at which place he spent several days while awaiting the arrival of new parts for his machine. The attached accounts for subsistence and gasoline, seem reasonable and it is recommended that payment be authorized, please.'

The proper Officers to certify to the accounts have gone with the Contingent to England."

The accounts are not on file - It is therefore impossible to distinguish the corn and wine from the oil.

29.11.33

EP

From His Majesty's Ambassador at Washington to the Governor General.

Secret.

Telegram.

WASHINGTON, D.C., October 30, 1914.

There is a disposition to think that the armoured flying Curtis boat (Hydroplane), now being constructed at Marble Head, Mass., by Burgess, is intended for Canadian Government. If this is so may I be informed.

SPRING-RICE

(European War, 1914 - Print No. 5. No. 1021)

.....

From the Governor General to His Majesty's Ambassador at Washington.

Secret.

Telegram.

OTTAWA, November 11, 1914.

In answer to your telegram of October 30, respecting Curtis Hydroplane, Departments of Militia and Defence, and Naval Service, inform me that hydroplane in question had not been ordered by Canadian Government.

ARTHUR

(European War, 1914 - Print No. 5. No. 1120)

.....

NOTE:- It would appear that it had been intimated to the Burgess Company that, possibly, further purchases by Canada would be made. The machine mentioned in the foregoing correspondence does not refer to the Burgess hydroplane purchased by Mr. Janney - the latter machine was on Salisbury Plain on 30th October, 1914.

CANADIAN AVIATION CORPS

On 17th September, 1914, Mr Charles M. Vought - Technical Editor of "AERO AND HYDRO," America's Aviation Weekly, of Chicago - wrote to H.R.H. the Governor General with respect to the supply of Military Aeroplanes and Seaplanes. Letter Acknowledged by Secy. To Gov. Gen. and passed to Dept of M.& D.

(HQ. 32-1-219)

Mr. F. Warren Kelly - of Prince Rupert, B.C. - on 12th October, 1914, offered to raise 25 expert mechanics; experienced in aviation; five of whom held Pilots Certificates, for an Aviation Corps.

The D.M. replied, in part: (23rd October, 1914)

"Proposals of a simialr kind have of late been receiving much attention; and, after full consideration, it has been decided, for the present at any rate, to abandon the attempt."

(HQ. 32-1-229)

Submitted for the consideration of the

Hon'able. the Minister.

AVIATION CORPS

Mr. E.L. Janney is appointed provisional Commander of the Canadian Aviation Corps with the rank of Captain, and is authorized to purchase one bi-plane, with necessary accessories, entailing an expenditure of not more than $5000.00

A Burgess bi-plane had been ordered for quick delivery.

O.K.

S.H.

(HQ. 6978-2-64, f.35)

CAPTAINS JANNEY'S AEROPLANE

Captain Janey's aeroplanes have arrived at the camp from Plymouth. The one I saw unloaded from the transport wagons was in a sorry condition as concerned its planes. The canvas was badly torn, the wires and girders were bent in all directions, and the 'wings', as 'wings', twisted badly out of shape. The vital portions of the machine, however, arrived carefully packed in wooden cases and crates.

(William Blaynay, Special Representative,
CANADA - 7.11.'14.)