

start against them. In fact, except by chance, there is no reason why our silent watchers should ever know that an attempt has even been made for another rush-raid against English seaside resorts. What a difference would there have been had we possessed even a minor fleet of lighter-than-air scouting ships! Not only could our admirals have got even with the German tactics, but the chances are the tables would have been turned, as by utilising the knowledge obtained through our eyes of the air, in all probability some cutting-out movements could have been followed so as to bring the would-be raiders to a trial of strength in the only legitimate way in which every Briton has been brought up to regard as honourable fighting. A glance at the diagram produced in "FLIGHT" on April 13th, p. 319, will help readers to appreciate diagrammatically the powers of vision which various heights above the earth's surface give, it there being quite clearly indicated, even upon this reduced scale, where the earth's surface sinks away to a lower level than the direct line of sight affords from any given height. And it must be remembered that the altitude record is at present somewhere round about seven miles.

By way of a little comfort, it is a source of congratulation that our aeroplane defences were upon the occasion of this early morning visit on the alert and took part in the general attempt to punish the visitors, by bombing the German ships and attacking the enemy planes which participated in the action. Then what an exhibition of German valour the finish of the raid proved to be! With their squadron of the most powerful battle-cruisers Germany possesses, supported by all the attendant lesser craft, these mighty vessels turned tail and fled, at forced draught speed, upon the appearance of a few British light cruisers. It gives one to think furiously what would have happened had the positions been reversed. Had the German command had an iota of pluck and enterprise—plus, of course, the requisite skill—all our smaller craft should have easily been blown out of the sea in a very short time. But they have tasted too much of our methods of fighting and taking chances, and so with their Zeppelin convoys they fled precipitately back to their lair, to tell once again wonderful tales of demolished forts, docks, munition factories, and other bric-à-brac of a like character. With what pleasure we shall look forward to the time—not far distant, we hope—when the handicap will be brought more into line for a fair fight. As it is, were it not for the few casualties amongst our citizens, these sort of tactics, like the Sir George Casement Irish fiasco, are more redolent of comic opera than anything else. The business, however, makes one hope that the campaign for the broadening of the control of the air problem

for this country, as being prosecuted at the moment, especially by Lord Montagu of Beaulieu, may bear speedy fruit, so that our efforts to create a supreme air fleet may be even still further fostered than at present. There is no room for jealousy between either of the Services. Each has enough to do to bring to perfection its own organisation. Both would be benefited in their respective spheres by a more generous scheme of organisation, whilst the larger problems of air tactics could under a live Air Minister be given full scope. To this end we repeat our welcome to the help which the Navy League should give to the movement, as the fact alone of the League joining hands in support of the creation of an Air Ministry, should give silence to any suggestion that such an appointment would be contrary to the interests of the Navy. The speech of Lord Montagu in the Queen's Hall last Friday, at the meeting held under the League's auspices, was a manly statement of the objects to be served by an Imperial air policy, and it is to be hoped that the Government will take heed to the voice of the people for the expansion of the Air Service so strongly expressed at this gathering, as also at the huge concourse of supporters which made up the audience at the Albert Hall on Saturday when Mr. Pemberton Billing, in perhaps rather stronger terms, once again gave utterance to his views and his scheme for the carrying of them out. In Lord Montagu's speech, one or two points were emphasised which are perhaps subservient to his scheme in a broad sense, but which are of vital importance when the details come to be worked out. It is well these should be provided for, so that the success of any change is not jeopardised at the outset.

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Dopes. About a month back we had occasion to draw attention to the dope question, which had become acute for reasons which we then pointed out. We are glad, therefore, to learn that the difficulties which had arisen have now been in a large measure remedied. In fact, under the new regulations regarding the use of dopes on Government machines, subject to certain limitations and formalities, almost any form of efficient dope can now be employed. The older articles, with their poisonous qualities, can still be used, but no doubt this will be but a temporary measure, regulated by the supply and demand, as the non-poisonous brands will almost certainly receive preference with most makers, as there is now no obligation to dope with any particular make, Government or otherwise. We offer our congratulations upon this speedy and satisfactory solution of what promised to have unpleasant consequences.

Roll of Honour.

THE Secretary of the Admiralty announces the following casualties:—

Under date April 28th: **Killed.**
Flight Sub Lieutenant Dennis G. Broad, R.N.
Flight Sub-Lieutenant Andrew J. Boddy, R.N.

Under date April 30th: **Accidentally Killed.**
Probationary Flight Sub-Lieutenant Thomas R. Liddle, R.N.

The following casualties have been announced by the War Office:—

Died of Wounds.
Second Lieutenant J. E. H. Freeman, Queen's (R. W. Surrey Regt.) and R.F.C.

Wounded.
Lieutenant G. M. Moore, R. Berks Regt. and R.F.C.
Second Lieutenant N. G. McNaughton, Royal Flying Corps.

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Previously reported Missing, now reported Wounded and Prisoners of War.
Second Lieutenant M. A. J. Orde, Royal Flying Corps.
Second Lieutenant H. G. Frost, Suffolk Regt. and R.F.C.
Second Lieutenant F. N. Grimwade, Royal Flying Corps.

Previously Officially reported Wounded and Prisoner of War, now Unofficially reported Died of Wounds as Prisoner of War.
Second Lieutenant C. W. Palmer, Royal Flying Corps.

Previously Officially reported Missing, now Unofficially reported Wounded and Prisoner of War.
Second Lieutenant J. S. Castle, Royal Flying Corps.

Missing.
Second Lieutenant W. A. S. Brown, Argyle and Sutherland Highlanders, attached R.F.C.
Second Lieutenant W. C. Mortimer-Phelan, Royal Flying Corps.