LEGAL INTELLIGENCE.

Defence of the Realm Act Charge.

AT the Kent Assizes at Maidstone on June 22nd, Edgar Charles William Middleton, was charged with "attempting to elicit information with respect to the movements or disposition of His Majesty's forces (to wit, the Royal Naval Air Service) such as might be of value to the enemy."

Mr. Middleton pleaded guilty.

Mr. Gerard Dodson, for the prosecution, said that under the circumstances of the defendant's plea he would not occupy time in going into details of the case; he would briefly outline the story. Mr. Middleton in 1915 held a commission for some eight months in the Royal Naval Air Service, and that commission was terminated in December, 1915. He then appears to have taken up journalism, and while a journalist he went to Dover. He put questions to some naval officers, and in so doing took a course of procedure which was calculated to bring those officers into a position of great seriousness. It may have been merely the impetuosity of youth, and probably with the acquirement of a little more tact and discretion he might yet be of service to the country.

Mr. R. D. Muir, for the defence, said that Middleton had held an appointment in the service of the Eastern Telegraph Company at Capetown. In 1914, when the war broke out, he threw up his appointment and came home to take up a commission in the 12th Essex Regiment. Then, thinking he could do more useful work, he transferred into the Air Service, receiving a "probationary commission" as flight sub-lieutenant. He was trained in ballooning duties at Roehampton, and got his certificate for that. He was present in an observation balloon at the second bombardment of Ypres Later he went to Dunkirk. He was ill when he went there; his health completely broke down, and he was sent back to Dover. There he got a letter from the Admiralty "terminating his appointment as a probationary officer." He then endeavoured to get work as a journalist, and wrote articles as an "Air Pilot." Nobody could suggest that he had any other object than to help forward the views of those who thought that the Air Service could be improved for the better defence of the realm; and it came as a great shock and surprise to him that he had brought himself within the terms of the Defence of the Realm Act.

The Lord Chief Justice said that the defendant had acted very wisely in pleading guilty. It was quite clear that he had offended, and seriously offended, against the regulations, and what he had done had made him liable to very severe punishment.

He had very carefully read the depositions, and he believed there was no evil motive in what the defendant was doing. But the motive was immaterial; it was the doing of the act which mattered. He took into account defendant's youth; his loyalty to his country seemed to be beyond question. He thought the justice of the case would be properly met if he bound the defendant over in his own recognisances in the sum of £25 to come up for judgment if called upon. He was taking a very lenient course, and he hoped it would not be misunderstood.

The Lord Chief Justice concluded by saying that if such a case appeared before him again it certainly would not be dealt with so leniently.

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Over the Andes by Balloon.

A REUTER message from Buenos Ayres states that two Argentines, named Bradley and Zulosga, ascended on Saturday in a balloon from Chilian territory, and passing over the Cordilleras (Andes) descended in Argentina, near Mendoza.

An Heroic American Pilot.

IT was reported from Paris on Sunday that a member of a squadron of American pilots serving in the French Army, Mr. Victor Chapman, of New York, had been killed in an aerial fight. With two other members of the American squadron, Mr. Chapman was fighting against four German aviators. Chapman forced two enemy machines to descend into the German lines, but was himself pierced by several bullets and killed on the spot. His comrades were able to return uninjured to the French lines.

German Seaplane and British Ship.

THE *Politiken* states that a British steamer, name unknown, bound from a Swedish port in the Baltic for England, was held up on Sunday evening off Halmstad by a German seaplane, whose commander ordered the captain to proceed to a German port. The British captain refused to do so, being certain that his vessel was in Swedish waters. The seaplane then dropped bombs, but without hitting the steamer. A Swedish torpedo-boat on arriving forced the seaplane to retire.

An Echo of the "L. 19."

NEWS was received in Copenhagen on June 23rd that a headless body washed ashore near Lökken, west coast of Jutland, has been identified as of a German named Zugmann, who was one of the crew of the Zeppelin "L. 19" wrecked in the North Sea on February 2nd.

The Death of Immelmann.

ALTHOUGH there is still uncertainty as to whether Capt. Boelke has been killed, the news that Lieut. Immelmann had been shot down and killed on the Western front was confirmed in Berlin on June 21st. According to the Berlin *Lokalanzeiger*, he was killed in an engagement between two Fokkers and three British or French machines. One of the latter is said to have been brought down, and then Immelmann's machine "turned completely upside down, and fell like a stone from a height of over 6,000 feet. The back portion of the machine broke off, and one of the planes also parted while the aeroplane was falling."

Immelmann, who was 26 years of age, came from Dresden. He is claimed to have brought down 15 machines, the last being on May 17 near Douai. He had received from the Kaiser the Order Pour le Merite and the Iron Cross of the first class.

Captain Boelke on British Flyers.

CAPTAIN BOELKE, in an interview published in the *Frankfurter Zeitung*, describes the British pilots as brave and tenacious sportsmen. He added:—

"Our newspapers often say that it speaks badly for British airmen that they are so often shot down behind the German lines. On the contrary, that is the best proof of their intrepidity."

The *Frankfurter Zeitung* says that it "learns" that Captain Boelke, who was reported by the *Matin* to have been killed on the French front, "is in good health."

The French Raid on Karlsruhe.

THE following details regarding the French raid on Karlsruhe have been received in Amsterdam:—

'The crowds in the streets were greater than usual, especially in the direction of the recreation ground, where the centre of attraction was Hagenbeck's menagerie. At about three in the afternoon news was received of the approach of an enemy air squadron. In spite of the sharpest look-out towards the west, no enemy was to be seen. High in the sky were white clouds, and mist rendered observation difficult.

"Suddenly, at 3.10, two explosions could be heard in the western part of the town. Soon afterwards enemy airmen could be seen through powerful glasses. They hovered over the town for a quarter of an hour, and dropped altogether twenty-nine bombs. Then they withdrew to the south-west.

"The material damage done was not very great, but the human loss was far more terrible. One hundred and ten persons were killed, including thirty men, five women, and seventy-five children. One hundred and forty-seven persons were injured, viz., forty-eight men, twenty women, and seventy-nine children. More deaths are expected, as many persons sustained severe injuries."

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PUBLICATION RECEIVED.

Learning to Fly. By C. Grahame-White and Harry Harper. London: T. Werner Laurie, Ltd. Price 2*s.* 6*d.* net.

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Aeronautical Patents Published.

Applied for in 1913.

Published June 29th, 1916.

27,987. C. A. HIRTH. Propellers.

Applied for in 1915.

Published June 29th, 1916.

14,497. J. T. HAVENS. Guy-wire tighteners.
15,558. J. A. STEINMETZ. Aerial warfare.

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