

the Home Office to fix uniform coloured lighting in London. As they point out at present in Bermondsey a green light is shown when all is clear and red denotes a warning. Elsewhere different coloured lights are used, while London County Council tramways display a green light for the warning.

AIR-RAIDISM is by degrees being recognised as part of necessary civilian work "at the front." In this connection the Secretary of the War Office has decided that when the relatives of civilians killed in enemy air raids so desire, arrangements may be made for the attendance of troops, with a band if one is available, at the funeral, and for the loan of a Union Jack to cover the coffin. Applications in such cases should be addressed to General Headquarters, Home Forces, Horse Guards, S.W. 1. Necessarily it must be understood that sanction can only be given if troops are available locally and if military exigencies permit of it.

A SERIOUS case of military damage of the greatest importance by the Hun raiders disclosed on Saturday last should help to hearten the instigators of this type of "civilised" warfare and encourage them to continue their city bombing practices. The case is that of Alice Price, 60 years of age, and an inmate of the Philanthropic Home for Women, Southwark, who being worried by air raids and having lost all her money except a penny, spent that penny on poison. The Huns, however, will be saddened to learn that fortunately the poison was not effective, and the Marylebone magistrate last week, before whom the old lady was bathed in tears, was able to put her in safety for a time by committing her for trial for attempted suicide.

A HUN point for consideration:—"Bread discovered in the Zeppelins which came to grief in France last month has been found, on expert examination, to consist of two kinds. The first sample of the baby-killers' loaves proved to be made of unmixed rye of precisely the kind ordinarily consumed on a considerable scale in Germany. The other sample was from a loaf made of wheaten flour containing an admixture of 10 to 12 per cent. of rice flour. The carbo-hydrates necessary to sustenance at high altitudes were furnished in the form of a thick layer of lard between slices of rye bread, while sandwiched between slices of the wheaten loaf was a generous portion of honey."—Daily Chronicle Office Window.

AVIATION after the war should be well cared for judging by the collection of men of affairs who are attached to and have been co-opted to sub-committees of that highly important body the Civil Aerial Transport Committee. The promised report should make fascinating reading, with such men of imagination in co-operation.

SYMPATHY will be generously accorded to Lord Rothermere, the Air Minister, who has received news that his eldest son, Captain the Hon. H. A. V. St. G. Harmsworth, Irish Guards,

has been severely wounded for the third time. The gallant officer was born in 1894, and was educated at Eton and Oxford University. One of his brothers, Lieutenant the Hon. V. S. T. Harmsworth, Royal Naval Division, was killed in action last year.

SOUTH KENSINGTON MUSEUM is somewhat far afield from aviation centres, but with so few hotels left for absorption, it is not much to be wondered at that for Air Ministry purposes, this very beautiful building should have been ear-marked as a victim for the new Secretary of State's spreading tentacles.

TEN YEARS AGO.

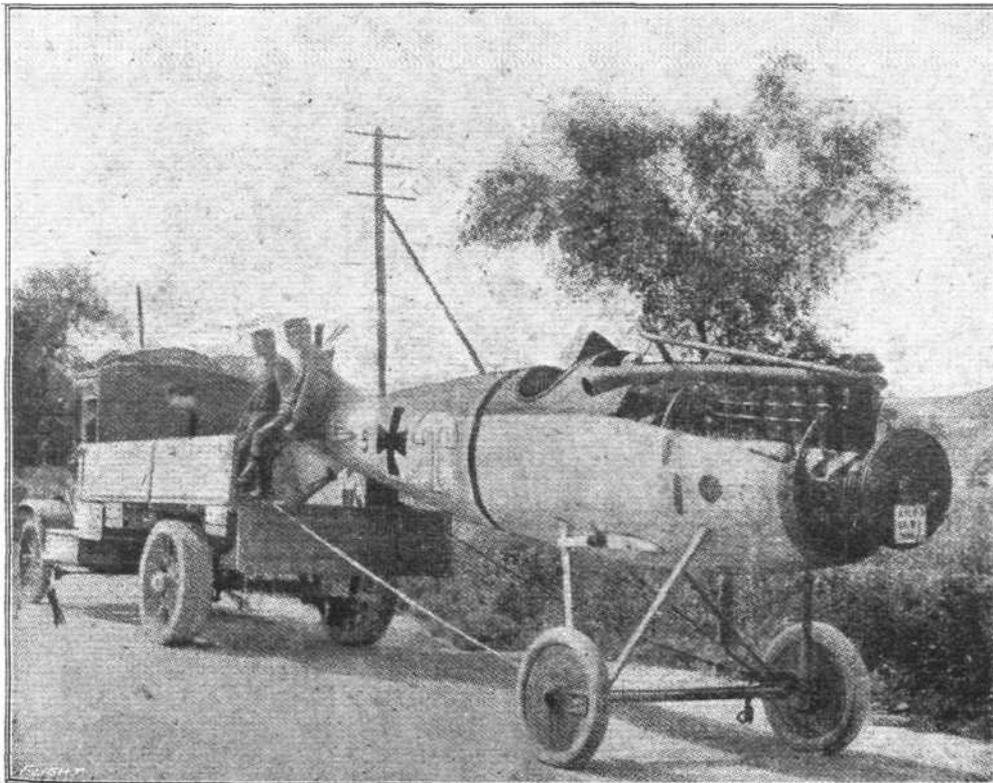
Excerpts from the "Auto." ("FLIGHT's" precursor and sister Journal) of November, 1907. "FLIGHT" was founded in 1908.

M. SANTOS DUMONT'S AEROPLANE "No. 19."

No doubt spurred on by the success attained by Mr. Henry Farman, M. Santos Dumont has temporarily abandoned his hydroplane experiments, and has been trying his latest aeroplane "No. 19," determined, if possible, to secure the Deutsch-Archdeacon Prize. In arrangement it follows the lines of a bird, having two outspread wings and a tail behind, while under the main body are two vertical and one horizontal plane. These are for steering purposes. The tail, which consists of two lozenge-shaped planes intersecting, can also be used for directing the machine, as it is mounted on a bamboo cardan-shaft, six metres in length, which can be moved in any direction. The two-bladed propeller is 1.35 metres in diameter, and is driven by a 2-cylinder opposed horizontal Dutiel and Chambers motor of 17-20 h.p., which only weighs 22 kilogs. complete. The framework is constructed of bamboo and metal, and the planes are made of silk, stretched on frames and varnished. The main wings are 5.1 metres from tip to tip, and are two metres in width. The weight of the complete machine is 56 kilogs. It is mounted on three wheels, two being in the front, splayed outwardly, so that should the apparatus strike the ground at an angle it would tend to right itself, while the third is at the rear.

"LA PATRIE" SAILS TO THE FRONTIER.

It has always been understood that "La Patrie" was intended to be stationed at Verdun, which is close to the Franco-German frontier, and now that the authorities in Paris have finished with her, she has duly taken up her new quarters. From Paris to Verdun is a distance of 150 miles or thereabouts, and this little trip "La Patrie" successfully accomplished without halt or hesitation on Saturday, November 23rd. Only 25 kilogs. of ballast were used, while the fuel consumption was 140 litres, or less than half of the supply on board. The engine on "La Patrie" was made by Panhards; it is of the four-cylinder type, and has a bore and a stroke of 170. mm.



Transporting a German aeroplane (Albatros) to the front.