

six machines at most being able to get through the barrage, while two fell victims to our anti-aircraft gunfire.

On the whole, the defence may fairly be said to have scored a success, for although a number of bombs were dropped—mostly of the incendiary type—very little material damage was caused and the casualty bill was fortunately light. The principal moral to be deduced from the raid is that the enemy has by no means abandoned his intention of attacking the heart of the Empire on all and every occasion on which he may find it practicable. On the contrary, we may be very certain that these raids will progressively increase in number and intensity until we have taught the Hun that the game is not worth the candle. There is only one way in which this can be done and that is, as we have so constantly insisted, by taking the war into Germany. We have been told, time and again, that this is the intention—that we are going to “give the Germans Hell”—! But the trouble is, from the point of view of the British public, that all these things still lie in the future—we have not “given the Germans Hell” or anything like it. True, the weather conditions of late have not been favourable for long-distance raiding, but against that we have seen that the enemy is alert and quick to take the fullest advantage of a favourable change in those conditions. It must be admitted, too, that our aircraft have carried out one or two detached enterprises on the other side of the German frontier, but on nothing like a sufficiently large scale to prove deterrent. Why is this?

The answer is that, in the first place, the needs of the armies in the field are, and must remain, a first charge on our aircraft resources. It is only after they have been filled to the last machine and the last bomb that we can have anything left over for taking the war into the enemy's country. And that brings us to another aspect of the matter. How can we expect to see our Air Service expand to the dimensions which will place a sufficient number of machines at the disposal of the authorities to “give the Germans Hell” while our aircraft workers cultivate the habit of going on strike on every futile pretext? We put it very strongly to all concerned that if we are not to see an increase in the number of hostile raids on our towns, there must be no more of these vexatious stoppages of work. Actually and morally, some of the deaths of the unfortunate victims of these raids may well lie at the doors of those responsible for holding up the production of the machines we want for carrying the war into Germany. In saying this we make no attempt to apportion the measure of blame due to either or both parties to these deplorable industrial disputes. All we are concerned with is



#### Honour for the Director - General of Military Aeronautics.

It is announced in the *London Gazette* of December 7th that His Majesty the King has approved of the promotion to Brevet Colonel of Major and Brevet Lieut.-Col. (temporary Major-General) John Maitland Salmond, C.M.G., D.S.O., Royal Lancaster Regiment, Director-General of Military Aeronautics, in recognition of his distinguished services.

#### Seniority of R.F.C. Observers.

In December Army Orders it is announced that the following will be substituted for the third paragraph of Army Order 403 of 1916:—

“It has also been decided that officers so appointed shall take their places in the list of flying officers from the date on which they embark for overseas for duty in the case of those

their effect on production, and we trust these remarks of ours will be taken to heart.

#### The Plight of Our Prisoners of War.

A correspondent writes us the following letter:—

“In a letter from my brother, Lieut. Littlewood, R.F.C., a prisoner at Holyminden, Germany, the following paragraph occurs:—

“We have “adopted” a Flying Corps youngster who has been a prisoner only a month or so. In other words, we feed him as his parcels have not commenced to arrive. . . . We often have some of the new people in to meals and it does one good to see them eat. Will you please send Lady Henderson the sum of . . . for me, and ask her to send parcels to that amount to the Senior British Officer, Karlsruhe, for newly taken flying officers in Karlsruhe. Practically all flying officers go there. Is there a fund in England to deal with this? If not, why not drop a suggestion to the Editor of *FLIGHT*? It really is terrible to go short of food.”

It seems to us that this letter affords yet another opportunity for drawing attention to the magnificent work that is being done by the R.F.C. Aid Committee—which was begun in September, 1915, and has been continued unremittingly ever since. From the headquarters at Surrey House a parcel of food is sent off directly a new prisoner's address reaches the office, and if the next-of-kin are abroad the parcels are continued every week until other instructions are received. Apart from the parcels forwarded at the expense of the Committee's funds, all parcels sent to officers or men of the R.F.C. interned in enemy countries pass through the Committee in conformity with the regulations governing the despatch of parcels to prisoners of war. It will thus be seen that the interests of our unfortunate prisoners are well looked after by a thoroughly responsible Committee, which is doing its best under the most difficult circumstances to see that none of our officers or men, who have had the ill-luck to fall into the hands of an inhuman enemy, shall go short of the necessities of life. Now, all this good work necessarily costs money and the expense is an ever-growing one between the higher cost of commodities and the increasing number of prisoners. Particularly at this season of the year it is up to all who are interested in our flying services to come to the support of the Committee either by donations of money or of comforts for the use of the prisoners. Anything sent to Lady Henderson, at Surrey House, Surrey Street, W.C., will be received with gratitude on behalf of those suffering from the ill-fortune of war.

who have undergone an observers' course of instruction in England, or from the date of joining the R.F.C. in the field in the case of those who undergo their course in the field. This will give them seniority in the corps as flying officers, but they will not be entitled to receive pay as flying officers (observers) prior to the date of qualification.”

#### Return Wire Rope Reels.

We are requested by the Controller of Aeronautical Supplies to publish the following:—

“In view of the shortage of timber, all aeroplane contractors who have on their premises reels on which flexible steel wire rope has been supplied are requested to return same to the wire rope manufacturers. All reels delivered in future should be returned to the wire rope makers immediately it is possible to do so, and should be kept in good condition so as to allow of re-use.”