

and gallant gentleman that anything we can do at the Air Ministry we will not fail to do, and we shall rely upon the assistance of hon. gentlemen in this House and ask them to bring anything to our notice which can help in the forward movement. We can promise, so far as the Treasury will permit, that we will do everything possible to ensure the future and safety of civilian flying.

Lieut.-Col. Moore-Brabazon: Will the right hon. gentleman state whether inspection on certification will be a State charge?

Major-General Seely: I confess I have no answer ready to that question. We shall certainly do nothing to hinder the industry. I do not carry in my mind the rule with regard to ships, but I should think it would be reasonable to adopt a similar rule. If anyone in the House can elucidate the question and produce a suggestion, we shall be glad to consider it. For the moment I do not think it is laid down in the Regulations.

Lieut.-Col. Malone: In spite of what the right hon. gentleman has said, I have before me a particular case which does not agree with his statement. A

large commercial body submitted a scheme to the Air Ministry in which they desired assistance in opening up a route between certain districts. They received a memorandum in reply from the Air Ministry which terminated in a lot of platitudes. It said:

"The whole scheme would need careful investigation. No doubt there are difficulties. Indeed from the financial point of view it appears doubtful."

No conclusion was advised or arrived at. In a subsequent communication on this matter the authors of the scheme said:

"If Britain does not arrange a service in this locality France will."

I should like to bring this matter to the notice of the right hon. gentleman, in order to ensure that something a good deal more definite and specific may be given to these commercial bodies who seek assistance.

Major-General Seely: What is the date of that?

Lieut.-Col. Malone: February 19.

Question put, and agreed to.

Bill read the third time, and passed.



Casualties

Lieut. ERIC BURNLER BRODIE, R.A.F., who died on February 11, at the age of 20, as the result of a flying accident at Cologne, was the eldest son of John A. Brodie, M.I.C.E., and Mrs. Brodie, Aigburth Hall, Liverpool.

Capt. HERBERT A. PATEY, D.F.C., R.A.F., died on February 18, at the age of 20, at 4, Sheriff Road, West Hampstead, of double pneumonia.

RONALD BRUCE STANLEY, R.A.F., who died on February 17, at the age of 27, at the War Hospital, Sunderland, of double pneumonia, was the eldest son of Mr. Charles Stanley, of Datchet.

Lieut. NORMAN G. STRANSOM, R.A.F., who was reported missing on the Western Front on May 10, 1918, and is now officially presumed killed on that date, was the second son of Mr. and Mrs. Stransom, of Hounslow.

Lieut. JOSEPH WATERHOUSE, R.A.F., who died on February 18, at Chisleton Camp, of pneumonia, was the eldest son of Mr. Frank Waterhouse, of Seattle, Washington, U.S.A.

Married

Maj. AUGUSTUS WIELAND BIRD, D.S.O., R.A.F., was married on February 19, at St. George's, Hanover Square, to Miss CLARICE MARY FRENCH, daughter of the late Mr. Seth Barton French, of New York and Virginia, U.S.A., and of Mrs. Barton French, of Paris, and 3, Albemarle Street, W.

Maj. PHILIP COMYNS CARR, R.A.F., of 9, Paulton's Square, Chelsea, elder son of the late J. Comyns Carr, was married on February 11, in Paris, to LUCIE, only daughter of M. Pierre MARION, and the late Mme. Marion, of 12, Rue des Taillandiers, Paris.

Capt. W. H. HUBBARD, D.F.C., only son of Mr. and Mrs. C. H. Hubbard, Toronto, was married on February 19, at

Brompton Oratory, to Mdlle. GERMAINE DE T'SERCLAES, eldest daughter of Baron and Baroness de T'Serclaes, of Twisden, Great Chart, Kent.

Lieut. EVELYN PERTY MURRAY SHAW, R.A.F., was married on February 12, at St. Paul's, Staverton, to NORA MABEL, eldest daughter of Mr. and Mrs. Colin M. E. MAY, of Nelson House, Staverton.

Capt. WILSON TREVOR WILLIAMSON, of the R.A.F., son of Rev. Prebendary and Mrs. Williamson, of Cheltenham, was married on February 19, at the Church of the Sacred Heart, Bournemouth, to EMILY LILIAN, daughter of the late Henry MORTON-YORK, solicitor and Coroner, of Gloucester, also late of Hove, and Mrs. Morton-York, of Talbot Hurst, Bournemouth.

To be Married

The engagement is announced, and the marriage will shortly take place, between Capt. R. MAURICE BAYLEY, D.F.C., R.A.F. (late R.N.), son of Mr. Ernest W. Bayley, of Rye, Sussex, and ENID CARE, younger daughter of Mr. and Mrs. F. T. PEAKE, Port Tewfik, Egypt.

The engagement is announced between ANTHONY WILLIAM CLARKE, junr. (late Lieut., R.F.C.), eldest son of Mr. and Mrs. Anthony Clarke, Halden House, High Halden, Ashford, Kent, and EVA, youngest daughter of Mr. and Mrs. Balfour GORDON, of Castelnau, Barnes, and Fifeshire, N.B.

The engagement is announced between Capt. A. J. ENSTONE, D.S.C., D.F.C., R.A.F., and ELSIE, only daughter of the late Mr. Arthur LILIENFELD and Mrs. Lilienfeld, of 28, Bryanston Square.

The engagement is announced between Capt. R. B. LONGRIDGE, 16th Lancers and R.A.F., son of Mr. R. C. Longridge, of Knutsford, and ALICE MARY, daughter of Capt. the Hon. and Mrs. C. T. HOLLAND, of Leamington.



Aircraft in Mesopotamia

In his despatch dated October 1 and published as a supplement to the *London Gazette*, Lieut.-Gen. Sir W. R. Marshall, K.C.B., K.C.S.I., Commanding-in-Chief, Mesopotamian Expeditionary Force, makes the following reference to the work of the Royal Air Force:—

"The hot weather in Mesopotamia of necessity limits the sphere of activity of the Royal Air Force. Notwithstanding this, many fine long distance flights have been undertaken and valuable reconnaissances and much photographic work performed. Some idea may perhaps be gained of their wide range of action when I say that since the conclusion of the Kirkuk operations aeroplanes have been employed on various missions at places as widely separated as Samawa, on the Middle Euphrates, and Baku, in Trans-Caucasia. In fact, wherever troops have operated the pilots and observers of the Royal Air Force have invariably contributed in no small measure to their success, and their boldness and intrepidity are fully recognised by the Army."

There are one or two references in the report to aeroplane work, notably in connection with the attack on April 29 on the Yanijah Buyuk, when the 38th Infantry was supported by low-flying aeroplanes.

The Transatlantic Flight

CAPT. HUGO SUNDSTEDT made a test flight with the machine entered for the *Daily Mail* £10,000 prize on February 21. He had proceeded a mile over Newark Bay, N.J., when engine trouble developed, but he expressed satisfaction with the way in which the machine answered the controls. Further tests will be carried out before an attempt is made to fly to St. John's, Newfoundland.

It has been announced that Capt. Roy Francis who is in charge of the plans of the U.S. Army for an attempt to fly the Atlantic. He has been installed in the Trant Company Institution, formerly the headquarters of Count Bernstorff's propaganda department.