

THE DIMINUTIVE BIPLANE RECENTLY CONSTRUCTED AT THE PAALSON FACTORY IN SWEDEN: It weighs 700 lb., and carries 400 lbs. at 80 m.p.h. with a 50 h.p. Thulin-Gnome engine. Note the strutting and the peculiar "gadget" above the body—presumably a sort of hand-grip for picking up the machine and carrying it home!

been forbidden, and foreign pilots desiring to fly to Denmark must first obtain official permission.

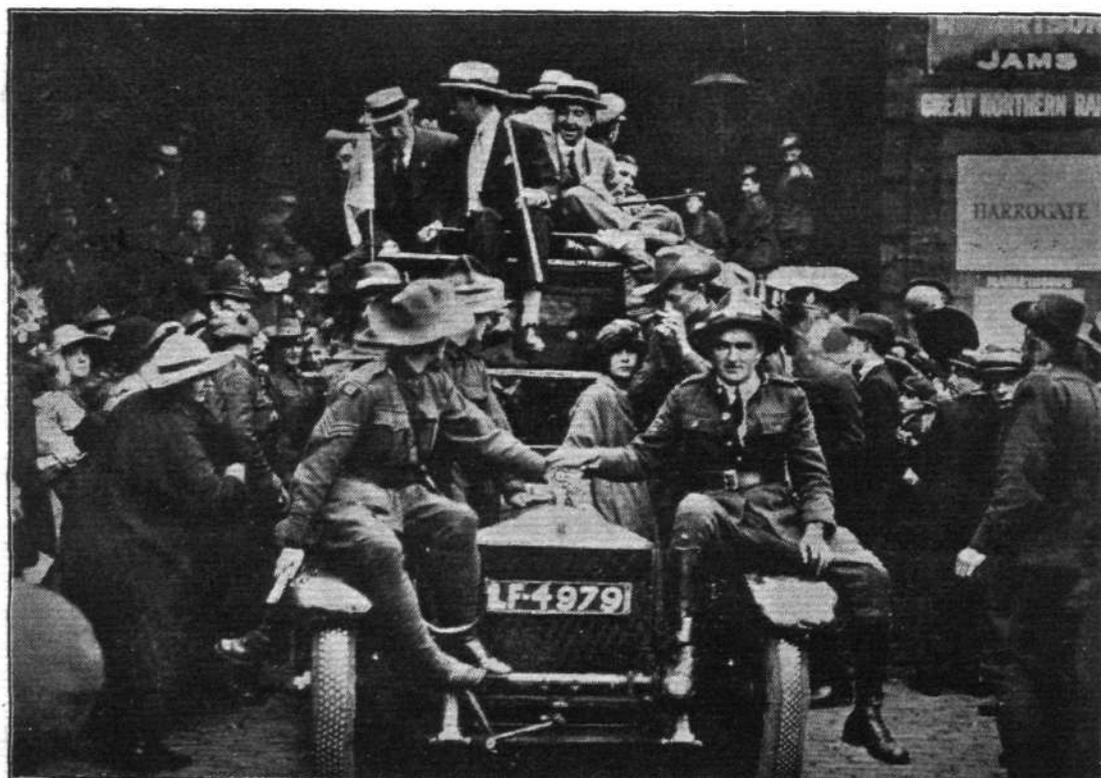
FROM Copenhagen comes information in regard to the plans of a German aerial company for obtaining the leading position in Scandinavia, as opposed to British and French enterprise. It is boldly stated by the Berlin correspondent of the *Ekstrabladet* that this company is at work on a big scheme to establish a regular airship line between Berlin, Odense, Copenhagen, and Stockholm. Trial flights have recently been made with a giant Zeppelin, intended for the new route, which is driven by seven powerful motors and able to carry 100 passengers besides its crew. The trials have proved satisfactory, and, if all goes well, the line will presumably be opened in two or three weeks. What we do not, however, quite follow is how this activity can be reconciled with the terms in the Peace Treaty whereby Germany is debarred from building or possessing aircraft.

THERE is, of course, a natural sequence to a clause of this sweeping character. What is to prevent the Huns running

big aircraft shows in Norway, Sweden, Denmark, etc., and should the Prussian junker in time still have a stomach for war, what is more likely to happen than for clouds of these aircraft of peaceful nations suddenly to take wing for Germany, and thus form the nucleus of a fighting force to start once again the disturbance of the world? It will be a case of *Der Wacht* on the members of the League of Nations!

Apropos this L. of N., with Victory Day over and the millennium of the L. of N. arrived, it is quaint to note that Roumania has now started a general mobilisation for combating the dangers anticipated from Hungary, even young students of aviation in France having been commanded to return immediately, with or without pilots' certificates. As a famous conjurer used to say "Isn't it wonderful?"

AND how does this L. of N. stand in regard to roping in with its tentacles, the handling of the "Direct Action" Bolshie Johnnies who are just now out so strenuously to help forward the peace of the world?



When the "bhoys" would not be denied: Col. Warwick-Wright's Rolls-Royce full-up, inside and out. This car, upon the occasion of the photograph (the home-coming of Hawker after his Atlantic attempt), accommodated no less than 37 passengers, in the procession to the Royal Aero Club—10 inside, 11 on the roof, 4 standing on the petrol tank, 4 on the driver's seat, and 2 on the bonnet, the balance being distributed on the running boards and mudguards. It was rough on the springs, but the engine never made a murmur.