

# ARRIVALS FROM THE FOUR WINDS

THAT effort on the part of certain morning and evening dailies to be known as "the paper that gets the scoops" continuously leads to all sorts of ridiculous positions—although carrying with them at times anything but pleasant results to many associated with the object the "scoopers," at the moment, are out to "scoop." In this connection the *Evening News* last week was a bad offender over the scare line "All aircraft contracts cancelled" wheeze. Of course, nothing new out of the way had occurred at all. It was merely the natural sequence to the long since announced policy of the Air Ministry, in the form of the natural closing of certain contracts which were still, in a minor key, running. Yet shrieks in whole columns, with double-column headlines, was the method of treating this, the only little bit of "scoop" which was, that day, caught sight of quietly going to its home. But "yellow journalism" must be maintained by hook or by crook and d—the consequences.

INTERVIEWED upon this *faux pas* of our contemporary, an Air Ministry official spoke as follows:—

"To try and make out that this is the end of an epoch is absurd. No war work firm can expect to go on doing war work in peace time, and it is exactly the same with the aircraft firms as with munition works.

"The cutting of our last few contracts has been dictated by the national policy of economy, and by the fact that the number of Air Force Service squadrons has been reduced. But the national business move is as nothing to the cutting down which took place months ago, soon after the armistice.

"This does not mean that no more contracts for war aircraft will be placed. These few aircraft firms are simply undergoing the same inevitable change from war to peace time work which all firms making war material have undergone."

In other words, the main basis of this great "scoop" is old.

EVEN if D'Annunzio, judged by his present actions, be a "degenerate," as suggested, and his Fiume raid of the order of *Opera Bouffe*, at least his mind is clear and straight upon one point, the all-important value of aircraft in plans of offence or defence. In reviewing his "troops" last Sunday he said that aviation was of vital importance to the success of the Fiume cause, and therefore "the newly-established aviation camp must be defended at all costs."

It is to be hoped that our "degenerates" will also realise before too late the necessity of maintaining and having ready at proper strength in peace time, against troublesome days, the deciding arm of the future.

To see a little gratitude occasionally for services rendered is a pleasant experience. Last week at a meeting of the City of London Corporation, upon the proposal of Alderman Sir William Treloar, the following resolution was passed with

enthusiasm:—"That this Court desires to record its appreciation of the effective measures taken for the defence of London on the occasion of the many raids by enemy aircraft during the war, and especially on the night of May 19, 1918. This Court wishes to express the great indebtedness of the citizens and inhabitants of London for the untiring devotion and splendid services of the pilots, airmen, gunners, and others engaged under the command of Maj.-Gen. Ashmore on the night of May 19, when not only were seven of the enemy machines brought down, but so much further damage was done to the enemy that the Germans finally decided to abandon attacks on London."

AERIAL postage stamp collecting is striking quite a new note in philatelic circles. According to *The Times*, a leading stamp market authority recently expressed the opinion that aerial postage stamps are calculated to succeed the ever-popular war issues in the collector's favour.

The latest aerial postage stamp comes from the South American State of Colombia, where, on the inauguration of an experimental air-post service between Barranquilla and Puerto Colombia recently, a small supply of the current two centavos rose was overprinted, "1° Servizio Postale Aereo." It is stated that the issue was restricted to 200 specimens.

Mr. Hugh Vallancey also has a lot to say in his double number of *Stamp Collecting* which he has just published, in an article on aerial posts and postage stamps. This form of marking aerial history is very fascinating.

SIR PHILIP SASSOON, by his purchase of an Avro for his private use in getting about, particularly between London and his country residence near Lympne, is, we believe, really the first private citizen to so provide himself. The time occupied in reaching Lympne—a distance of about 70 miles—will be about 45 minutes as against the fastest train with 90 minutes. Naturally for short distances like this, the difference in saving of time is hardly so marked as when the mileage is increased. But to suggest, as has been done, that therefore, having also regard to the difference in cost, this very progressive departure on the part of Sir Philip is not worth while, is to view his enterprise from the narrowest possible point of view. A few examples upon the same lines are likely to help along the cult of air-travel in a more practical form than miles of theoretical tosh that only under such and such conditions will it be possible for the thing to be done. It recalls the old old story of the policeman he could not do a certain thing, replied promptly, "Its no use your saying I can't do it, I've jolly well done it!"

To point the moral and by way of an object lesson in the advantages of the aeroplane in long-distance work, there is the flight starting from London at 4 a.m. last Saturday of Lieut.-Col. Henderson and Maj. Lloyd, to Nice, the latter city being

## Some R.A.F. Impressions



"Spic." Lieut.-Col. M. Spicer, A.Q.M.G., R.A.F., in the Field and Universal Provider.