

AIRISMS FROM THE FOUR WINDS

It is well that the list of German customs-of-war violators includes some of the air pirates who directed their attacks upon non-military centres and districts. The "accused" might well have been extended. Those at present called upon to answer indictments for attacks on undefended British towns by airships and aeroplanes are:—

Linnarz, commander of the airship which bombarded the London district on May 31, 1916.

Böker, commander of the airship which bombarded Hull on March 5, 1916, and Edinburgh on April 3, 1916.

In addition to the above, all persons, crews included, who were concerned in or responsible for the aeroplane attacks on Kent, Essex, and London on December 5 and 6, 1917, and on the London district on May 19 and 20, 1918.

THE full list forms a volume of 194 pages, and is divided into seven parts:—

1. The British list, demanding 100 individuals, some of whom are not mentioned by name.
2. The French list of 234 names.
3. The Italian list, consisting of 29 names.
4. The Belgian list of 334 names, 265 not being mentioned by name.
5. The Polish list of 53 names.
6. The Rumanian list of 41 names.
7. The Yugo-Slav list of four names.

WHAT'S the matter with the Sovereign anyway, that it cannot "look the dollar straight in the eye" at the present moment? It's the *paper* "Bradbury" and the fictitious *paper* credit which cannot face the gold-backed dollar. Get down to facts and increased production, and Mr. Bradbury will vanish into the *ewigkeit* before the advance of the key to the golden age—the golden sovereign.

THE Air Ministry announces that notice to airmen No. 7 respecting the introduction of summer time in France and Algeria is cancelled, as the matter is being reconsidered by the French Government. Meanwhile ordinary time is in force.

Hope this is an indication of no "summer time" here this year or hereafter.

IN aid of the new-formed Officers' Association, established under the presidency of Earl Beatty, Earl Haig and Sir Hugh M. Trenchard, the largest grant, £100,000, the association has yet received, has been voted by the Committee of the National Relief Fund.

UNDER a new Army Order "Royal Tournament" is to replace the hitherto rather over-long title of Royal Naval, Military and Air Force Tournament. This year is the 37th of the event, and the date for holding it at Olympia is

May 20 to June 5 inclusive. The following two days, June 7 and 8, will be devoted to championship competitions under the ægis of the Imperial Services Boxing Association.

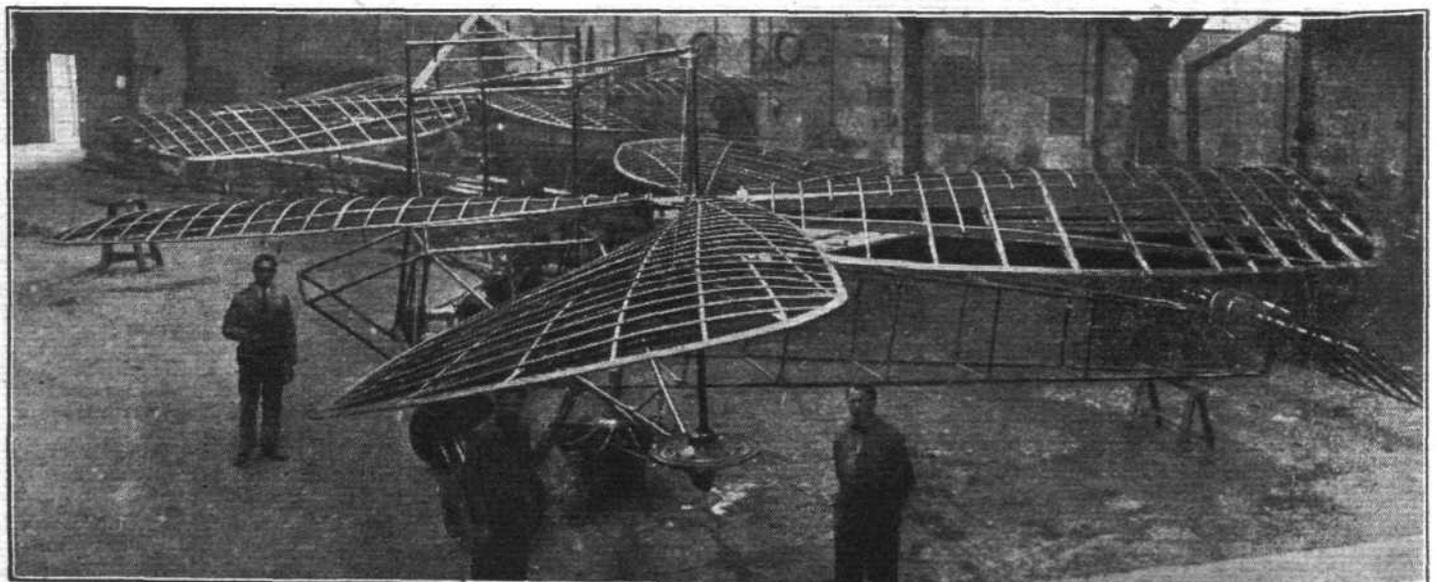
ANY little delays from minor troubles in the Cairo-Cape scientific "exploration" flight being carried out under the auspices of *The Times*, will not militate against the epoch-making character of the undertaking. The side-issues for good which will arise and are arising will more than justify the more or less leisurely covering of the route. Medical aid organisation for remote parts looks like forming no small part in the beneficial results, whilst bringing into prominence the possibilities of the opening out of the latent commercial riches known to be awaiting development, should go far to further help the British Empire to quickly re-establish itself as pre-eminent in the world's affairs. From the pen of Major E. S. Grogan, D.S.O., in *The Times* some fascinating prospects are foreshadowed. And he is qualified to speak as a past African explorer. Transport appears to be the crux of the situation. Major Grogan points out that, economically speaking, Africa is a huge, trackless waste, sprinkled with relatively small but absolutely large areas of immediate economic value. Areas such as the cotton lands of Uganda and the coffee, sisal, maize, and flax lands of British East Africa could produce enormous supplies if transport were available.

Many of these areas have large populations of primitive natives, who require only the stimulus and organising capacity of the European to become important contributors to the world stock of essential foods and raw materials and reciprocally important consumers of the manufactures of Great Britain.

IN Africa, the European is not merely the individual producer as he is in Canada or Australia; he is the yeast that leavens the inert dough of Africa's people; he is that mysterious factor (undiscovered by Marx) which raises to infinity the *per capita* effect of the individual effort. Rapidity of movement and intercommunication between these European stimuli is the first essential of African progress. The light car, wireless telegraphy, and the 'plane are facile means whereby the physical obstructions to communications can be overcome; and their advent heralds a new era, for all Africa.

Any factor that will relieve the intolerable toil of movement across Africa increases proportionally the efficiency of each European in his function of stimulant. The dry season and the wet season has each its special obstruction to movement. The aeroplane floats to its destination in ethereal contempt alike of mud and desiccated waterholes.

It is the great time-saver, and may help materially to retrieve the waste of the last decade, that vital period during which the previously proved resources of Africa might have been rendered available to the world by a bold policy of road and railway construction.



THE HELICOPTER UP TO DATE: The French "Alerion," a twin-screw direct-lift machine, the patents for which have been purchased by the French Government. The two screws are built as ordinary wings, and will have external bracing