

Imperial General Staff to control all three Services, and thinks that the Government should give some measure of direct financial assistance to aerial transport to tide it over its initial troubles and give us a reserve in aerial resources which will simultaneously form perhaps the strongest link of the future between our Overseas Dominions and ourselves.

As to the Ministry of Defence, we have a perfectly open mind as regards that, the more so as it is a question more to be debated by experts than by the layman. But when Gen. Brancker speaks of the three Services, is he so certain that there will much longer be three in actual being? From time to time we have heard some very disquieting reports regarding the intentions of the Cabinet towards the Air Ministry and the aerial arm. It has been said that the intention is to abolish both the Ministry and the Air Force as a separate Service, and to give back the control of military aviation to the Admiralty and the War Office, the civil side going to the Ministry of Transport or the Board of Trade. How much truth there is in these reports we have no actual means of knowing, but it is a fact that the contingency is being very seriously discussed in circles which certainly ought to be well informed, even if they are not. We should certainly like to know how much—or, alternatively, how little—there is in these categorical statements.

#### Air Mail Facilities

While the Post Office is not as alert to see the advantages of aerial transmission of mails as we could wish, there is no doubt the authorities are awakening somewhat to a sense of proportion. It is now announced that considerable extension has been made of the facilities for the late posting of parcels in London for conveyance by air to Paris. The parcels will be despatched on the same day as they are handed in to the Post Office, and will be delivered to the addressees in Paris on the same day or the following

morning. The Postmaster-General points out that under the ordinary arrangements for the transmission of parcels by mail train and boat, several days have usually elapsed between the posting of a package in London and its delivery in Paris, but that such delay is avoided by the use of the air mail service.

Realising that fact, we are compelled to wonder why the Post Office has been, and still is, so slow to give the public the wonderful facilities of aerial transmission which lie ready to its hand. One would have thought that a progressive Department would have made haste to adopt a method of transport which, in its own words, effects a saving of several days in the time occupied for the conveyance of parcels to a place so relatively near as Paris is to London. But the ways of Government Departments are past finding out.

However, it is good to know that the Post Office is really making a move. We shall, however, be much more pleased when it takes heart of grace and adopts aerial transport for all first-class mail matter for the Continent and very largely extends the parcels mail service. The trouble is that the Post Office even now does not appear to take air transport at all seriously. That is evident from the fact that we are among the countries with established air services who are still without an aerial postage stamp, although the Post Office has been repeatedly urged to make an issue of such stamps. They ought to be issued, especially as the cost is initially small, and would be far more than recouped by the greater volume of business which would result. We believe that more business would come to the air mail, because the issue of a special set of stamps would cause a great deal of comment, and the mere fact that they were a part of the standard issues of the Post Office would be a tremendous advertisement for air mail transport. Once again we ask: When is the Postmaster-General going to make an announcement?

## THE LONDON-CONTINENTAL SERVICES

### FLIGHTS BETWEEN OCTOBER 16 AND OCTOBER 22, INCLUSIVE

Route†	No. of flights*	No. of passengers	No. of flights carrying		No. of journeys completed†	Average flying time	Fastest time made by	Type and (in brackets) Number of each type flying
			Mails	Goods				
Croydon-Paris ...	25	111	9	21	22	h. m. 3 2	H.P. G-EAPJ (2h. 5m.) ...	B. (2), D.H.18 (2), G. (4) H.P. (3), Sp. (4), V. (1).
Paris-Croydon ...	27	104	10	25	22	2 51	D.H.4 G-EAWH (2h. 5m.)...	B. (2), D.H.4 (1), D.H.18 (1), G. (4), H.P. (4), Sp. (6), V. (1).
Croydon-Amsterdam ...	6	4	6	6	6	3 10	Fokker H-NABT (2h. 54m.)	F. (5).
Amsterdam-Croydon ...	6	9	6	5	5	4 10	Fokker H-NABL (3h. 44m.)	F. (5).
Totals for week ...	64	228	31	57	55			

\* Not including "private" flights.

† Including certain journeys when stops were made *en route*.

‡ Including certain diverted journeys.

Av. = Avro. B. = Breguet. Br. = Bristol. Bt. = B.A.T. D.H.4 = De Havilland 4, D.H.9 (etc.).  
 F. = Fokker. Fa. = Farman F.50. G. = Goliath Farman. H.P. = Handley Page. M. = Martinsyde. N. = Nieuport.  
 P. = Potez. R. = Rumpler. Sa. = Salmson. Se. = S.E.5. Sp. = Spad. V. = Vickers Vimy. W. = Westland.

The following is a list of firms running services between London and Paris, Brussels, etc., etc.:—Co. des Grandes Expresses Aériennes; Handley Page Transport, Ltd.; Instone Air Line; Koninklijke Luchtvaart Maatschappij; Messageries Aériennes; Syndicat National pour l'Étude des Transports Aériens; Co. Transaérienne.

#### Paris-Bucharest in 14 hours

For some time it has been the intention of the Franco-Roumanian Aviation Co., who operate the Paris-Strasbourg-Prague-Warsaw air line, to extend their line to Bucharest.

On October 22 the first direct flight was made, and occupied 14 hours, including the stops at Strasburg, Prague, and Budapest. By train the journey occupies about 63 hours, so that the saving effected is very considerable.