

before the opening of the service. After the benediction, pronounced by the Archbishop, the organ played the Dead March in "Saul," and then R.A.F. trumpeters sounded the "Last Post."

At the same hour a requiem mass was held in Westminster Cathedral for the four Roman Catholics who had perished in R 101. The mass was said by Father Harry Rope, brother of Sqdn.-Ldr. F. M. Rope. Cardinal Bourne, Archbishop of Westminster, was present.

On Saturday, the coffins were taken from Westminster Hall and conveyed to Cardington where they were all buried in a common grave. The funeral procession through London to Euston station was the most impressive ceremony of the sort which has been seen in London for many years. Enormous crowds lined the route for the whole distance. Starting from Westminster Hall at 10 a.m., the cortege followed the route: Westminster, Whitehall, Trafalgar Square, Strand, Aldwych West, Kingsway, Southampton Row, Russell Square, Woburn Place, Tavistock Square, Upper Woburn Place, Euston Road, Euston Station, arriving at the station at noon. The procession was headed by mounted police. Next marched a detachment of the Royal Air Force with arms reversed. It was followed by the Royal wreaths and the wreath of the Air Council. Then came the band of the Royal Air Force, and then 24 army waggons each bearing a coffin covered with the Union Jack. There followed a detachment of the Grenadier Guards, the Army Council wreath, the band of the Welsh Guards, and then 24 more waggons bearing the remaining coffins. There followed cars with the Prime Minister, members of the Cabinet, and representatives of the Dominions and India. Dr. Eckener and Commander Sir Dennistoun Burney walked in the same group. Many of the relatives also walked in the procession. The spare watch of R 101 marched behind their dead comrades, followed by the crew of R 100. Major Scott, Flying Officer Steff, Sqdn.-Ldr. Johnston, Mr. Giblett, and six others of the dead had been on R 100 on her Canadian flight. The group of foreign Air Attachés showed how all nations joined in Britain's mourning. The Air Council, the Army Council, and the Board of Admiralty were there. A detachment of the Royal Navy marched behind. Finally, vans brought the 3,000 wreaths which had been sent in sympathy.

At Euston the coffins were lifted into vans draped inside with purple. For the fifty miles to Bedford the railway was lined with people anxious to pay their last tribute. Crowds waited at every station to see the train pass by, ex-service men wearing their medals and standing at attention. In the cemetery at Cardington, hard by the airship station, one common grave had been dug for all and lined with flowers. There the 48 coffins were laid side by side. Anglican, Presbyterian, Wesleyan, and Roman Catholic services were held over the grave. The Bishop of St. Albans pronounced the Benediction. The Roman Catholic service was conducted by Bishop Keatinge, formerly principal Roman Catholic Chaplain to the Forces. Then a firing party of the Royal Air Force fired three blank volleys over the grave. Trumpets by the grave side sounded the "Last Post," and were answered by other trumpets outside the cemetery sounding the "Réveillé."

Careers of Some Other Victims

In our last issue we gave brief accounts of the careers of several of the more notable passengers and officials on board R 101 when she was lost, but pressure of space prevented our dealing with all of them. We now give some notes on four of the victims which had to be held over last week.



The funeral passing the Cenotaph in Whitehall

THE LOSS OF THE A.I.D.

Major Percy Bishop, O.B.E., Chief Inspector of Aircraft in the A.I. Directorate of the Air Ministry, had held that post since March, 1918. Previously, he had been designer and Chief Inspector at the Royal Aircraft Establishment (previously Factory) at South Farnborough. He had been educated at Kendrick School, Reading, the Regent Street Polytechnic, and Sheffield University. He served an apprenticeship at Messrs. Clement Talbot, Ltd., and D. Napier & Son, Ltd. He was an A.M.I.A.E. and A.F.Ae.S. Extremely popular with all who knew him, he will be particularly remembered for his connection with sport in the Air Ministry. When younger, he played for the Wasps Rugby Football Club, and in recent years he was chairman of the Air Ministry Athletic Association and the Air Ministry Football Club.

Alexander Bushfield was Assistant Inspector of the A.I.D. since 1923. After serving an apprenticeship as an engineer in Glasgow, he joined the Royal Navy in 1900. He took his ticket as an airship pilot in very early days. During the war he was employed as an overseer in airship construction, and was on the trial flights staff. He was granted the rank of Flying Officer in the Royal Air Force. In 1921 he was highly commended by the Air Council for his courageous and resourceful action in extinguishing a petrol fire in R 36 at the Inchinnan airship works.