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WINGS OF THE EMPIRE

Published by Special Arrangement With the Aeroplane News Bureau.

The past few weeks have been alar-ums and excursions in the world of future. possibly hold it up in the air," no partment devoted to the design of sponsive. one was very much surprised to hear aircraft? It was, therefore, in the that Holt Thomas had resigned the position of not being, as a business chairmanship of the Aircraft Manu-facturing Co., Ltd. I need hardly re-call the fact that it is the Airco which has been maintaining the daily air integration of a staff which has provmail to and from Paris throughout en itself second to none in the cently stated that civil aviation must

service seemed to be m something fings." worse than jeopardy. If it were to resignation was the only step open stop the blow to British flying would

be immense, though the subsidized for him. Times and the Daily Mail. It was and before the whole thing could be The explanation given by Holt also recalled that Lord Northcliffe built up again." wrote the introduction to the book "By the amalgamation recently an- "Aerial Transport" which Mr. Thomcompanies. Their interest naturally which is controlled by Lord North- one thing to a plain man. As it is, lies in the large factories, which, al- cliffe was about to undertake a cam- one feels that all's well that ends though created for aircraft, are adap- | paign to arouse the public to a reali- | well. is willing to continue fighting a national battle with his own resources against heavy odds, the public is willing to look on and contribute careless applause. The press does the same while the government remains coldly apathetic. It is not until a disaster occurs which threatens national well-being that the press-or at least the sensational section of the pressawakes to the necessity of stirring the public into indignation and of threatening the government tenure of office. Thus the "Fourth Estate" becomes at times the actual arbiter

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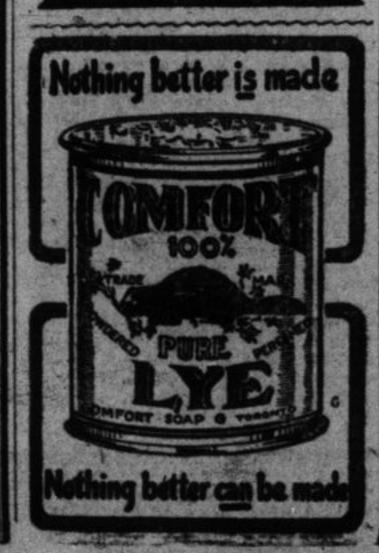
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of the nation's destinies.

point. Every Briton was proud of reside pear Erinsville, where the factory, Pembroke. ing it active support. The press was friendly and admiring, but lukewarm when the needs of the venture were broached. The government being truly democratic, remained content so long as the aircraft industry was willing to do work of national im-

portance at its own expense. Then came the disaster for the disappearance of one of the three most active and powerful aircraft civil flying. After Winston Churchill's statement in the House of Commons that "civil aviation must fly by itself, the government could not continue an expensive technical de- ernment showed itself instantly re-A few days later the air estimates

> came up again in the House of Commons, and Major Tryon, Under Secretary for Air, delivered himself of the following amazing statement:

"When the secretary for air rethe winter. The continuance of this world without considerable misgiv- fly by itself, he referred to the ulti-Therefore, Mr. Thomas felt that tained and did not mean to bar any government action that might be necessary to keep civil aviation going It was noticeable that this state- during the present difficult year, ment was published first in the which followed the end of the war,

If one were an enemy of British civil flying, one might say more hard nounced, the Birmingham Small as recently published. It looked as if things about this explaining away of Arms, Ltd., acquired control of my the influential section of the press a statement which could only mean

ted for other production, such as mo- zation of how serious the position Three days later another Harmstor bodies and engineering works had become, and to organize pres- worth paper announced that the B. S. and equally naturally the first step sure upon the government. It is in- A. had reconsidered their decision and equally naturally the first step deed the usual course of events in branch, while Mr. Thomas would redown all expense which is not like-

The whole episode has its lessons, and they are lessons which will probably be taken to heart more earnestly in the dominions and colonies than in the United Kingdom. The lessons are that if British civil flying is necessity (which no one has denied) it must receive during its infancy the support of (1) the public; (2) the press, (3) the government, and that this support must not be mere expressions of appropation, but active and energetic assistance. Several British governments have already shown a disposition to set an example to the United Kingdom government by giving such active help. The exact state of affairs in all dominions is not yet known over here, but from the information to hand one must applaud the enterprise of the govern-ment of India in starting an air mail, although they mismanaged it, and of the Bermuda government in its encouragement of the scheme recently described in these columns whereby the Avro Supermarine and Beardmore companies have combined with Messrs. Furness Withy & Co., Ltd., to promote flying in the Bermudas.

Apparently, however, in Australia the pioneers of civil flying are not altogether satisfied with the situation. A cop of the Sunday Times, of Sydney, has just come to hand in which it is stated that "the Australian pioneers are faced with exactly the same difficulties that the first British companies had to contend with several years ago—lack of government sympathy." The paper goes on to remark that Messrs. Broadsmith, Warneford and Love, of the Australian Aircraft & Engineering Australian Aircraft & Engineering Co., intend to fight that apathy by making demonstration flights and establishing air communications between big cities until the public are educated up to recognition of the ae-roplane as a suitable means of locomotion. Accordingly their Avros are always busy. One went to meet the Vickers-Vimy of Sir Ross Smith and escorted it on to the company's aerodrome at Mascot when it arrived at Sydney. One reads with interest that Mr. Love carried the mayor of Newcastle from Newcastle to Syd-

ney in an hour and a quarter, and on

another occasion took a cinema oper-ator from Sydney to Cootamundra,

about 250 miles, in three hours, which was quite a good effort for an Avro with a 130 h. p. Clerget engine; especially as the Blue mountains were crossed at a height of 8,000 feet,

while two heavy rain storms were met and had to be circumvented. · Airships for Commerce. From time to time during the last few months there have been rumors of a combine which is to buy rigid airships from the government and use them on commercial routes.

Some future details have recently come to light. Among the parties interested are: Messrs. Vickers, Ltd., Messrs. Beardmore, the Orient Steam Navigation Co., the Marconi Com-pany, Lord Incheape and Sir Alan Anderson. The offer is under 250,000 pounds for the R.33 (sister of the R. 34) R.36, R.37, and R.80. The official reason for the low price is that the airships are useless and obsolete An active brain must have pure blood, not have pure blood, not build new gigantic airships solely for passenger and cargo carrying.

WEDDED AT ERINSVILLE

The Powers-Crawford Nuptials on Erinsville, May 3 .- The Church of the Assumption, Erinsville, was the scene of a pretty wedding on Wednesday, April 21st, when James Leo. son of Mr. and Mrs. Patrick Powers, and Carolyn, daugher of the late John and Mrs. Crawford, were united in matrimony, Rev. Fr. Meagher, of-ficiating. The bride looked charming in a suit of navy blue tricotine, a corsage bouquet of Ophelia roses and a small French hat with draped veil. The bridesmaid, Miss Anastasia Powers, was attired in a navy suit with hat to match and wore a corsage bouquet of Killarney roses. She wore the groom's gift, an emerald and pearl necklace. Vincent Powers acted as groomsman. The music for the oc-casion was suitably rendered by Miss Myrtle Killoran.

After the ceremony, the guests, numbering about forty, returned to the home of the bride's mother, where a sumptuous wedding break-fast was served. The decorations were carried out in pink and wnite.
The groom's gift to the bride was a beautiful silver tea service, to the croomsman gold cuff links and to the organist an amethyst pendant. The happy couple left on the evening

train, amidst showers of confetti, for Renfrew Planing Mills, has accepted The air mail was a good case in a short trip, and on their return will a position as manager of Beatty's it; but few saw the necessity of giv- groom is a prosperous young farmer. F. J. Hawken has resigned as

Thos. J. Touzell, who for several the G.W.V.A. and has severed his years past has had charge of the connection with the local branch.

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