

IMPERIAL AIRWAYS



IMPERIAL AIRWAYS—THE EMPIRE'S LINK

GAZETTE

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A TRIBUTE FROM AMERICA

The following remark appeared in an article in the February issue of *U.S. Air Services*, a monthly paper devoted to the development of aeronautics, civil and military

'Over here we believe that Imperial Airways has solved its numerous and unique problems in a masterly manner'

'ANYWHERE, ANYTIME—BY AIR IN NO TIME'

A competition in which all the European air transport companies participated was held recently in conjunction with the Press of the different countries concerned. The idea was originated in Germany by the German Airways (Deutsche Luft Hansa A G) and in Great Britain the competition took the form of a slogan for air transport and was run jointly by Imperial Airways and the *News Chronicle*

The winner in each country was awarded a 4,000 mile air tour of Europe, travelling on all the lines of those countries which took part in the scheme. We reprint below an impression of his flight by the winner of the competition in Great Britain, Mr. A. E. Etherington

IMPRESSIONS OF HIS FLIGHT ROUND EUROPE BY MR. A. E. ETHERINGTON, PRIZE-WINNER OF THE INTERNATIONAL PRESS COMPETITION

Sunday morning, 7 April, was not an ideal time for an amateur to 'take off' for a four thousand mile air tour of Europe

It rained—which was a minor detail; it blew—which was not! However, I left Mother Earth in a 17-seater German 'plane early in the morning. Soon the white Kentish cliffs were fading away behind us and then . . . well, I prefer to forget the North Sea. In any case, visibility was bad, so perhaps that is why I saw little of it, although there were other reasons!

Landing at Amsterdam, coffee and biscuits were like angels' food, and I was quite ready to enter the luxurious Dutch liner for Hamburg and Malmö—with its elaborate red, blue and gold upholstery. Speeding away at a height of about 1,500 metres we passed into better weather, and from then onwards flying became a real joy

I shall never forget my first sight of the clouds from above—a mass of billowy white swansdown stretching as far as the eye could see with the sun glistening down upon it; truly a beautiful sight. At intervals came glimpses of the flat Dutch landscape, like a huge mosaic. Surely no one but a Dutchman could cut up the ground into tiny squares, bordering each with a miniature canal, but the rich green grass and black soil is a just reward for such labours

Soon the Ems and the Weser passed below us, and the more broken ground with wooded patches came into view. Down at Hamburg—the aerodrome swarmed with German sightseers—truly flying enthusiasts, these Germans—and then away again

Hamburg—Malmö is a lovely flight—the North German country with its woods and farms giving way to the Ost-sea, sighting Laaland and Zealand at times below—the height intensifying the blue of the water, and the coastline with its dolls-house villages forming a striking contrast

Malmö—and the Swedish Aertransport took me in hand for two hours. A lightning tour of the town, with its interesting old church and Kings' Park was all time permitted before passing on to Copenhagen

Here the last hour of daylight was occupied in viewing the sights—the Royal Palaces, National Museum, &c. The bells of the English church were playing 'Now the day is over' as we passed—but they were wrong! Dinner and entertainment at the National Scala—with beer and 'aquaveet' in true Danish style, a few minutes at the popular 'Lorry' with its cabaret and happy crowds, and to my hotel at 12.45 a.m. Yes, the day was over then—a day of thrills, crammed with new experiences

Monday morning—and Copenhagen dropped from sight as we flew again over the Ost-sea in a comfortable Danish 'plane for Berlin, another view of Northern Germany until the gathering clouds obscured it as we neared Berlin. The imposing aerodrome of Tempelhof welcomed us with a bold array of hangars and machines and 'Lufthansa' took me under its care

This Company's representatives—with a charming lady interpreter—showed me Potsdam with its palaces, schloss, orangery and historic mill, and a visit to the Berlin Winter Garden concluded a cheerful evening

Next morning my capable guides showed me the innumerable memorials, churches, and public buildings of which Berlin justly boasts. The Spree runs through the city, but it is to Potsdam direction that Berliners turn for aquatic amusement, where the Havel splits up into many lakes half hidden in the pine-clad forests

Mid-day, and we set 'wings' for Poland, flying low over Frankfurt to Posen. A short drop and through the Customs, under difficulties as here we passed beyond the ken of the English language. However, I recognised

'seekarn' as meaning cigarettes—produced my few remaining Virginias which were evidently permitted and it was over

Up again, over the Worthe, and so across miles and miles of agricultural country—Poland's principal industry—and soon we landed at Warsaw. My companions here were the Press representative and his charming wife. Darkness made the tour of this ex-Russian city—with its ancient buildings and one-horse 'droskys' necessarily short, then to a native 'revellers' concert; four girls playing and singing continuously anything from Polish folk-songs to American jazz, culminating in the last line of 'Goodnight, sweetheart' in English—(was there a sinister motive in this, I wonder?). Dinner in Warsaw obviously indicated vodka—believe me, 'eet ees good,' followed by a visit to the City's latest dance hall, and so to bed for an early start to Vienna

To describe the varied undulating country on the next stage of the journey is more than difficult. The lovely River Vistula was our guide winding its way through farm and forest to Krakaw—Poland's principal tourist centre. I want to go back to the Vistula and trace it through its course—it would be a delightful holiday. Polish folk are very friendly—they regard English highly, and (dare I say it) their girls are naturally beautiful

Over the Czechoslovakia border—the Vistula still haunting us—I was the only passenger. Flying high in a small 'plane over hilly country, with tree-clad mountains folding intriguing little townships under their shade. A few minutes to Brno, and full speed ahead for the 'city of the Blue Danube.' This is a fallacy—but it is the only grudge I have against Vienna

My high-speed tour of the town with its innumerable architectural masterpieces, and the surrounding country with thickly wooded slopes bursting into spring bud, was made doubly enjoyable by the young Austrian official whose mastery of English was as welcome as his cheery disposition. Needless to say, the evening's venue was the famous Opera House, thronged with enthusiastic music-lovers. Hungarian fare sent me unsteadily to bed, and I said 'Goodbye Vienna' at noon next day with many regrets

To view the Alps for the first time is a grand experience, but to see them from above, displayed in all their rugged snowclad grandeur, gave me a feeling that pen cannot describe. For ninety minutes I just sat and gazed down from my small Italian 'plane upon the brilliant reflection of the sun as it struck the towering heights. We were flying at 10,000 feet—but conditions were perfect

Half-an-hour later the blue of the Adriatic came into view, and we were down at the military aerodrome at Venice. A wait of ninety minutes at such a spot—and yet not being allowed to leave the aerodrome—was a bitter blow, but a kindly kiosk attendant gave me a glowing account of this unique water-bound town

The route from Venice to Rome follows the Adriatic coast then westward across Italy, the greater part of the journey being over mountainous country. Dusk, however, was falling and visibility rather poor

I can say little of Rome, for arriving at 8 p.m. and leaving at 6.30 a.m. I scarcely saw it. I walked its wide streets for two hours, and at every turn some ancient building—or its ruins—made me stop and vainly regret my schoolboy disinterest for Roman history. Rome—the cradle of civilisation—is to-day the temple of Mussolini. Fascist propaganda meets one in every hoarding and building; official looking notices were headed 'S.P.Q.R.'—but this does not mean 'Small profits quick returns,' I can assure you! After all, to equip the police army, guards, airmen—even roadsweepers—in such brilliant and varied uniforms must make a nasty hole in the Treasury

Early away on Friday, for return trip to Venice—with the sun only partially successful in penetrating the haze, but the big Junker sped and with scarcely a sway. Another change, and on again over the snow-capped mountains for Munich. Higher still to-day—nearly 16,000 feet, and the air even in the saloon of the 'plane almost gripped the lungs. Clouds were heavy, with but occasionally a white peak piercing its way upwards into view—and even so we are too high to pick it out in detail

Cross country from Munich to Zürich, with the Alps to the south offering many changes of scenery, including the crossing of the inland sea bearing the name of the latter town. I made this trip in a larger German 'plane carrying a light load, through wind and rain, and the pilot's evident desire was that we should not be late for lunch. It was certainly the roughest hour's travel I experienced

'Swissair's' able guide—an ex-Imperial Airways official—soon dispelled my idea that Zürich was dull! He convinced me that for its typical Swiss scenery broad-laved top-heavy chalets, its beautiful fresh-water sea with white glistening Alps in the background, and its most invigorating air, it is well worth the five-hour journey direct from London. A 100 per cent. Swiss meal—fish, wine, cheese and cigars—was followed by an evening at the Corso—a really up-to-date dance hall—a fitting finale to a day of many changing scenes

Early away on my last day's journey, I enjoyed the combined speed and luxury of 'Swissair's' new 'Douglas' machine, Paris-bound at a cruising speed of 260 kilometres. Clouds obliterated the view till we landed at Basle, after which we rose above them into bright sunshine again to Le Bourget, to be welcomed by the familiar blue uniform of Imperial Airways

And of Paris—what can I say? Even under the experienced guidance of a *News Chronicle* representative and the Imperial Airways Manager only a fleeting glance of this gay city could be obtained. From the Opéra, via Place de la Concorde, up Champs Elysées to the Arc de Triomphe, gives a vivid impression of the spacious orderly lay-out of the city, with its long vistas of tree-lined boulevards. A visit of a few minutes only to the famous Louvre, with its Venus de Milo and countless other gems of sculpture and painting—a glance at Notre Dame, and time is up.

Le Bourget again, and the final stage begins in which I can only describe as the flying hotel 'Horatius,' the mammoth 38-seater Handley Page. Scarcely a sway as the super machine glides steadily homeward, smoothly soaring over the Channel in the fast-gathering dusk. Now below us, the piers of Hastings and St. Leonards appear like two arms outstretched to welcome us home. The green fields of old England sink out of view in the darkness.

And now as Croydon comes into view I end these straggling notes, conscious of their inadequacy to describe the many varied experiences of this epic week.

Day by day, while flying over the countries of Europe, I have endeavoured to compress into a few words memories which will live to me for many years. Just thirty hours of flying, and I have seen Europe under the most perfect travel conditions—speedy, direct, comfortable and clean; unknown and unknowing through many lands, the courtesy and efficiency of the air transport companies everywhere has been a revelation.

'Anywhere, anytime—by air in no time'

Little did I realise the significance of that slogan when I wrote it but a short month ago.

FLYING OVER THE EMPIRE IN AUSTRALIA

As readers of the *Gazette* will doubtless remember the exhibition, *Flying over the Empire* is at present being shown in Australia.

The opening ceremony took place at Sidney in the Sun-Telegraph building and was opened by the Rt. Honourable Archdale Parkhill. Members of the Air Mail Mission who were in Australia at the time also attended the opening ceremony and we give below a photograph of this ceremony.



NEW PUBLICITY OF IMPERIAL AIRWAYS

Imperial Airways has just issued a time-table dealing with the services to India, the East and Australia which came into effect during April. This time-table has already been distributed to the Company's Agents.

Two new posters have also been published. One dealing with the Central European services to Cologne, Leipzig, Prague, Vienna and Budapest, and this depicts a café scene with people who have all flown 'there' by air. The other poster deals with the European services in general. Copies of both these posters will be issued to the Company's Agents shortly.

A new passenger map is already in circulation to passengers travelling to India, the East and Australia. Like the Africa passenger map, it is given to any bona fide passenger when he makes his booking. Copies of this map are available to the general public at 2s. each.

During May, Imperial Airways will issue to its Agents a poster dealing with the services to Switzerland and another dealing with the services to the East.

A folder dealing with the summer week-end and Sunday Excursion services to Le Touquet and a folder dealing with the services of Imperial Airways and Swissair (for which company Imperial Airways acts as General Agent in Great Britain) to Switzerland will also be issued.

SPEED-BIRD MATERIAL

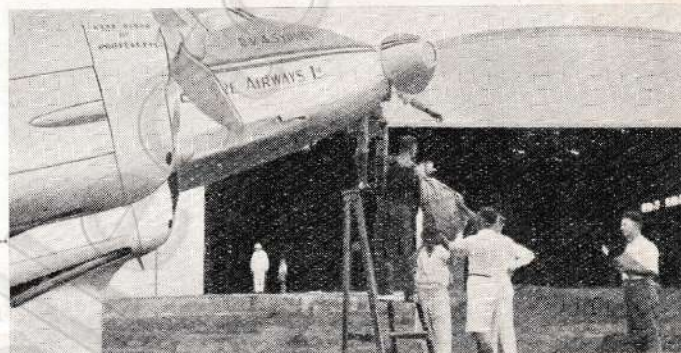
Imperial Airways has just had printed a special linen curtain material of the Speed-Bird design. The field is light blue in colour with three Speed-Birds superimposed in red, white and blue.

The material which is 50 ins. wide and costs 5/6 a yard can be bought by any reader of *Imperial Airways' Gazette* from Betty Joel, Ltd., of 25 Knightsbridge.

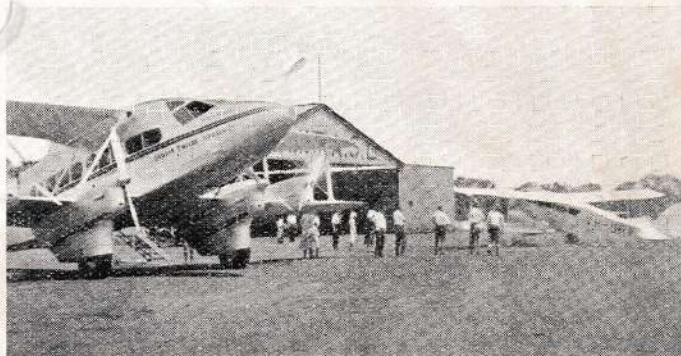
Those of our London Agents who would like to see the material can do so at Airways House, Charles Street, for these offices have recently been re-decorated and the windows hung with this new material.

ENGLAND TO AUSTRALIA BY AIR

We give below some photographs which have been taken recently on the Australian route which we think will be of interest to our readers.



Unloading mails at Darwin from the *Commonwealth* class of air liner. These air liners are the same as the *Diana* class of Imperial Airways. The hangar and administrative building of Qantas Empire Airways are also shown.



R.M.A. Sydney at Charleville



R.M.A. Canberra at Brisbane

THE DUKE AND DUCHESS OF KENT TRAVEL BY IMPERIAL AIRWAYS

As our readers know Their Royal Highnesses The Duke and The Duchess of Kent have recently made a world tour. On their return from Paris Their Royal Highnesses travelled as ordinary passengers by the regular service and our photograph shows them disembarking from the *Horatius* at the Air Port of London (Croydon)



SIXTH INTERNATIONAL UNIVERSITY GAMES, BUDAPEST, 1935

In view of the fact that Imperial Airways now operates a weekday service from London to Budapest we think our readers will be interested to hear that the International University Games will take place there this year

This meeting is the most important athletic meeting next to the Olympic Games and is held every second year. Apart from the British team, over forty nations have agreed to send teams to the 1935 Games at Budapest. There will be contests in athletics, gymnastics, rowing, swimming, water polo, diving, tennis, basket-ball, fencing, football, Rugby and rifle shooting

The National Union of Hungarian Students, with the support of its Government, is making a great occasion of these Games. Its hospitality is extended not only to the competitors but also to those who will visit Budapest to give the moral support of their presence to the teams representing their countries. Several tours have been planned by the Students' Union by rail and air and particulars may be obtained from their headquarters at 177 Regent Street, London, W.1

ARE YOU GUILTY?

We are receiving complaints that some Agents are displaying out-of-date time-tables in their racks

This practice may lead to misunderstandings with and inconvenience to passengers, and we would ask our Agents to see that all out of date time-tables in their possession are destroyed

SEASON AND BULK TRAVEL VOUCHERS

We are pleased to be able to advise all our clients and Agents that a great step forward has been made in the utility of the above issues introduced by Imperial Airways on its services for some years past

By a resolution, to which all the air companies operating international services in Europe have adhered, these vouchers may now be exchanged for tickets over any part of the European systems operated by the above companies on and after 1 May 1935

Vouchers will, from this date, be exchangeable for single or return tickets at the fares published in the Company's timetables and will also cover the payment of the relevant excess baggage rates published of 20 per cent., and full details as to the price of sale and conditions of issue may be obtained from the Inquiry Officer, Imperial Airways, Airway Terminus, Victoria Station, London, S.W.1, telephone VICTORIA 2211, or from any of the Company's Agents

AIR SERVICES IN WEST AFRICA NEW COMPANY TO BE FORMED

Arrangements have been concluded between Elder Dempster Lines, Ltd., and Imperial Airways to form a joint company, to be known as Elders Colonial Airways, for the purpose of operating air services in West Africa

Arrangements are also in hand for the opening this year by Imperial Airways of a service from Khartoum to Nigeria, which will provide a through connection from London to Lagos via Khartoum, El Fasher, Fort Lamy, Maidugari, Kano, Kaduna, and Illorin. Elders Colonial Airways will operate an extension from this service to Accra and to Kumasi and Takoradi as soon as suitable ground organisation is provided at these places. It is hoped later on to provide a service to Freetown. Other local services, special charter work, and so on, will be developed as the need arises

We hope that it will be possible for services to be run by Elders Colonial Airways in connection with the arrivals and departures of Elder Dempster ships, as well as with Imperial Airways services, so making it possible for passengers and mails to be distributed quickly in the Gold Coast and Nigeria after the arrival of the mail ship at Takoradi

DISTINGUISHED TRAVELLERS

As announced in last month's *Gazette*, the Secretary of State for Foreign Affairs and the Lord Privy Seal chartered from Imperial Airways aeroplanes to take them on their recent round of visits to foreign capitals. We reproduce below a photograph of Sir John Simon at the Air Port of London (Croydon) before his departure for Berlin in the *Delia* and one of Mr. Anthony Eden before his departure for Paris in the *Delphinus*



Sir John Simon before his departure in the *Delia*—Sport and General



Mr. Anthony Eden going abroad the *Delphinus*—Keystone

Imperial Airways Gazette

The *Imperial Airways Gazette* is published every month for the information of the Agents of the Company and for others who are interested in air transport. A copy will be sent free of charge every month to any *bona fide* applicant from the Publicity Manager's Office, Imperial Airways, Ltd., Airways House, Charles Street, London, S.W.1

School children must make their application through their Schoolmaster or Schoolmistress

Full information about the services of Imperial Airways may be obtained from the offices of the principal travel agents, or from Imperial Airways Ltd., Airway Terminus, Victoria Station, S.W.1, or from Airways House, Charles Street, S.W.1. Telephone, VICTORIA 2211. Telegrams: 'Imparlim, London.' Airway Terminus is open day and night

Details of all the services of Imperial Airways and other Air Transport Companies are given in *Bradshaw's International Air Guide*, which is published every month and may be bought from any newsagent in the United Kingdom, price 1s., or from the Proprietors at 5 Surrey Street, Strand, London, W.C.2

AS OTHERS SEE US

We reprint with acknowledgment to the *Bystander* a tribute to our services which recently appeared in that magazine

'The services maintained by Imperial Airways between London and the Continent rightly enjoy a greater popularity than any others. In the first place, their record of reliability extends over a period of nearly eleven years—the weather has to be pretty sticky for a service to be cancelled, and those occasional disappointed passengers can console themselves in the thought that they are much more comfortable awaiting the O.K. from the Met. Office. Forced landings due to trouble with the engines have become a thing of the past—all of the regular service liners have four engines, so that if one did get tired, the other three give ample power to complete the journey. Pullman car comfort is the standard that has been set—each liner carries two stewards, who produce eats and drinks at a sound of the bell, a push-button being fixed at the side of each seat'

GUIDE TO IMPERIAL AIRWAYS' AFRICA ROUTE

As we announced in last month's *Gazette*, we have prepared a series of notes on each stopping place along the Africa and India and Eastern routes for the guidance of our Agents, readers and potential travellers which we began with a description of Alexandria. This month we are continuing the notes with a brief description of Cairo

We continue below the 'Guide to Imperial Airways' Africa Route,' begun in the last issue of this *Gazette*



Mohammed Ali Mosque, Cairo

CAIRO

2,420 miles from London, 5,484 from Cape Town
Situated 40 feet above sea level

HISTORY

The area is one of ancient civilisation. The Citadel of the City of Babylon, on the east bank of the Nile, opposite the great Pyramids, was, in the time of the Roman domination, the headquarters of one of the three legions stationed in Egypt

In A.D. 641 the Arab General Amr El As razed the fortress and built a great mosque to the north, to which he gave his name, and which is still partly preserved

Modern Cairo was founded in A.D. 969 by Gohar, General of the Caliph El Muizz. At the time of building the protecting walls, the planet Mars, known in Arabic as El-Quahir, 'The Victorious,' crossed the meridian of the new city, which it was considered propitious to name El Quahira, after the planet. In A.D. 973 the Caliph El Muizz took up his permanent residence in El-Quahira. The town was henceforth recognised as the capital of Egypt, and often the capital of the Islamic Empire

The Arab dynasties were changed many times by assassination. A complicating feature was the power of the Mamelukes. These were slaves bought by the Sultans, used to form their bodyguards, and the nucleus of their armies

The Mamelukes, by virtue of their military prowess, secured great power, eventually seizing the throne, which they held for over 250 years until 1517, when the Turk Selim beat their forces. The Sultan Turman Bey was executed, the Turks entered Cairo, and Egypt became part of the Turkish Empire

In 1796 Cairo was occupied by Bonaparte, who established his headquarters where Sheppard's Hotel now stands. In September 1801 the French were compelled to evacuate the city, which was temporarily occupied by the British before falling again into Turkish hands

In 1805 Muhammed Ali bombarded the city from the Citadel and took possession of it. Muhammed, despite his harsh rule, was capable, and under him Cairo began to make ordered progress

In 1882, consequent upon the revolt of Ahmed Arabi, British troops entered the city, and there followed the period of the British occupation. In 1921 Egypt was declared an Independent Sovereign state, under the rule of His Majesty King Fuad

CLIMATE AND TOURIST SEASON

November to March is a warm season, with exhilarating breezes. From March to October it is hot. Both seasons are dry, with, at times, chilly nights. The tourist season is from November to March

CURRENCY

The currency is quoted in piastres (pts.) of which there are about 100 to the English pound

HOTELS

From November to April Imperial Airways passengers stay at Sheppard's Hotel

From May to October passengers stay at the Continental-Savoy
Other hotels are: the Semiramis Metropolitan, Victoria and National

THE CITY, ENTERTAINMENTS, SPORT, SIGHTS OF INTEREST IN THE DISTRICT

Cairo, the capital of Egypt, is built partly in the river valley and partly on the slopes of the Mokattan Hills. The city consists of two parts, the old city with its ancient architecture, thronging native life and picturesque quaintness, and the new, which has grown up under western influence, and contains the Government offices, business houses, hotels and European residences

There is much to entertain in the city—there are theatres where Arabic as well as European plays may be seen, cinemas, social and sporting clubs, and good restaurants. There is an excellent museum of Egyptian antiquities. Units of the British Army and Air Force are quartered at Heliopolis. Sport includes golf, horse-racing, riding and polo

There are many places of interest in the city and neighbourhood. Of the bazaars, those of Muski and Khan-el-Khalil are probably the most interesting. They are reached by a 10 minutes taxi ride eastward from the centre of Cairo

Slightly further in the same direction is the beautiful mosque of the Emir Qigmas El Ishaki, built in 1481

The mosque of El Azhar nearby is a Mohammedan seminary, and is attended by 12,000 students from all Muslim lands

The Citadel may be reached by a 15 minutes taxi ride from the centre of the city. It was built in the 12th century. Within is the mosque of Muhammed Ali, the building of which was begun by Muhammed Ali in 1824. The columns are built of and the walls encrusted with alabaster, and it is sometimes called the Alabaster Mosque. Within is the tomb of Muhammed Ali. A magnificent view of Cairo may be obtained from the parapet surrounding the mosque

Below the Citadel is the Sultan Hassan Mosque. It was built in 1356-63 for the Sultan Hassan. This mosque is considered by many to be the finest example of Egyptian-Arab architecture.

Five miles south of the city by taxi and Nile boat is the Island of Roda. On it is the Nilometer, an instrument for measuring the height of the river, erected in A.D. 716 and still in use.

The Pyramids and the Sphinx are $8\frac{1}{2}$ miles west of Cairo, a 25 minutes ride by car.

Fifteen miles north west of Cairo is the Delta Barrage.

There are other places of lesser interest in the district.

IMPERIAL AIRWAYS' SERVICES TO CAIRO

There are two services a week, leaving London on Wednesdays and Sundays, and arriving in Cairo on Saturdays and Wednesdays.

TRAVEL CONNEXIONS

By Air : Imperial Airways

(1) Sudan—East Africa—South Africa

Services leave Cairo for the Sudan, East Africa and South Africa (Johannesburg) on Saturdays and Wednesdays, the service which leaves Cairo on Saturdays continuing to Cape Town.

(2) Misr Airwork Ltd. : to and from Alexandria, Port Said, Jerusalem, Haifa

• The rapid connexion (by air or rail) from Alexandria also allows of two extra services to and from England by Imperial Airways—see note for Alexandria in last month's *Gazette*.

By Rail : Egyptian State Railways : to and from Alexandria, Port Said, Suez, Giza, Helwan-les-Bains, Badrashein, Marasik, Wasta, Fayum, Abuxah, Beni Suef, Lahoon, Ethnia Junction, Minia, Abukerkas

BUYING AN ELEPHANT IN A HURRY

An American who recently travelled from London to Juba and back made the flight in order to try to buy some specimens of pigmy elephants.

Although he was not successful in this, we understand that while the halt was made at Khartoum of twenty minutes for breakfast, he saw an elephant there in charge of a native and with characteristic American 'hustle' he made a bargain with the owner, bought the elephant and arranged for its shipment to the United States. The entire transaction was completed and the flight resumed at the end of the scheduled twenty minutes' stop.

IMPERIAL AIRWAYS' EUROPEAN TIMETABLES

As the result of international co-operation between air transport companies, it is proposed in future to issue only two timetables a year dealing with the European services. In the past the Company has issued a timetable for the spring, summer, autumn and winter services but this year no spring timetable was issued and the summer timetable now in force dates from 1 April to 5 October when the winter services will come into effect and continue to 31 March 1936.

ROULETTE AT LE TOUQUET

We think our Agents and intending passengers to Le Touquet will be interested to know that the authorities at the Casino there intend opening this summer a special Roulette Room for which a daily ticket, costing only ten francs, will be obtainable.

This is an added inducement to visit Le Touquet inasmuch as previously those who wished to play Roulette or Chemin de Fer had to pay one hundred francs entrance fee into the Casino, although this particular fee has been reduced to eighty francs.

This fee of ten francs does *not* apply to the Boule Room which can be entered free of charge after the small entry fee has been paid to the Casino grounds.

Passengers holding a Sunday Excursion ticket by Imperial Airways do not pay any entrance fee to the Casino.

COLOUR PHOTOGRAPH OF THE HERACLES

Those of our readers who are interested in photography might care to turn to the *Times Weekly Edition* of 21 March where they will see an excellent colour photograph of the *Heracles* at the Air Port of London, Croydon, which has been taken on Dufaycolor Film and reproduced by colour gravure. Copies of this edition with this illustration may be obtained from *The Times*, Printing House Square, London, E.C.4, or from any newsagent.

SWITZERLAND BY AIR

HOW IT FEELS TO TRAVEL BY AN IMPERIAL AIRWAYS' AIR LINER

We reproduce below with acknowledgments an article which appeared recently in the *Aberdeen Press and Journal* by Dr. William A. Edward, the Director of Studies, Aberdeen Provincial Training Centre, which deals with the service to Switzerland by Imperial Airways.

'It was the first time we had journeyed by air, and here we were about half past twelve on a beautiful day hanging suspended in space 7,000 feet up, just finishing lunch!

The lunch had consisted of grape fruit, cold buffet—French salad, potato salad, cheese and biscuits, dessert, coffee. We were somewhere over France and rapidly making our way to Basle. We had left London that morning about 8.20, dropped down for half an hour in Paris, and were due in Basle at 1.30.

The low, flat country spread round us on all sides, cultivated fields interspersed with patches of wood or forest; little detail was visible. Only away towards the horizon suddenly earth heaved up to make a rim to the large flat saucer that the land presented. Far to the south were white clouds, or what appeared such, but as a matter of fact they were the snow-clad summits of the Alps.

LIKE THE CAIRNGORMS

The remarkable thing was that we had no sensation of speed, and yet we must have been flying along at more than 120 miles per hour. The air in the compartment was fresh and stimulating, like the air on the summit of the Cairngorms on a windless summer day. It gave a curious exhilaration: it was the champagne of breathing.

To my right a little below me the great wheel of the undercarriage, six feet in diameter, with a rubber tyre two feet thick, hung motionless, while rather above me the wing of the plane, 50 feet long and 10 feet broad, obscured a patch of sky. One felt that there was no support from beneath that the machine hung on invisible cords suspended from the sky. How could one have any impression of speed? Any stationary object was far away, and changed position almost imperceptibly.

NO UNEASINESS

The roar of the engine did certainly give one a feeling of force and power, and when we climbed we could feel the strong tug of the propellers as we mounted, but that was all.

At first one listened to the rhythmical beat of the engine, reflecting that that was the only thing that stood between us and destruction, and fearful of detecting any irregularity in its throb; but that was only for the first thrilling half-hour. We had long ago ceased to think of safety or disaster: we felt quite secure.

Conversation with the friend beside one was quite easy and undisturbed, but one had to raise one's voice to speak across the table to one's *vis-à-vis*.

One was aware, too, now and again of a faint sway up or down, and of little vibrations, little stresses or strains, but one had to pay attention to notice these. The much-talked-of pockets and bumps were not noticed at all. We may have been lucky, but we could see no reason for any form of air-sickness.

Of course this was a large air liner—the *Syrinx* of Imperial Airways—with accommodation for 39 passengers, two stewards, and two pilots. It contained a forward section, or engine-room, then a passenger compartment with nine seats.

The compartment was lined with polished mahogany . . . the seats were the very acme of comfort, very commodious, and covered with air cushions, even to the arm-rests. On the floor was a kind of rubber matting, soft and soothing to the feet. The windows, hexagonal in shape, gave a perfectly undistorted view. Electric lighting, a clock, an instrument for registering the height, and an emergency exit in the ceiling completed the equipment.

MAGIC CARPET

The next compartment contained the kitchen and lavatories. Then followed two precisely like our own. If one cared, one could get up and walk from end to end of the plane, the corridor being quite spacious and the floor quite level—even when in reality it was not. One could read or sleep, or gaze at the outside panorama, and felt as much at ease as in an armchair at home. The magic carpet of the Arabian Nights could not have been more secure and restful.

At the air terminus there had been none of the bustle of a great railway station. A curious air of quietness weighed upon the passengers and officials. At first I attributed this to the early start and the possibility that the passengers were still sleepy and only half awake, but the stillness continued in the run to Croydon, and when we got there was even increased.

There in the doorway of the great liner stood the steward. He impressed one like the genie of a magic cave whose interior opened behind him. We

had all numbered seats, and we climbed up the corridor of the liner to our places, for it is level only when the machine is in the air, not when it is on the ground

So we settled into our seats and waited for the start. The engines began to roar, were raced for a few seconds and then slowed down. No doubt the engines were cold after their night's rest and had to be fully warmed up; for speed is the first essential in climbing into the air. You can't go up on bottom gear. At last, however, we were off

Slowly we taxied over the ground, an uneven, bumpy run, but not uncomfortable. Then the plane swung round slowly into the wind. The throttle went full open, and in a few seconds we were racing over the ground faster than an express train. I watched for the moment when we should be at last in the air, but that exact moment could not be determined. The boundary of the aerodrome was flying towards us, but in good time we were off the ground, and steadily rising

LIKE LINOLEUM

In a few moments more we are up well above the house-tops and the great stone wilderness of London lies beneath our gaze; but not for long. The sacred soil of England is soon all that one can see, parcelled out into regular strips of green or yellow fields, rather uninteresting patches of what looks like faded linoleum.

In half an hour we are over the Channel, and we watch with a curious interest the shadow of the plane on the green water far below. There goes the Channel steamer, looking like a little toy boat, mostly glittering yellow, leaving behind it a lovely wake of green and white

In 40 minutes the French coast is in sight, a long low ribbon of chalky-looking cliffs. Presently we are over France, and the landscape still shows those patches of uninteresting colour, rather different now in tone, but not separated by hedges or dykes

WATCHING THE WHEEL

The liner reached Paris at 10.45 and left at 11.30. At 11.50 we were 2,700 feet up; at 11.55, 3,700 feet; at 12 noon, 5,000 feet; at 12.5, 6,000 feet; at 12.15, 7,000 feet; at 1.40, 7,500 feet; and then came the majestic swooping down into the Basle Aerodrome—a long sloping, gliding, then a straightening out, repeated several times; just as if one were slipping down a giant staircase, and at last we were skimming over the house-tops, and apparently almost grazing the fence that girdled the air port at Basle.

I watched with fascinated eyes the great wheel beneath me, still hanging motionless, waiting for the moment when it should begin to turn, for that would be the precise instant at which we touched the earth again

Without jolt or jar the great wheel begins to revolve with furious speed, and we run on at a rate I cannot estimate, but gradually diminishing till at last we come to rest not far from the restaurant of the air station, having finished our first journey by air

EGYPTIAN ECONOMIC MISSION VISITS THE AIR PORT OF LONDON (CROYDON)

Members of the Egyptian Mission of Economic Inquiry who are now in this country as guests of the British Government recently visited the Air Port of London (Croydon) and showed great interest in the air liners of Imperial Airways

The photograph below shows the Mission after inspecting the *Syrinx*



FREIGHT TO AUSTRALIA

Imperial Airways carried recently the largest freight consignment ever sent by air from London to Australia. This consignment was 1,500 radio valves dispatched by the Mullard Radio Valve Co. right through by air from London to Brisbane. Owing to the size of this consignment special arrangements had to be made to handle it, especially between Karachi and Singapore

JUBILEE PRESENTATION SENT BY AIR FROM MALAYA

Imperial Airways' agents at Kuala Lumpur, Boustead & Co., Ltd., have been in touch with the Under-Secretary to the Government of the Federated Malay States with regard to a presentation casket containing a loyal address which we understand will be presented by the Federated Malay States to His Majesty the King on the occasion of the Royal Jubilee

Imperial Airways has had the privilege of carrying the casket on its Eastern and India Service

NEW ROUTE OPENED BY IMPERIAL AIRWAYS LONDON—BRINDISI BY AIR

Imperial Airways opened on Sunday, 28 April, a new service connecting London with Rome and Brindisi which is to be in operation until Monday, 30 September

This service is to be operated by the *Diana* class of air liner and will cover the distance of 1,352 miles between London and Brindisi in one day. It will be operated twice weekly in each direction, leaving London for Brindisi on Sundays and Thursdays and leaving Brindisi for London on Saturdays and Wednesdays. The service will leave the Air Port of London (Croydon) at 05.00 G.M.T. and will call at Paris, Marseilles and Rome, reaching Brindisi at 16.45 G.M.T. These times also apply for the service in the opposite direction

Passengers and freight will be carried between London and Paris, London and Rome and London and Brindisi, and between Paris and Rome and Paris and Brindisi, and also from Marseilles to Rome and Marseilles to Brindisi, but no traffic can be accepted between London and Marseilles and Paris and Marseilles. Also traffic can only be taken from Rome to Brindisi if the booking is to a destination beyond Brindisi either for the Africa or the India and Australia route

The service from London will overtake the eastbound Australia and southbound Africa services at Brindisi and the inward service from Brindisi will connect with the northbound services from Africa and certain Empire passengers may be carried although IMPERIAL AIRWAYS WOULD STRESS THE FACT THAT PASSENGERS TRAVELLING ON THE EMPIRE ROUTES WILL NORMALLY USE THE TRAIN BETWEEN PARIS AND BRINDISI

Examples of the fares on this route are—London to Rome single £18, London to Rome (15-day return) £30 12s. and London to Rome (60-day return) £32 8s. Excess baggage will be carried at the rate of 1s. 9d. a kilo

THE ENGLAND—AUSTRALIA ROUTE OPEN FOR PASSENGERS

Authority has been given by the Australian Government for Qantas Empire Airways, a company in association with Imperial Airways which operates the service between Singapore and Brisbane, to carry passengers overseas beginning with the service which left Brisbane for London on Saturday, 17 April

The England-Australia route was opened for passengers east of Singapore with the service leaving London on Saturday, 13 April. The single fare from London to Darwin is £180, and from London to Brisbane £195. In the opposite direction the fare from Brisbane to London is 244 Australian pounds and from Darwin 225 Australian pounds

NEW AIRCRAFT FOR THE BELGIAN AIR LINES (S.A.B.E.N.A.)

FOR WHICH COMPANY IMPERIAL AIRWAYS ACTS AS THE GENERAL AGENTS IN GREAT BRITAIN

The Belgian Air Lines has recently taken delivery of a new air liner—the Savoie-Marchetti S.73—for use on the Company's routes in Europe and Africa

The new aeroplane has been built by the Societa Idrovolanti Alta Italia of Milan and is a low wing monoplane with three Gnome-Rhône 9 Kfr 600 h.p. engines, has accommodation for eighteen passengers and a crew of four. It has a high maximum and cruising speed. There is lavatory accommodation and a scientific heating and ventilating system

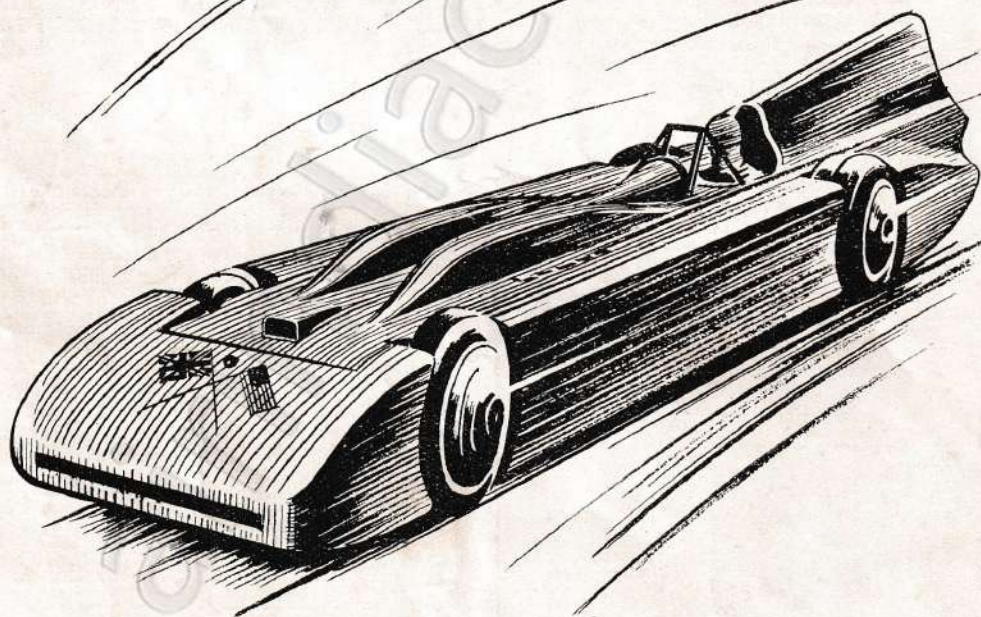
CALL AT SALZBURG

We have been asked by our friends the Austrian Airways (Osterreichische Luftverkehrs A. G.) of Vienna to inform our Agents of the fact that the route operating between Vienna and Zürich (No. 41) calls as from 1 April at Salzburg instead of from 1 June as shown on the Deutsche Luft Hansa time-table map

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