IMPERIAL AIRWAYS GAZETTE

NOVEMBER, 1934 NUMBER 11, VOL. 6

THE EMPIRE AIR MAIL—ONE MINUTE TO GO!

CALCUTTA TO LONDON

BY THE INDIA AND EASTERN SERVICE

The following article, which deals with the journey from Calcutta to Croydon by the services of Imperial Airways, appeared recently in the *Tisco Review*. to which acknowledgment is made

DEPARTURE FROM CALCUTTA

21 February, 1934.—This is our first flight, and we have been wondering for weeks whether we shall manage to get up at the unearthly hours scheduled for our starts from the various resting places on our route. Here, at the Great Eastern Hotel, Calcutta, we are to leave at 4 a.m. for the aerodrome at Dum-Dum. The time-table says we leave the aerodrome at 5.30, but last night we had a warning to be ready to leave at 5 a.m., in order to avoid the mist which thickens towards dawn

The alarm clock, the bearer and the hotel staff are all ready to wake us at 3.15 a.m., but actually we are ready dressed by that time! After a brief meal in our room we take our seats in the taxi and start for Dum-Dum. Calcutta looks strangely unreal and sad in the quietness of this early hour, and her empty streets soon give place to dark misty lanes, in which the huge eyes of bullocks shining in the glare of our headlights give us barely sufficient warning of the approach of their carts, with tremendously long bamboos projecting fore and aft. We narrowly avoid getting ditched at one of the curves, and find the turning off the main road into the aerodrome with some difficulty, but arrive in good time to be weighed in. We are allowed 221 lb. of luggage each, including our own personal weight

Three other passengers who have come from Singapore soon arrive, and we go across from the hangar to inspect the four-engined monoplane that is to bear us across India. From outside the *Arethusa* looks surprisingly flimsy, but this feeling vanishes when one is in the cabin, which is rather after the fashion of a comfortable restaurant car, with nine cane-backed chairs, adjustable to various angles

One of our new passengers has not been staying at the Great Eastern, and has not received the notice to be ready at 5; this holds us up until the official time, 5.30. He arrives nonchalantly at 5.29, or pretty near it. Even then we do not start; a lorry with bright searchlights moves slowly out into the mist, and we hear it circling the aerodrome. Someone says a cow is reported to have got into the landing ground. Perhaps our flight will be even briefer than we expected! However, the lorry returns, the engines crackle and roar, we taxi bumpily for a long distance to our starting point, swing round, open full out, and in a few seconds are above the mist, shooting along as comfortably as in a motor boat on a quiet lake. There is no feeling of side-slipping, no great noise; we speak without seriously raising our voices

The lights are switched out and the other four passengers settle down to finish off their sleep, but we watch the first greyness of dawn whitening behind us. Calcutta is blotted out in a dark mist

'CLOUD ICEBERGS'

Day overtakes us rapidly; we seem to be flying over an Arctic sea, with cloud icebergs floating in the pale blue mist. After half an hour the clouds become curdled, with thin cracks between, through which we see fragments of the quilted pattern of the fields below. This for the first time gives us a sensation of height, or rather of depth below us, as though from the surface of the seas on which our barque is floating we could see the ocean floor three hundred fathoms down

By 6.30 a.m. we are moving smoothly over villages of miniature houses, variegated fields and woods, with intensely green patches of cultivation here and there, and a river meandering along our route. Footpaths and roads seem marked out with intense clarity. Wispy streamers of mist float rapidly below us. A thin line of railway cuts across the landscape with a ridiculously tiny station just beneath us

Towards 7 a.m. the first small hills begin to appear out of the alluvial plain, lines of Dolerite dykes and rare isolated hillocks, but now heavy white clouds reappear, and we climb higher to get over them. Hidden below them lie the Raniganj and Jharia coalfields, of which we catch only an occasional glimpse of a bungalow, a club-house or a group of quarters through rare gaps in the white floor of our isolated world

By the time the clouds are dispersed we are near Hazaribagh. Coffee is served as we are covering the rather monotonous hills north of Sirguja, Korea and Rewa States. At 8.30 we are approaching the steep eastern scarp edge of the Kymore plateau, with cement and lime works dusting the plain in white patches. The plateau is rather like a small edition of the South African Karroos, its horizontal beds being cut into by deep and steep-sided valleys

We pass Mirzapur with the winding Ganges on our north. We meet a French plane on its way to Calcutta. Ah! Here's the Allahabad flying ground. It's flying at us! We're lan—we've landed! You expected a bump? So did we, but we are pleasantly disappointed. Still, now we are on the ground and taxi-ing across the rough field, it is as bumpy as though we were motoring on a very bad road. We dismount exactly at 10 a.m. and move across to the cool, clean little resthouse for breakfast. The Dutch plane arrives shortly after us, and the *Arethusa* makes way for it at the refuelling stand

By 10.45 we are up again, following the Ganges westwards. The fields are larger than in Bengal, and no longer brown and bare, but green with crops. We sleep most of the way to Cawnpore, where we look out for historic buildings, of which, however, we see nothing. The places that stand out from the air are the Railway Station and Loco. sheds and woollen mills. We only halt for about ten minutes here; then away for Delhi. The houses hereabouts have well-built courtyards, and irrigation canals cut across the plain, with feeder channels running out from them

NEW DELHI FROM THE AIR

New Delhi shows up well from the air, and the main buildings are easily distinguished. We come down for lunch at the aerodrome, leaving again at 2.50 p.m. On our left the Kutab Minar raises a monitory finger, and below us ruined tombs seem to be as numerous as the villages

Most of our flying during the day has been about 3,000 ft. up, but we now rise to 6,500, where it is a good deal cooler. The last hundred miles into Jodhpur look very desolate. Every field has one or more enclosures of raised earth, about 40 to 60 ft. in diameter, possibly cattle enclosures. There are also many inclined gashes cut into the earth, up which we can see some slow movement taking place—apparently some form of well

At 5.50 p.m. we drop down into Jodhpur. The town is large and closely built; the old citadel palace of the Maharajah dominates it, perched up on a high rock like a fort. A new palace is nearly completed, looking like a large modern hotel. About 400 yards from the aerodrome the Maharajah has built a truly palatial State Hotel. The walls are of red sandstone; the architecture satisfying. We are conducted to a large room with dressing and bathrooms adjoining. The carpets and curtains are of beautiful design and taste; the furniture modern and made of fine woods. We sit on the balcony and sip our tea, watching occasional camel riders swing by silently in the gathering dusk. We could not ask for more comfort at the end of our first day's flight

Thursday, 22 February, 1934.—We rise at 3.30 and take fruit, tea and toast, and drive down to the aerodrome at 4.20. The Captain tells us he is taking on a little extra petrol and will not start until 5, so we return to the hotel for half-an-hour's rest and another cup of tea. Dawn is later by the clock here than in Bengal, and when we are at last seated in the plane, and turn off the lights, it is still quite dark. We rise quietly over Jodhpur with its electric lights sparkling like two handfuls of scattered jewels. Casseopeia peeps under the wing of our plane, and the morning star, shining most brilliantly behind us, is reflected in the metal of our window frames. Only at very rare intervals we see a solitary light below us, marking a village. Generally we might as well be flying over the sea, so void it is. Frequent sparks from the exhaust of the engines streak over the wings. No one pays any attention to them, so one presumes it is all right

At 6.30 the sky pales, and gradually one can make out long lines of structure below us as we travel south-west. With the growing light these become sand-dunes. We are flying over the Sind desert. Even here occasional patches have been cleared for fields, but no crops are recognisable. As far as the eye can span is bare desolation—sand and scrub only

By 7.30 we reach an irrigation canal—the first of a long series—and the desert is transformed. Big rectangular fields, vivid green with crops, extend to the horizon, and prosperous little towns are splashed on the map, linked by railways and roads. Hyderabad is our next landmark, with a long high-walled fort to the south of it

The sun grows hot, and a few flat-topped hills slide below us, over which the air becomes suddenly bumpy. It is mainly scrub desert again from Hyderabad to Karachi

(To be continued)

WELDING THE EMPIRE BY AIR

M.P.'s 18,000 MILES BY AIR. TOURED AFRICA IN A MONTH

Mr. A. M. Lyons, K.C., the Member of Parliament for East Leicester, recently returned to this country after an absence of four and a half weeks, in which time he has travelled about 18,000 miles by the services of Imperial Airways and has toured Africa, a feat which would have been impossible a few years ago. It took Mr. Lyons only 9½ days to fly from London to Cape Town, via Uganda, Tanganyika, Rhodesia, and the Union of South Africa. By land and water he would have needed 17 days to reach the Cape, and thereafter several weeks of travel. He stayed three days in Salisbury, where he broadcast, and later he again broke his journey at Cairo in order to visit Jerusalem. He flew to Alexandria and returned on the India service

On his return he contributed an article to the *Nottingham Journal*, which we reproduce below with acknowledgments to that paper

THE ACHIEVEMENT OF IMPERIAL AIRWAYS

In the days of the hazardous voyage to the East it can well be understood that Table Mountain, sheltering the small and fertile settlement at its base, stood as a welcome sign of relief to the seamen adventurers—it was a kind of tavern of the ocean. In the march of progress of this then remote outpost nothing can be more remarkable than the triumph of Imperial Airways and its accomplishment of an England-Africa Air Service with Cape Town as its terminus and starting point

It was obvious years ago that the development of Imperial air transport was a pressing need, and the achievements of Imperial

THE 'ANDROMEDA' AT MOSHI

Moshi is in Tanganyika Territory, and the word Moshi is the native term for smoke, for Mount Kilimanjaro (19,320 feet) in the background is usually shrouded in mist

Airways in the short period of ten years that it has operated is an accomplishment which must rank high in all the annals of Imperial development. In that comparatively short space of time, faced by difficulties that might seem insurmountable, the Empire has been welded by a system of regular air service annihilating distance, carrying the mails, and taking passengers on trans-Continental journeys with a care and a regularity which it is difficult to describe

I have just completed the journey by air from Croydon to Cape Town, and throughout the whole of this trip through Egypt, the Sudan, Uganda, Kenya, Tanganyika and Rhodesia to Johannesburg and the Cape, the schedule was never missed, and there was no involuntary stop of any sort or kind. Indeed, after the marvel of transportation the most striking feature was the perfect organization through each country we passed over. There was never a delay for a meal; never a failure in transportation in lands where roads are largely unknown

We left Croydon just after mid-day on Wednesday, the 22nd, and reached Paris after a pleasant but uneventful journey on which lunch was served. The 40-seater *Silver Wing* air liner cuts out the difficulties of the Channel crossing and arrives at Le Bourget at schedule time, where a waiting omnibus took all passengers to Paris, and from this moment onwards, until arriving at Cape Town, each passenger is in the entire charge of Imperial Airways, and without any initiative or exertion of his own every arrangement is made in advance. After a very short stay in Paris for tea the European Express is caught at five o'clock and after two nights and one day in the train, Brindisi, at the heel of Italy, is reached early Friday morning. This is the only part of the journey not undertaken by air, and it is hoped that negotiations that are now pending may result in a very short time in the elimination of this part of surface transport through the Italian Riviera, via Rapallo and Rome

THE FLIGHT INTO AFRICA

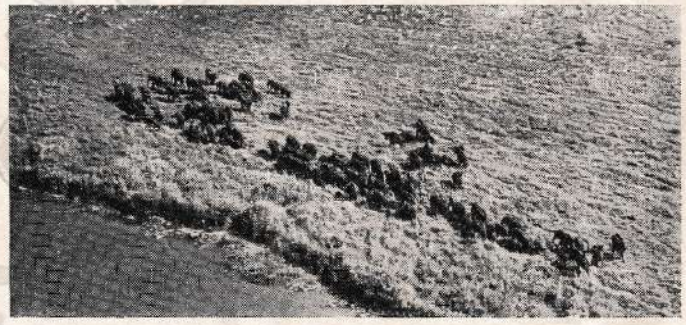
For the next stage Brindisi is left by flying boat to Cairo, but in view of a certain festival on the Nile on my particular trip we stopped at Athens and Alexandria, and changed back into an air liner after a journey over the Mediterranean by flying boat which

THE TEMPLE OF HORUS, EDFOU

Edfou is below Assuan, on the Nile, and the temple was dedicated to the Sun God, Horus. It is the most perfect example of an Egyptian temple standing

was comfortable in all respects. Cairo greeted the passengers at sunset and on arrival all passengers were taken by car to an hotel where a few hours' sleep is possible, although the journey starts the next morning at 3 o'clock. Passing Luxor and Assuan—this trip is monotonous as the machine speeds over the hot desert not stopping until the middle of the day at Wadi Halfa. Here it is excessively hot and one feels, coming out of the 'plane, that there is a fire. A short stay at the rest house where refreshments are served, and then continuing the desert trip Khartoum is reached at night where the passengers stay at an hotel belonging to the Sudan Railway situated on the banks of the Nile. This is a delightful building accommodating a number of travellers by air, for this is the crossing place for two services. Passengers have reached here from the West End in about five days and others have come from Cape Town across the heart of Africa in less than six

We left Khartoum—re-built by Kitchener in the form of the flag—in the early hours of Sunday and reached Malakal for lunch, where again Imperial Airways have laid down a halting place in the wilderness. There was a great storm here, but those in charge of the machines knew it, for wireless telegraphy anticipates anything that may be reached. There are no roads here so some of the passengers mounted the Mobile petrol pump for transport back to the machine to avoid the ponds that had been made by a few hours' torrential downpour. That evening Juba was reached and an over-night stay made at the hotel there. On Monday morning we left for Entebbe, in Uganda, passing over fields of cotton, and after a short stay there reached Kisumu in Kenya at lunch time. Machines are changed here and you go on the journey from Kisumu to Johannesburg in one of the *Atalanta* class of air liner



ELEPHANTS AT BOR

In the lower Sudan is a large herd of elephants known as the Bor herd, of which this photograph shows a part. The white birds are egrets, which settle on the backs of the elephants and feed on the ticks on their hides

EFFICIENCY OF THE AIR LINERS

The vast extent of the Empire routes of Imperial Airways, embracing as it does the whole range of temperatures between England and the Equator and beyond, requires that types of aeroplanes with differing characteristics should be used on different parts of these routes

There is no such thing as ' good enough " for Imperial Airways. Every aeroplane and flying boat used by Imperial Airways is designed for a particular section of the routes, with special reference to the comfort of its passengers. To design them satisfactorily becomes a very onerous duty when the numerous technical and climatic difficulties encountered are taken into consideration

When the African route between Cairo and Cape Town was opened, Imperial Airways decided that a special type of aeroplane was needed for use on this route, designed and constructed with reference to the peculiarities of climate and the other difficulties that were likely to be encountered in the different countries over which the trans-African route passes

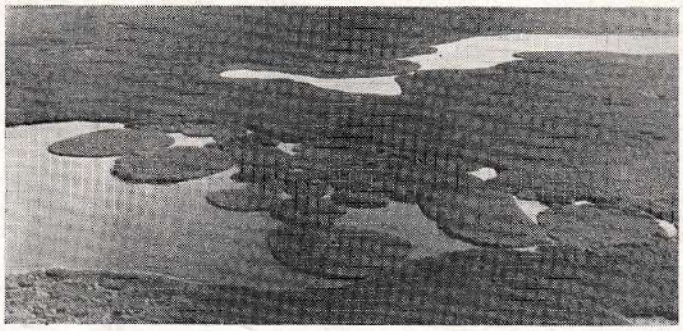
FRONTIERS ERASED

Nairobi is reached on Monday night and I stayed at Nairobi in comparative comfort to leave the next morning—and here the morning departures are not so early—for Moshi, Dodoma and Mbeya. Here you see the wonderful snow-capped Kilimanjaro mountain—an outstanding figure in the world. At the last-named a rest-house giving adequate sleeping accommodation has been erected on the landing ground by Imperial Airways, and we left there on Wednesday morning, stopping at Mpika and Broken Hill for Salisbury. We arrived at Salisbury sufficiently early to see the beauty of this new British settlement which is depending upon the development of Rhodesia and for which we can so much assist by a greater development of inter-Empire trade. For this is a great centre for maize and tobacco; two industries capable of tremendous expansion if we can implement Empire trade treaties and preferences

Leaving Salisbury for Bulawayo and Pietersburg we flew over Pretoria and reached Johannesburg on Thursday afternoon. The Rand Airport is highly developed. The people of the Transvaal

have rapidly become air-minded and there is ample time at Johannesburg to take a bird's-eye view of this modern city of stupendous growth. Leaving there on Friday morning we stopped at Kimberley and Victoria West, and Cape Town was reached early Friday afternoon with no delay; with no difficulty and with every arrangement perfected in advance for the care of each passenger. Thus are frontiers erased and the world united. An arrangement which preeminently expresses the spirit of the new era

This Imperial route knits the whole African continent to the



SUDD

Sudd is a vegetable obstruction found in the Upper Nile, and vast areas of the lower reaches of the Nile are covered with these floating islands of grass and decaying vegetation, which are between 15 and 20 feet in thickness. The peaty mass of decayed vegetation becomes so compressed by the currents that it can support the weight of elephants (herds of which roam across it), but at length the pressure of the water forms a side channel and causes the sudd to burst into small islands, as shown in this photograph

British Isles. The Imperial Airways opens out a new world for commercial development, giving as it does a regular weekly airservice through different continents and different countries. Passengers as well as mail and luggage, are taken swiftly across thousands of miles. I am convinced that the development of future air-travel will be tremendous. In a journey such as this, in comfort and safety, you cram into a few days' travel several months' ration of wonderful sight and personal contact

This is the winged age and speed, safety, comfort, and convenience are the object of Imperial Airways. Speed must be had in relation to safety and what better evidence of this can there be than the quotation that Lloyds make for insurance by Imperial Airways is the same rate for that of transport at home on the 'Royal Scot.' There is no Dixie Highway, there is no Great West Road through wild Africa. Empire development has blazed another trail. . . . Splendid achievement of airway by a young people who dreamed of spanning the Empire by air and who made that dream come true

GENERAL SMUTS TRAVELS BY THE AFRICA SERVICE

As our readers may know, Imperial Airways has often had the privilege of carrying General Smuts on its services, and he has recently travelled from South Africa to this country, and our picture shows him leaving the *Heracles* on his arrival at the Air Port of London, Croydon

AIR MAIL PENNANT IN INDIA

As from 1 October a red pennant with the words 'Air Mail' in blue has been flown from the flag-staffs of the General Post Office, Delhi, and the New Delhi Sub-Post Office. The pennants are flown on Tuesdays and Fridays as an indication of the receipt of air mails from the East and from the West respectively. Business houses will thus be able to know when to send messengers to take delivery of their incoming air mail

PARSIS VISIT IMPERIAL AIRWAYS

A party of Parsis, including the High Priest of the Parsi Community in the Bombay Presidency, recently visited the air port of Karachi and inspected the air liners of Imperial Airways. We understand that the High Priest intends to travel by our services in the near future

CHRISTMAS AIR MAIL

Although Christmas seems a long way off we think that many of our readers will be interested to have a list of the Christmas air mail and we give below a list of the latest posting times for Empire air mail from this country

Country of Destination	Typical Towns	Post at G.P.O., London, not later than:—
AUSTRALIA	Sydney, Brisbane, Canberra, Adelaide, Melbourne, Perth	10.45 a.m., Sat., 8 Dec.
BELGIAN CONGO	Stanleyville, Aba, Elizabethville	10.45 a.m., Wed., 12 Dec.
BORNEO, BRITISH NORTH	Jesselton	10.45 a.m., Sat., 8 Dec.
BRUNEI	Brunei	10.45 a.m., Sat., 8 Dec.
BURMA	Akyab, Rangoon	10.45 a.m., Sat., 15 Dec.
CEYLON	Colombo	10.45 a.m., Sat. 15 Dec.
CHINA SOUTH	Shanghai, Hong Kong	10.45 a.m., Sat., 8 Dec.
DUTCH EAST INDIES	Batavia, Palembang, Sourabaya, Samarang	10.45 a.m., Sat., 15 Dec.
	Other towns	10.45 a.m., Sat., 8 Dec.
EGYPT	Alexandria, Cairo, Port Said	10.45 a.m., Wed., 19 Dec.
GREECE	Athens	10.45 a.m., Sat., 22 Dec.
HONG KONG	—	10.45 a.m., Sat., 8 Dec.
INDIA	Karachi, Jodhpur, Delhi, Allahabad, Cawnpore, Calcutta, Bombay, Madras	10.45 a.m., Sat., 15 Dec.
'IRAQ	Baghdad, Basra	10.45 a.m., Sat., 15 Dec.
KENYA	Nairobi, Kisumu	10.45 a.m., Wed., 19 Dec.
	Mombasa	10.45 a.m. Wed., 12 Dec.
MADAGASCAR	Majunga, Tananarive	10.45 a.m., Wed., 12 Dec.
MALAY STATES	Kuala Lumpur, Malacca	10.45 a.m., Sat., 15 Dec.
MAURITIUS	—	10.45 a.m. Wed., 5 Dec.
NEW ZEALAND	Wellington, Auckland	10.45 a.m., Sat., 8 Dec.
NYASALAND	Blantyre, Zomba	10.45 a.m., Wed., 12 Dec.
PALESTINE	Jerusalem, Jaffa, Haifa, Tel Aviv	10.45 a.m., Wed., 19 Dec.
PERSIA	Teheran	10.45 a.m., Sat., 15 Dec.
PORTUGUESE EAST AFRICA	Beira, Lourenço Marques, Tete, Quelimane	10.45 a.m., Wed., 12 Dec.
RHODESIA	Livingstone, Lusaka, Broken Hill, Salisbury, Bulawayo	10.45 a.m., Wed., 12 Dec.
SARAWAK	Miri	10.45 a.m., Sat., 8 Dec.
SIAM	Bangkok	10.45 a.m., Sat., 15 Dec.
SOUTH AFRICA (Union of)	Johannesburg, Durban, Bloemfontein, Pretoria, Cape Town, Windhoek	10.45 a.m., Wed., 12 Dec.
STRAITS SETTLEMENTS	Penang, Singapore	10.45 a.m., Sat., 15 Dec.
SUDAN	Khartoum, Port Sudan	10.45 a.m., Wed., 19 Dec.
SYRIA	Damascus, Beyrouth	10.45 a.m., Wed., 19 Dec.
TANGANYIKA	Dar es Salaam, Tanga, Tabora, Mwanza, Arusha	10.45 a.m., Wed., 12 Dec.
UGANDA	Kampala, Entebbe	10.45 a.m., Wed., 19 Dec.
	Rest of Uganda	10.45 a.m., Wed., 12 Dec.
ZANZIBAR	—	10.45 a.m., Wed., 12 Dec.

AS OTHERS SEE US

SPEED VERSUS COMFORT

Imperial Airways has recently received a letter from one of its passengers travelling from Zürich to London in the *Syrinx*. The passenger, in writing to us, states that he had recently read an article in one of the daily newspapers which had made comparisons of the speed of the liners of Imperial Airways with those of other companies to the detriment of the former. The passenger, in his letter, then proceeded to say: 'In my opinion, as an ordinary business traveller, there is no comparison between the smoothness, comfort and feeling of security experienced on the Imperial line as against those on either of the other Foreign lines

'Although the Foreign machines were apparently expertly handled, and, I was told, of the most modern, up-to-date type, the discomfort in their losing height before landing, the absence of all the refinements in the way of passenger comfort found in the *Syrinx*, and the comparative "crashing" as compared to the smooth landings experienced on your line, leave me with literally no doubt as to which line I should always concentrate on in future

'My companions on the trip agreed that in view of this adverse newspaper article, it was only fair that a frank expression of opinion to the contrary should be made to you, lest Imperial Airways are tempted to follow the examples of these Foreign lines, in the pursuit of "speed at any price"'

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., Airway Terminus, 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: 'Impairlim, London.' Airway Terminus is open day and night

IMPERIAL AIRWAYS' RESULTS FOR THE FINANCIAL YEAR 1933-34

On Tuesday, 23 October, the Directors of Imperial Airways, Ltd., announced that the net profit for the year ended 31 March, 1934, after charging £191,335 for obsolescence, amounted to £78,571, which with the balance from the previous year of £27,192, leaves available an amount of £105,763

The Directors recommended the payment of a dividend of 6% on the ordinary shares less tax. After making provision for taxation and sundry appropriations the carry forward is £49,246

The Annual General Meeting was held on 5 November, at Edward VII Rooms, Hotel Victoria, London, W.C.2, and a full report of the speech of the Chairman, The Right Hon. Sir Eric Geddes, G.C.B., G.B.E., K.C.B., will appear in the December issue of the Imperial Airways Gazette

COMMUNICATIONS WITHIN THE EMPIRE

The following note which appeared in a recent issue of *The Times* will, we think, be of general interest to our readers

Mr. J. H. Thomas, Secretary for the Dominions, spoke by radio-telephone from Derby yesterday to Mr. C. T. te Water, High Commissioner for South Africa, who had just landed at Cape Town on holiday, and commented on the increased speed of communications within the British Commonwealth. The High Commissioner, in his reply, every word of which was plainly audible, mentioned as another instance of development that after leaving Southampton his wife discovered that she had left her keys in London. She telephoned to London, and when they arrived in South Africa the keys were handed to her, having been brought there by Imperial Airways

CONCISE OXFORD FRENCH DICTIONARY AND IMPERIAL AIRWAYS

As our readers may know, the Oxford University Press is universally regarded as being the greatest learned press in the world and has the reputation for publishing the finest dictionaries

The Press has just issued *The Concise Oxford French Dictionary* and in the aeronautical section the Press has done Imperial Airways the honour of taking a drawing of the *Scylla* and using this as the basis of a description of the various parts of an air liner

Accurate technical dictionaries are difficult to obtain and we suggest to our readers that this dictionary, which costs seven and sixpence, will fill the need of translators

STOP PRESS

As from 1 November the fare on the *Silver Wing* Service between London and Paris will be the same as all other services. The *Silver Wing* will still run and will be maintained at the same high standard as previously

Since the publication of the European Time Table for the Winter Services, an alteration has taken place in the days on which Imperial Airways and the Belgian Air Lines (S.A.B.E.N.A.) operate the services between London, Brussels and Cologne

Imperial Airways now operates services A and B, which are shown on page 4 of the current European Time Table, with the *Scylla* or the *Heracles* class of air liners on Tuesdays, Thursdays and Saturdays, with S.A.B.E.N.A. operating these two services on Mondays, Wednesdays and Fridays

THIRTY TIMES ROUND THE WORLD

We think our readers will be interested to know that the *Scipio* flying-boats used on the Mediterranean section of the Africa route and the India and Eastern route, that is between Brindisi and Cairo, completed at the end of October 750,000 miles' flying, or roughly 30 times round the world

There are three flying-boats in this class, namely, the *Scipio*, the *Satyrus* and the *Sylvanus*. They have accommodation for sixteen passengers and a crew of four, a Captain, a First Officer, a Wireless Operator and a Steward. Meals are served on board

OPENING of the AUSTRALIA SERVICE

SOUVENIR ENVELOPES

OPENING OF THE AIR MAIL SERVICE BY IMPERIAL AIRWAYS AND QANTAS EMPIRE AIRWAYS BETWEEN ENGLAND AND AUSTRALIA

As we announced in the October issue of the *Gazette*, Imperial Airways and Qantas Empire Airways (a company in association with Imperial Airways) have been entrusted with the operation of the England—Australia Empire air route, and the first service from London will leave on 8 December and is scheduled to arrive at Brisbane on 20 December. The first service from Australia will leave Brisbane on Monday, 10 December, and will arrive in London on 24 December. It will therefore be possible to send Christmas greetings by this mail

In accordance with our usual practice when opening a new service, a limited number of souvenir envelopes will be issued. We show opposite the design for the envelope

Arrangements are being made to handle these souvenir envelopes at various points along the route for collectors, and details of the charges for the covers and the handling scheme are set out hereunder

1. COST OF ENVELOPES

1d. each, 4s. per 50, 8s. per 100

2. COST OF HANDLING

The following charges will be made for handling covers sent in one direction between any two of the stations given in the Appendix:—

2d. per cover, 6s. per 50, 10s. per 100

A list of ports at which covers can be handled, together with the addresses to which the envelopes should be sent, is shown in the Appendix

3. METHOD OF ADDRESSING

The face of the cover should bear, in addition to the address, an indication of the section of the route and direction over which it is desired the cover should be flown, e.g. 'London to Brisbane,' 'Baghdad to Darwin,' 'Brisbane to Cairo,' etc. The back of the cover must bear the name and address of the sender

4. REMITTANCES

All instructions and a remittance to cover—

(a) Cost of the envelopes
(b) Cost of handling, see (2) above
(c) Cost of postage

must be sent to:—

AIR MAIL DEPARTMENT, IMPERIAL AIRWAYS, LTD., AIRWAY TERMINUS, LONDON, S.W.1

AND NOT TO ANY OTHER STATION

The rate of postage from the United Kingdom to Australia and vice versa has not yet been officially announced by the Postal Administrations concerned. You are therefore requested to send 1s. 6d. per cover towards the cost of postage, and subsequently a refund or further invoice will be sent to you as the case demands

It should be borne in mind that the rates of postage from other countries are generally higher and the fluctuations in foreign exchanges often render it more expensive to send a letter from, for instance, Greece to Australia, than from this country, even though the actual distance is shorter

5. CLOSING DATE

Orders will be dealt with up to the last possible moment (provided the supply of envelopes be still available), but as an indication of approximate dates by which orders should be received, envelopes

for dispatch from London on the first England to Australia flight must be received at Airway Terminus not later than first post on Monday, 3 December

No orders for dispatch from Australia on the first Australia to England flight can be accepted now, as the closing date was 1 November

APPENDIX

SINGAPORE TO BRISBANE

Rambang (Lombok Island, Netherlands Indies), c/o Qantas Empire Airways
Darwin (N. Australia), c/o Qantas Empire Airways
Cloncurry (Queensland, Australia), c/o Qantas Empire Airways
Longreach (Queensland, Australia), c/o Qantas Empire Airways
Camooweal (Queensland, Australia), c/o Qantas Empire Airways
Brisbane (Queensland, Australia), c/o Qantas Empire Airways

Covers to or from the above places can be handled at the following stations of Imperial Airways on their Empire routes, as under:—

c/o Imperial Airways Ltd., Airway Terminus, Rue des Italiens, Paris, France
c/o ,, Casella Postale 59, Brindisi, Italy
c/o ,, Post Box 162, Athens, Greece
c/o ,, Marine Air Port, Ras el Tin, Alexandria, Egypt
c/o ,, Heliopolis Aerodrome, Cairo, Egypt
c/o ,, Gaza Aerodrome, Gaza, Palestine
c/o ,, Baghdad Aerodrome, Baghdad, 'Iraq
c/o ,, Shaibah Aerodrome, Basra, 'Iraq
c/o Mespers Ltd., Bahrein, Persian Gulf
c/o Imperial Airways, Ltd., Finlay House, McLeod Road, Karachi, India
c/o Indian National Airways Ltd., Civil Aerodrome, Jodhpur, Rajputana, India
c/o ,, 10, Alipore Road, Delhi, India
c/o ,, The Mall, Cawnpore, India
c/o ,, 12, Hastings Road, Allahabad, India
c/o ,, 24, Parganas, Dum Dum, Calcutta, India
c/o The Irrawaddy Flotilla Co., Ltd., Phayre Street, Box 129, Rangoon, Burma
c/o The Aerial Transport Co., of Siam, Ltd., Bangkok, Siam
c/o Imperial Airways, Ltd., Ocean Buildings, Singapore, Straits Settlements
c/o ,, The Aerodrome, Wadi Halfa, Sudan
c/o ,, Khartoum Aerodrome, Khartoum, Sudan
c/o ,, Juba, Sudan
c/o ,, Kosti, Sudan
c/o ,, The Aerodrome, Malakal, Sudan
c/o ,, Entebbe, Uganda
c/o ,, Kisumu, Kenya
c/o ,, Rhodes House, Sixth Avenue, Nairobi, Kenya
c/o ,, P.O. Box 10, Moshi, Tanganyika
c/o ,, Dodoma, Tanganyika
c/o ,, The Aerodrome, Mbeya, Tanganyika
c/o ,, The Aerodrome, Mpika, N. Rhodesia
c/o ,, Broken Hill Aerodrome, Broken Hill, N. Rhodesia
c/o ,, Salisbury Aerodrome, Salisbury, S. Rhodesia
c/o ,, Albany House, Main Street, Bulawayo, S. Rhodesia
c/o ,, Pietersburg Garage, Market Street, Pietersburg, Transvaal
c/o ,, Germiston Aerodrome, Johannesburg, Transvaal
c/o ,, Wingfield Aerodrome, Cape Town, Cape Province

Covers can also be handled to and from New York, U.S.A.

Address:—

c/o Imperial Airways Ltd.,
The Plaza, Fifth Avenue,
New York, U.S.A.

It must, of course, be realized that such covers will be carried by sea between New York and the United Kingdom, and covers for dispatch from New York will be shipped out from London by 15 November at the latest

'LES GIRLS'

FLY FROM PARIS TO LONDON IN THE 'SILVER WING'

As most people know, Grosvenor House, London, W.1, has earned a reputation for the staging of cabarets of a high order and the cabaret is in general based upon the performance of a company of girls who are familiarly known as 'Les Girls'

In the cabaret which opened a few days ago a new company took part and our photograph shows them arriving at the Air Port of London, Croydon, after having flown in the *Heracles* from Paris

Photo, Tito

HEALTH AND AIR TRAVEL

SCIENTIFIC OPINION

We are asked from time to time what effect air travel has on people suffering from weak hearts or any other specific bodily disability. In case our agents have sometimes to answer similar questions we have obtained the opinion of an eminent physician, and this is as follows:—

'Voyaging by air has become so safe and so simple a method of passing from city to city or continent to continent that it seems almost unnecessary to write of its medical problems from the view point of the passenger

But there are quite naturally passengers who, because of some delicate feature in health, wish to be assured that no ill results may overtake them during their first aerial experience or develop as an after-consequence

I refer particularly to cases who have passed beyond the middle of life and who may be troubled with, say, a heart that needs careful treatment, or a high blood pressure, or a nervous system that is easily upset

Now there are only three points to consider in connexion with air travel that might trouble a passenger in delicate health, and these are:—

(i) Fear of the air
(ii) Flying at very great heights
(iii) Excessive motion in rough weather leading to acute sickness

Let me take these separately—

(i) *Fear of the Air*

Passengers about to experience their first flight may ask themselves: Shall I be afraid when I am divorced from all contact with the earth?

The answer is that actual fear in a modern air liner is one of the rarest sensations known, and in the vast majority of cases can be completely disregarded. The situation is one of absorbing interest, quite free from any element likely to induce shock in any form. Sensations of instability are, for all practical purposes, nil

(ii) *Flying at very high altitudes*

Generally speaking, no passenger-carrying aeroplane normally ascends above 7,000 feet—a height which can be entirely disregarded from a physical standpoint. Where high mountain ranges have to be surmounted and an ascent to greater altitude has to be made, a 'ceiling,' as it is named, of 12,000 to 14,000 feet need cause no alarm. The essential altitudes over any route can always be ascertained and where found to be very abnormal a passenger with a weak heart might care to discuss the matter with his or her doctor who is familiar with the case

(iii) *Sickness from excessive motion*

This problem runs in common with sea sickness and train sick-

ness. Some passengers are unduly sensitive to motion, others not. Any passengers contemplating a voyage by air know already their 'sea and train history' and can use this as a guide. Very acute sickness may certainly throw a strain upon the general system, but here length of time of experience is important, and aerial transport is fast and the journey soon over. Also, by picking seasons for travel rough journeys may almost always be avoided'

We should like to add:

(a) That, with regard to paragraph (ii) above, the altitude at which our air liners fly never exceeds 11,000 feet, and that very rarely is it necessary to approach this height

(b) As far as paragraph (iii) is concerned, air transport has an advantage possessed by no other means of travel in that it is possible, by choosing a suitable altitude—and in some cases altering the course—to avoid storm centres and fly in a calm atmosphere

It must be remembered, too, that large passenger-carrying air liners, such as are used by Imperial Airways, are very much less susceptible to motion than are smaller aircraft. In fact, it is extremely rare for passengers travelling in our air liners to experience any discomfort from this cause

RAILWAY AIR SERVICES

The passenger, mail and freight service operated by Railway Air Services Ltd. on behalf of the London, Midland and Scottish Railway between London, Belfast and Glasgow and vice versa is to be continued until further notice

From 1 November the service operates between London, Liverpool and Belfast on the main route, with a connecting service between Belfast and Glasgow

The departure from the Air Port of London (Croydon) is at 10.15, arriving at Belfast 13.30; the connecting service arriving in Glasgow at 14.55

The Liverpool-Plymouth and Birmingham-Cowes services terminated for the season at the end of September

The London-Cowes service operated on behalf of the Southern Railway is discontinued at the end of October

Spartan Air Lines is operating a service between London and the Isle of Wight from 1 November until further notice

THE *DIANA* CLASS OF AIR LINER

We have been asked by many of our readers to give the history of the names of the new *Diana* class of Imperial Airways. We give these below and hope they will prove of general interest

DIANA

Diana was an ancient Italian goddess identified with Artemis, one of the principal goddesses in Greek mythology, but it is also maintained that Diana was an independent deity originally. She was the goddess of light, of forest and mountain and of the vegetable matter not under the care of man, and also the protectress of wild animals. She was the goddess of the fruitfulness of women and, like Juno, presided over childbirth under the name of Lucina. Diana's most celebrated shrine was on the banks of Lake Nemi at Aricia, an ancient city near Rome, where she was worshipped under the name of Nemorensis, side by side with an obscure male deity named Verbius

DRACO

Draco is the name of a constellation in the northern hemisphere represented as 'The Dragon.' The Greeks had many fables about this constellation. One was that when Hercules, the Greek hero, killed the dragon Ladon, which was guarding the golden apples in the Garden of the Hesperides, Hera, the wife of Zeus, transferred the creature to Heaven as a reward for its services. According to another version, the golden apples were given by Earth to Hera on her marriage to Zeus. The gathering of the apples was the eleventh of the twelve labours of Hercules

DORADO

Dorado is the name of a small southern constellation. The word is derived from the Spanish, signifying the Goldfish, but it refers to a specie of fish in the tropical seas and not to the common goldfish which is well known. The head of the constellation Dorado marks the south pole of the ecliptic, the sun's apparent orbit

DELPHINUS

Delphinus is the name of a small constellation in the northern hemisphere not far from Altair, which is the brightest star of the constellation Aquila. Delphinus, which is derived from Greek, represents the Dolphin. In all astronomical literature it has had its present title and shape with many varied stories attached, for its namesake has always been regarded as one of the most remarkable of marine creatures. It was the sky emblem of philanthropy not only for the classical stories connected with its prototype, but also for the latter's devotion to its young

BRADSHAW'S INTERNATIONAL AIR GUIDE

We should like to draw the attention of the readers of the *Gazette* to the first issue of Bradshaw's *International Air Guide*, which was published on 1 November

This *Guide* gives complete information about all the air services now in operation in the Old World, including the fares, the terms and conditions of carriage and other valuable information to the intending traveller by air

Copies may be had for 1s. from all newsagents or direct from the publishers, Bradshaw House, Surrey Street, Strand, W.C.2. This *Guide* is to be published every month, so that the information may be up to date

LANTERN SLIDE and PHOTOGRAPH LISTS

We think our readers will be interested to know that Imperial Airways has now issued a complete list of lantern slides held in stock at the Publicity Manager's office, Airway Terminus, Victoria, which are available to lecturers

This list includes those slides which are incorporated in the standard lecture, 'Flying Over the Empire,' but gives particulars of many others, both of the air liners in the Company's fleet and places of interest along the Empire routes

A list of photographs, which may either be borrowed or bought, has also been prepared and is available to inquirers. This list also gives the copyright conditions attached to each photograph or the price if bought

Both these lists will be sent free of charge to any *bona fide* inquirer

A TRIBUTE TO IMPERIAL AIRWAYS PUBLICITY

In the current issue of *Commercial Art* the following tribute is paid to the new baggage label issued by Imperial Airways:—

'It required a restraint which a camera would find difficulty in displaying, however, to produce the very effective luggage label now in use by Imperial Airways. Two tones of blue, the symbol of flight in a *red* red. It's good'

AIR MAIL RATES

Our readers may remember that in the August issue of the *Gazette* we included a table of air mail rates. Since this table was published the rates for Egypt have been altered, and we give below the up-to-date information:—

From Egypt	First 20 grammes.	Each additional 20 grammes.
To Great Britain	28 Mms	26 Mms
France and Italy	33 Mms	26 Mms
Greece and Eastern Europe	29 Mms	22 Mms
North and West Europe ..	33 Mms	26 Mms

Leaflets giving full details as to air mail rates, latest times of posting and days of arrival can be obtained from the following offices of Imperial Airways. A copy will be sent on receipt of a postcard or telephone call:—

Heliopolis Aerodrome, Cairo, Egypt. (Tel.: 62294-5.)

Air Port of Johannesburg, Germiston, Johannesburg, S. Africa. (Tel.: Germiston 51-1133.)

Rhodes House, 6th Avenue, Nairobi, Kenya Colony. (Tel.: 2895.)

Finlay House, McLeod Road, Karachi, India. (Tel.: 804.)

Ocean Building, Singapore, Malaya. (Tel.: 5159.)

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