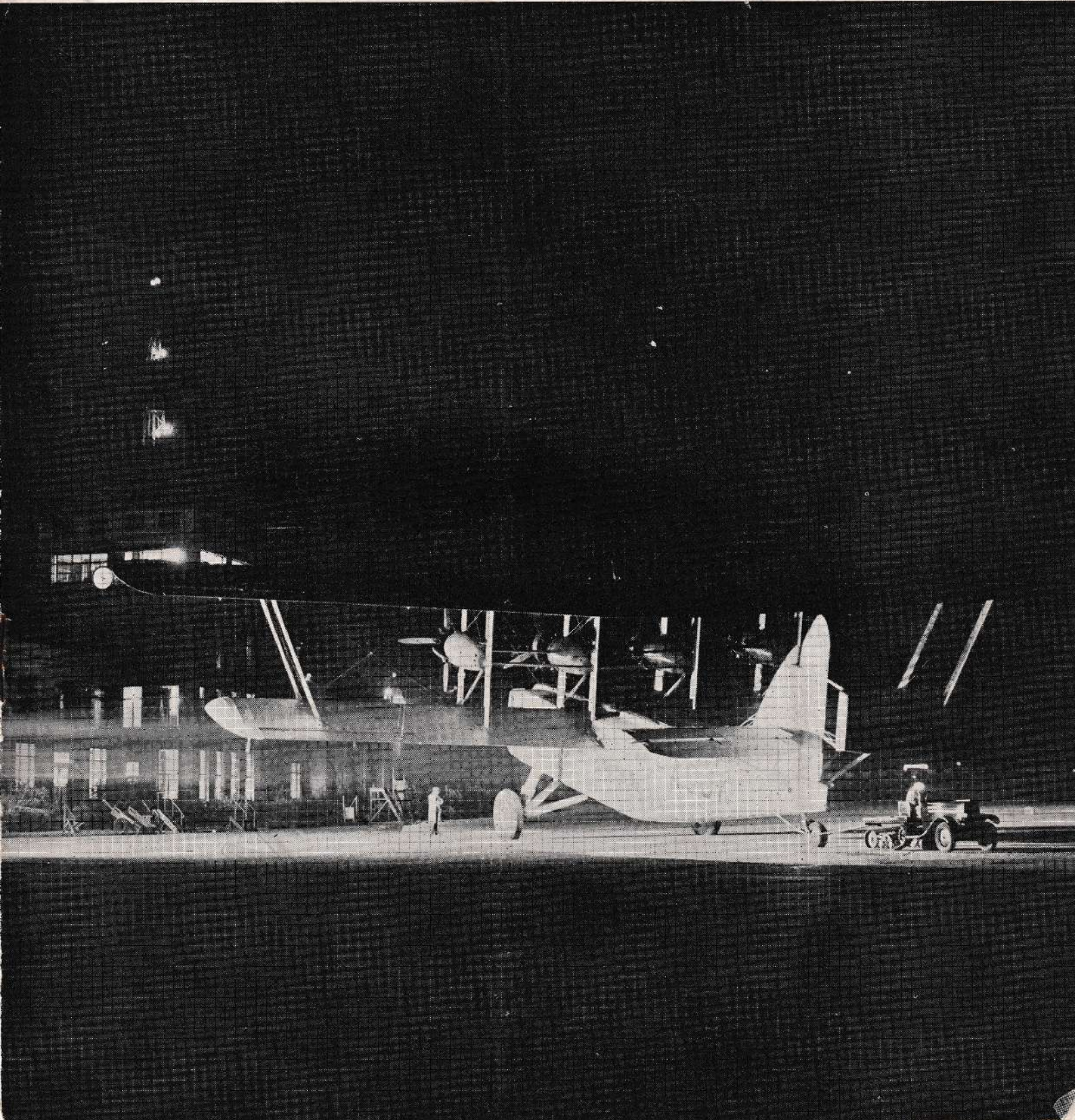




THE ANNUAL GENERAL MEETING

NOVEMBER 1935 · NO 11 · VOL 7

IMPERIAL AIRWAYS GAZETTE





Natives of the Shiluk tribe, Malakal
[Photograph, American Colony Stores, Jerusalem]

GUIDE TO IMPERIAL AIRWAYS' AFRICA ROUTE

For the guidance of our agents, readers and potential travellers, we have prepared a series of notes on each stopping place along the Africa and Australia routes.

The first section of these notes covers the Africa route. Notes on stations north of Kosti have appeared in previous *Gazettes*, beginning with Alexandria in the April issue. We continue below with notes on Kosti and Malakal.

With these stations we begin to approach the game areas of Africa. With Juba, which will be the next station to be described in the *Gazette*, we come to an area where game is very plentiful. Under the various stations in Africa reference will be made to the sport available, and this practice will also be followed in publishing the *Guide to the India, Far East and Australia Route* which it is also intended to publish in the *Gazette*. Our next stations in this issue are therefore prefaced with some general notes on shooting in Africa which we hope will be of value to those readers who are interested.

BIG GAME SHOOTING IN AFRICA

RIFLES AND EQUIPMENT

Equipment for a big game shooting expedition to Africa may be cut down to reasonable limits as so much may be obtained locally nowadays. This especially applies to Kenya where *safaris* may be fitted out at a moment's notice by the various agencies.

Every sportsman has his own ideas about rifles, but one may say as a general axiom that for shooting big game in Africa it is advisable to take out a double barrelled high velocity rifle of not less than .450 bore. For smaller game a rifle of .375 bore or under will be wanted, if possible a magnum or high velocity weapon. There is a very large choice of reliable small bore rifles at varying prices. A .22 rifle comes in useful for 'shooting for the pot,' and a shot gun is necessary.

Giraffe in the African bush

[Photograph, South African Railways and Harbours]



Sixes will probably prove a good all round cartridge, although a heavier shot will be needed for wildfowl. Rifle cartridges should be sent out by the sportsman and many men will prefer to send shot gun cartridges from their own gunmaker as well. (Cartridges should be sent in advance by surface transport, as the carriage in the Company's aircraft of ammunition, explosives, or other combustible material is prohibited.) A revolver is not necessary, but a good skinning knife will be needed.

In winter or cold weather shoots in Africa warm clothing and bedding is needed at night. Most men prefer shorts, flannel or cotton shirts, a thin coat with jerseys for cold weather, and shooting boots, one pair nailed and one perhaps with crêpe soles. Slippers and flannel trousers will be needed to wear in camp. In bedding some sort of *flea-bag* or valise is essential. A mosquito net will be necessary and a khaki sun helmet or *double terai* will be required for tropical countries. An enamel basin with a canvas top which carries towels and washing kit inside it is most useful.

Collapsible camp furniture is necessary. The amount carried must depend on the tastes of the traveller. The same applies to tentage which can nearly always be obtained in Africa.

Stores are best obtained overseas. A small medicine chest can be made up in the country after consultation with a local chemist, the golden rule being a good supply of *essential* medicines.

Saddlery and bits are best taken out from England. Breeches and jodhpurs are easily and quickly copied by native tailors.

●(Imperial Airways acknowledges its indebtedness for the above notes to *The Field* magazine. This paper supplies its readers with free advice on big game shooting.)

COSTS

Costs vary considerably from the costs of rough shooting to protracted *safaris*. These will be dealt with for individual stations.

LICENCES

Licence conditions vary for each territory and according to the game which it is desired to shoot and to summarise them is not possible. Notes on licence conditions are issued free of charge by most of the countries concerned. These will be referred to under the headings of the particular countries and stations.

BIBLIOGRAPHY

The standard work on shooting in Africa is the Lonsdale Library Volume, *Big Game Shooting in Africa*, by Maydon and Others, edited by the Right Honourable the Earl of Lonsdale and Mr. Eric Parker, published by Seeley, Service & Co., Ltd., London, 1932, 25s.

KOSTI

3,628 miles from London.
4,235 miles from Cape Town.
1,261 feet above sea level.

HISTORY

Up to a few years ago Kosti was a small village, but with improved transport it has grown in size and importance and is now the headquarters of the southern district of the White Nile Province and a busy trading centre.

CLIMATE

From November to July it is dry and up to February pleasantly warm; between March and July it is hot. August to October is the rainy season.

CURRENCY

The monetary unit is the Egyptian pound of 100 piastres. £1 English = 97½ piastres (approx.). There are coins of 50, 20, 10, 5 and 2 piastres and of 10, 5, 2, 1 and ½ milliemes. 10 milliemes = 1 piastre.

HOTELS

Government Rest House.

SPORT

Shooting.

Kosti is at the beginning of the game areas. There is some sport with crocodile and hippopotamus and also sand grouse. If necessary carriers can be hired quite cheaply.

For shooting information in the Sudan we recommend that the following books be read :—

Sudan Government—The Preservation of Wild Game—Ordinances and Orders (for licence conditions).

Notes on Big Game Shooting in the Sudan.—This small book gives in a concise way much useful information on sport in the Sudan, including fishing. A map is included.

The above publications are issued by the Sudan Government and may be obtained free of charge by *bona fide* inquirers from :—

- The Game Warden, Khartoum.
- The Sudan Government Office, Wellington House, Buckingham Gate, London, S.W.1.
- The Sudan Agent, Cairo, Egypt.

IMPERIAL AIRWAYS' SERVICES TO KOSTI

*There are two services a week by Imperial Airways to Kosti, leaving London on Wednesdays and Sundays and arriving at Kosti on Sundays and Thursdays, four days after leaving London.

TRAVEL CONNEXIONS FROM KOSTI

- By air* : Imperial Airways.
Two services a week between Kosti and England. Services leave Kosti for East and South Africa on Sundays and Thursdays, the service which leaves Kosti on Sundays continuing to Cape Town.
- By water* : Sudan Government Railways' Steamers.
Points south along the White Nile to Kodok and Malakal.
- By land* : Sudan Government Railways.
El Obeid, Sennar.

MALAKAL

- 3,888 miles from London.
- 3,973 miles from Cape Town.
- 1,265 feet above sea level.

HISTORY

Malakal is situated at the junction of the White Nile and Sobat rivers. It has grown in importance from a small village as the headquarters of the Egyptian Irrigation Service and is now the seat of the Governor of the Upper Nile Province.

CLIMATE

From mid-October to mid-April it is hot and dry. The rainy season is during the remainder of the year.

CURRENCY

As for Kosti (see page 2).

HOTELS

Rest House (Imperial Airways).

SPORT

In the Malakal district the animals which may be found are tiang and gazelle. During the winter there is also turkey, whistling teal and comb duck. These animals and birds may be found at a distance of from 3-20 miles in all directions.

Cartridges should be obtained from Khartoum. For the small game outlined above small cars may be used during the dry season ; the cost is piastres 3 per mile. Carriers are unobtainable.

IMPERIAL AIRWAYS' SERVICES TO MALAKAL

There are two services a week by Imperial Airways to Malakal. Services leave London on Wednesdays and Sundays, and arrive at Malakal on Sundays and Thursdays, four days after leaving London.

TRAVEL CONNEXIONS FROM MALAKAL

- By air* : Imperial Airways.
Two services a week between Malakal and England. Services leave Malakal for East and South Africa on Sundays and Thursdays, the service which leaves Malakal on Sundays continuing to Cape Town.
- By land* : none.
- By water* : Sudan Government Railways' Steamers.
Points north along the White Nile to Kosti and south to Juba and Gambella (May to September).
Calls are made at Kosti and Malakal if inducement offers and circumstances permit.

THE EMPIRE AND THE AIR

Below are extracts from the speech of the chairman (Rt. Hon. Sir Eric Geddes), at the Annual General Meeting of Imperial Airways Ltd., on Thursday, 31 October 1935.

The Chairman said :

' We have been informed officially of the Government's decision that our Company is to continue as the Government's chosen instrument for the development of the existing Empire lines.

' The Government has decided, as a matter of principle, that in the future letter mails within the Empire will, as far as is practicable, be carried by air.

' With the knowledge and consent of the Government, we have placed orders for new aircraft. . . . The standard of accommodation for passengers will be superior to anything yet seen in aircraft.

' During last year, and taking the Continental routes in and out of London as a whole, our Company carried more passengers than all the foreign air companies put together.

' During the year under review, Imperial Airways and its subsidiary and associated companies flew a total of over 3,500,000 miles ; for the current year this figure will probably exceed 6,000,000 miles, representing an average of nearly 17,000 miles per day.

' The through service from England to Australia has now been in operation for about ten months, and the traffic, particularly mails, has grown to an extent that warrants an increase of frequency from once a week to twice a week.

' We started the England-India service in our financial year 1929-30. Taking that year's traffic as 10 for the purpose of comparison, the total for 1933-34 had risen to 31, and for the year under review to 44. In other words, the traffic carried was over four times more than it was five years ago.

' On the Africa service as a whole traffic has increased by 41 per cent. over the previous year.

' Arrangements have been concluded with the Air Ministry for the establishment by the Company of an air connexion between Khartoum, on the main England-South Africa line, and Nigeria . . . The Company is now carrying out a number of experimental flights between Penang, on the main Australia route, and Hong Kong . . . It is expected that this air connexion with Hong Kong will in one way or another be continued as a permanent service.'

A dividend on the Ordinary shares of the Company of 6 per cent. plus a bonus of 1 per cent., both less tax, were declared as compared with a dividend of 6 per cent., less tax, for the previous year. The net profit for the year was £133,769 3s. 1d. as compared with £78,571 13s. for the previous year.

Full report on application to the Company at Airway Terminus, S.W.1.

SOME FACTS ABOUT IMPERIAL AIRWAYS

- (1) Its aircraft have now flown over 18,500,000 miles ;
- (2) It serves 24 countries in four continents ;
- (3) It employs over 1,800 people ;
- (4) The staff is spread over 50 stations ;
- (5) It has dealings in more than 20 currencies ;
- (6) The salaries and wages bill exceeds £350,000 per annum ;
- (7) Its aircraft used over 2,500,000 gallons of fuel last year ;
- (8) It carried over 15,000,000 letters last year.

THE EMPIRE'S AIRWAY EXHIBITION

In the September issue of the *Gazette* we stated that, by the permission of the Director of the Science Museum, South Kensington, an Exhibition will be open to the public during the months of December and January which will portray some aspects of the organization and operation of the routes of Imperial Airways. Since then the title of the Exhibition has been changed from *The Future is in the Air* to *The Empire's Airway*.

This Exhibition, which is one of the most ambitious of its character, will consist of large numbers of working and static models and photographs. For example, there will be large photographic screens which, in a sense, will be a symposium of air transport and will try to convey to the visitor some idea of the majesty of air transport. There will be models of every air liner which has been owned by the Company since its inception up to the present day. There will also be sectional models of the new liners which, as the Chairman of the Company mentioned in his speech before the recent Annual General Meeting of the Company, are in course of construction.

There will be a large section devoted to the design of Air Ports, including a large model of a modern combined land and marine Air Port and dioramas of certain of the famous Air Ports of the Empire.

There will be working models showing the part which wireless plays in the control of aircraft when flying in fog or above cloud, and the visitor, by pressing a button, will be able to hear the roar of engines and the voice of the Captain calling for his position, and the replies from wireless stations on the ground. There will be sections devoted to the story of a land machine, a flying-boat and aero engines. The visitor will be able to operate model wind tunnels and testing tanks and see the part which these instruments play in the design of the liners of Imperial Airways. Incidentally, these two models are, so far as we know, the only types in existence.

In short, the Exhibition will be full of interesting things, and we hope that every reader of the *Gazette* will be able to find time to pay it at least one visit.

HOW YOU CAN HELP THE AIR MAIL

We believe our readers will be interested to read what Viscount Elibank has to say on this subject in a recent issue of the newspaper, *Flight*.

'The Federation of Chambers of Commerce of the Empire has been very active for a long time past in its advocacy of improved Empire Air Mail services, both from the point of speed and reduced charges. Much has been accomplished already, but there is one recommendation I would venture to make which I think is supported by indisputable facts. It is one, moreover, which has already been put forward from time to time by other authorities, but perhaps without that insistence which a change of habit demands.

'Ever since regular mail services by sea have been established, it has been usual for ships to leave our shores rather at week-ends than in the middle of the week, and the British business man has consequently formed the custom of posting his overseas mails on Thursdays or Fridays.

'So ingrained has this practice become that it is still maintained even in spite of the introduction of air mails, with direct and indirect contacts with most parts of the Empire, which leave at mid-week as well as at week-ends.

'I am informed, for example, that something like 75 per cent. of the air mail traffic to India goes by the Saturday morning service.

'If only business houses would make a point of patronizing the mid-week air mails as well as at the week-end substantial benefits should result. Air mail development would definitely be accelerated, since it would be possible to organize the schedules on still more efficient lines.

'The smooth running of Imperial air services is essential to its proper development, and upon this, in turn, depends in large measure the reduction of air mail charges and the expansion of the fleet as a whole.

'Here, surely, there is a case where a little practical forethought would, in the long run, bring manifold advantages to the business communities of the Empire.

ELIBANK,
President, Federation of Chambers of
Commerce of the British Empire.'



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

AS OTHERS SEE US

Imperial Airways has received recently a letter of appreciation from Senator the Honourable George Hartog, a member of the Senate in the Houses of Parliament, Cape Town. Senator Hartog made the return flight from Johannesburg to London recently.

'I can't leave Paris without putting on record, however inadequately, my appreciation of what has been done for my comfort and pleasure by Imperial Airways since leaving Johannesburg.

'I have been shepherded so tactfully, so skilfully and in so kindly a fashion that I believe I shall wilt when once again returned to Johannesburg. The same tale can be told of all your officials and officers . . . pilots, assistant pilots, stewards, the young men who meet you in the middle of nowhere and say and do just the right thing just as you arrive, perhaps a little jaded, and so brighten even the desert . . .

'So much has there been of this kindness and instruction that words quite fail me, but I can say this, that the management, efficiency and organization of Imperial Airways is such that it speaks for itself without any such publicity as I can give it . . .'

EUROPEAN WINTER SERVICES

The winter timetable for the European services came into force on 6 October and copies have been distributed to all our Agents.

The London-Budapest service which was opened during the summer period this year is to be maintained throughout the winter, but Nurnburg will be substituted as a port of call instead of Halle-Leipzig and Prague.

The outward bound journey from London to Budapest will not be accomplished in a single day, but a night stop is scheduled at Cologne. The cost of this accommodation is included in the fare.

In the reverse direction the journey is made in one day for the service leaves Budapest at 10.15, the Air Port of London, Croydon being reached at 19.05.

CONNEXIONS FROM THE EMPIRE ROUTES OF IMPERIAL AIRWAYS

Imperial Airways has always insisted that air travel does not really compete with other systems of transport, rather is it complementary to them in that it brings them business direct and allows of quicker and better development of the territories involved.

To this end, in the January issue of the *Gazette* of 1934, we published a tabulated list showing the connexions which could be made by air, by water and by land from the various stopping places along the Empire routes of Imperial Airways.

In view of the changes and extensions which have been made to

these routes, we believe the time is now appropriate to issue a further list. The information which is given below is, to the best of our belief, accurate, but we are unable to accept any responsibility in any shape or form for any consequences which may arise or be caused by any mis-statements which may appear. Moreover, we must make the fact clear that the services of Imperial Airways do not 'connect' with those of other transport companies in the sense that the arrival of the services of Imperial Airways at a particular place may not coincide with the departure and/or arrival of either other air, sea or rail services from that place.

| PLACE | BY AIR | | BY WATER | | BY LAND | |
|---------------------------|--|---|---|--|-------------------------|--|
| | COMPANY | TO | COMPANY | TO | COMPANY | TO |
| ROME | Ala Littoria S.A. | Cagliari, Naples, Palermo, Trapani, Tunis, Syracuse, Tripoli, Genoa, Venice | — | — | Italian State Railway | To all parts of Italy, Sicily |
| BRINDISI | Ala Littoria S.A. | Durazzo, Zara, Lussino, Pola, Trieste, Tirana, Salonica | Lloyd Triestino | Venice, Trieste | Italian State Railway | To all parts of Italy, Sicily |
| ATHENS | Aero Espresso Italiana | Rhodes, Istanbul | Cia Adriatica di Navigazione | St. Quaranta, Valona, Corfu, Durazzo | | |
| | Société Hellénique des Communications Ariennes | Drama, Salonica, Cernauti, Bucharest, Sofia, Agrinion, Jannina | Hellenic Coast Line | Corfu | Greek State Railway | Patras, Larissa, Salonica, Corinth, Piraeus, Kalamata, Kalambaka |
| AFRICA SERVICE ALEXANDRIA | Aero Espresso Italiana | Istanbul, Rhodes | Lloyd Triestino | Istanbul, Cyprus | | |
| | Misr Airlines | Cairo, Mersa Matruh (Summer only) | Messageries Maritimes | Istanbul, Rhodes | | |
| CAIRO | Misr Airlines | Alexandria, Port Said, Lydda, Haifa, Cyprus, Assiut, Luxor, Assuan (Winter only) | Turkish Mail Line | Izmir, Istanbul | | |
| ASSIUT | Misr Airlines | Cairo, Luxor, Assuan (Winter only) | Roumanian State Railway | Istanbul, Costanza | | |
| LUXOR | Misr Airlines | Assiut, Cairo, Assuan (Winter only) | Societa di Navigazione Tirrenia | Bengazi, Tripoli | Egyptian State Railways | Nile Delta, Upper Egypt via Cairo, Port Said, Ismailia, Kantara (for Palestine Railways) |
| ASSUAN | Misr Airlines | Luxor, Assiut, Cairo (Winter only) | Thomas Cook & Son, Ltd. Anglo-American Nile Tourist Co. | Tours by Nile Steamer in Winter season, North to Cairo, and South to Wadi Halfa | Egyptian State Railways | Nile Delta, Upper Egypt, Port Said, Ismailia, Kantara (for Palestine Railways) |
| WADI HALFA | — | — | — | — | Egyptian State Railways | Towns on the West bank of the Nile |
| KAREIMA | Sudan Govt. Steamers | Dongalla, Komo | — | — | Egyptian State Railways | By rail and Nile steamer to Port Sudan |
| KHARTOUM | Imperial Airways in conjunction with Elders Colonial Airways | Fort Lamy (French Equatorial Africa), Kano and Lagos (Nigeria), Accra and Takoradi (Gold Coast) (Service Projected) | Sudan Govt. Railways Steamers | Points South along the White Nile to Kosti | Sudan Govt. Railways | El-Kosseir, Red Sea |
| KOSTI | — | — | Sudan Govt. Railways Steamers | Points South along the White Nile to Kodok & Malakal | Sudan Govt. Railways | Shellal |
| MALAKAL | — | — | Sudan Govt. Railways Steamers | Points North along the White Nile to Kosti and South to Juba, Gambailla (May to September) | — | Atbara, Port Sudan |
| | | | | | | Atbara, Port Sudan |
| | | | | | | Points North to Wadi Halfa, El Obeid, Sennar and the South |
| | | | | | | El Obeid, Sennar |

| PLACE | BY AIR | | BY WATER | | BY LAND | |
|-------------|--------------------------------|---|--|---|--|--|
| | COMPANY | TO | COMPANY | TO | COMPANY | TO |
| JUBA | — | — | Sudan Govt. Railways Steamers | Points North to Malakal and beyond | Sudan Govt. Railways Motor Services | Nimule, connecting with Uganda Railways |
| ENTEbbe | — | — | Kenya and Uganda Railway, Lake Victoria Steamers | Port Bell (Kampala) Bukakata, Busungwe Bukoba, Mwanza, Musoma, Karungu, Kisumu and Jinja | Société du Haut Ueule et du Nil Motor Services Kenya and Uganda Railways Road Services | Aba, Faradje, and Watsa, Belgian Congo Jinja, Mbulamuti, Namasagali (connexions by steamer to Masindi Port, and road service to Butiaba), Kaliro, Tororo, Mbale, Kumi, Soroti, Leseru, Eldoret (connexions on by rail to Nairobi and Mombasa) Butiaba (connexions by Lake Albert Steamers to Kasenyi, Mahagi Port and Packwach and by Nile Steamer to Nimule (Sudan), Costermansville and Ruanda-Irundi) |
| KISUMU | East African Airways | Eldoret and Musoma | Kenya and Uganda Railway, Lake Victoria Steamers | Entebbe, Port Bell (Kampala), Bukakata, Busungwe, Bukoba, Mwanza, Musoma, Karungu and Jinja | Kenya and Uganda Railways Roadways (Kenya) Ltd. Road Services | Nakuru, Elementeita, Naivasha, Nairobi (connexions on to Mombasa via Voi) Eldoret via Nakuru and connexions to Kampala and other towns served by the same railway Kakamega Goldfields |
| NAIROBI | Wilson Airways | Mombasa, Tanga, Zanzibar, Dar-es-Salaam, Lolgorien, Watende, Musoma, Mwanza | — | — | Kenya and Uganda Railways | Thika, Fort Hall, Nyeri, Nanyuki, Konza, Magadi, Voi (connexion to Moshi and Tanga), Mombasa |
| MOSHI | East African Airways | Eldoret and Musoma | — | — | Tanganyika Railways and Kenya and Uganda Railways | Arusha, Tanga, Voi, Mombasa, Nairobi |
| DODOMA | — | — | — | — | Tanganyika Railways Road Services | Morogoro, Dar-es-Salaam, Manyoni, Tabora (connexion to Mwanza) Malagarasi, Kigoma (Kasanga, Usumbura, Albertville by steamer) Iringa and M'beya |
| M'BEYA | — | — | — | — | Road Services | Lupa Goldfields, Iringa, Dodoma |
| MPIKA | — | — | — | — | Thatcher and Hobson Motor Lorries Rhodesian Railways | Kasama, Abercorn, Kapiri M'Poshi |
| BROKEN HILL | Rhodesia and Nyasaland Airways | Ndola, Lusaka, Mazabuka, Kalomo, Livingstone (for Victoria Falls), Bulawayo, Elizabethville (Belgian Congo) | — | — | Thatcher and Hobson Motor Lorries | Ndola, Nkana, Luanshya, and Mfulira Elizabethville and Belgian Congo via Belgian Congo Railways Kasama, Abercorn, Kapiri M'Poshi |

| PLACE | BY AIR | | BY WATER | | BY LAND | |
|---------------|--------------------------------|---|-------------------|---|------------------------|--|
| | COMPANY | TO | COMPANY | TO | COMPANY | TO |
| LUSAKA | Rhodesia and Nyasaland Airways | Broken Hill, Ndola, Mazabuka, Kalomo, Livingstone (for Victoria Falls) | — | — | Rhodesian Railways | Kafue, Monze, and the South |
| SALISBURY | Rhodesia and Nyasaland Airways | Blantyre, Gatooma, Que Que, Gwelo, Bulawayo | — | — | Rhodesian Railways | Gatooma, Que Que, Gwelo, Bulawayo, Marandellas, Macheke, Headlands, Rusapi, Inyazura, Umtali, Beira |
| BULAWAYO | Rhodesia and Nyasaland Airways | Gwelo, Que Que, Gatooma, Salisbury, Blantyre, Livingstone (for Victoria Falls) Mazabuka, Kalomo, Lusaka, Broken Hill, Ndola | — | — | Rhodesian Railways | Victoria Falls, Livingstone, Ndola, Gwelo, Que Que, Gatooma, Salisbury, Umvuma, Fort Victoria, Zimbabwe, Francistown, Palapye, Mafeking and the Union of S. Africa |
| PIETERSBURG | — | — | — | — | South African Railways | Louis Trichardt, Messina, Beitbridge, Potgietersrust, Nylstroom, Tzaneen, Komatipoort |
| JOHANNESBURG | South African Airways | Kimberley, Beaufort West, Cape Town (to connect with Imperial Airways London—Johannesburg Service) Durban, East London, Port Elizabeth, Kimberley, Upington, Keetmanshoop, Marienthal, Windhoek | — | — | South African Railways | Pretoria, Nylstroom, Rustenburg, Potchefstroom, Mafeking and Northern Cape Province, Orange Free State, Natal, Lourenço, Marques, Port Elizabeth, East London |
| KIMBERLEY | South African Airways | Johannesburg, Beaufort West, Cape Town (to connect with Imperial Airways London—Johannesburg Service) Upington, Keetmanshoop, Marienthal & Windhoek | — | — | South African Railways | Bloemfontein, Orange Free State, Natal, Postmasburg, and Douglas |
| VICTORIA WEST | — | — | — | — | South African Railways | Beaufort West, De Aar, Richmond, Murraysburg, Carnarvon, Caluinia |
| CAPE TOWN | South African Airways | Beaufort West, Kimberley, Johannesburg (to connect with Imperial Airways London—Johannesburg Service) Uitenhage (for Port Elizabeth) East London, Durban | Various Companies | Port Elizabeth, East London, and Durban | South African Railways | Bitterfontein and Southern Cape Province towns |

OUR FRONTISPIECE

Shows the Air Port of London, Croydon by night with the *Syrinx* just after she had arrived from Paris. We are indebted to the General Electric Company for permission to reproduce the photograph.

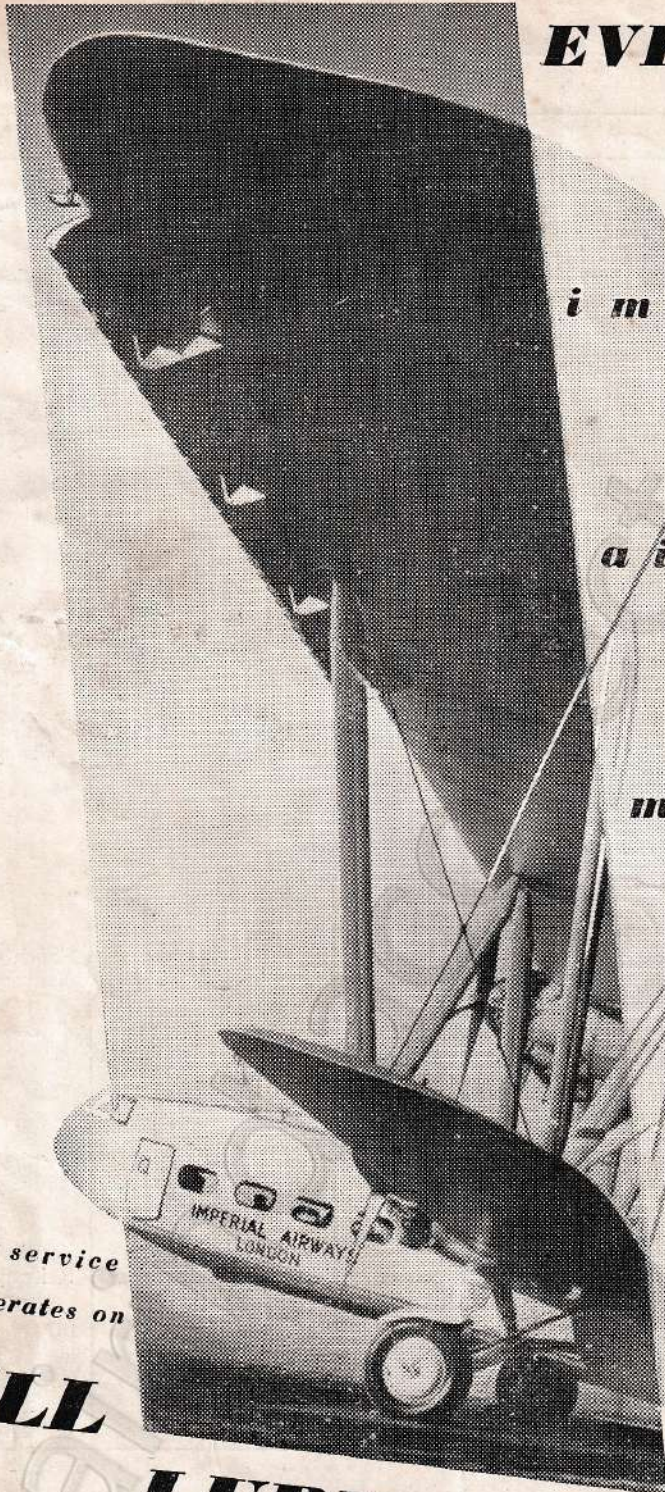
IMPERIAL AIRWAYS' GAZETTE MAKES DENTISTRY PLEASANT

Doctors and dentists in the Union of South Africa were circulated recently with the suggestion that a copy of *Imperial Airways Gazette* would be useful in their waiting rooms. Most of those so circularized have replied requesting that one or two copies be sent to them monthly and that their names be added to the Company's mailing list.

DISTINGUISHED TRAVELLERS

Mr. Gordon Selfridge leaving Paris for London by Imperial Airways.





EVERY

i m p e r i a l

a i r w a y s

m a c h i n e

*in regular service
operates on*

SHELL

LUBRICATING OIL

EXACTLY THE SAME AS IS
APPROVED BY MAKERS OF
95% OF THE CARS
ON THE ROAD

—Such as AUSTIN, FORD, HILLMAN,
HUMBER, MORRIS, SINGER, STANDARD, ETC

