

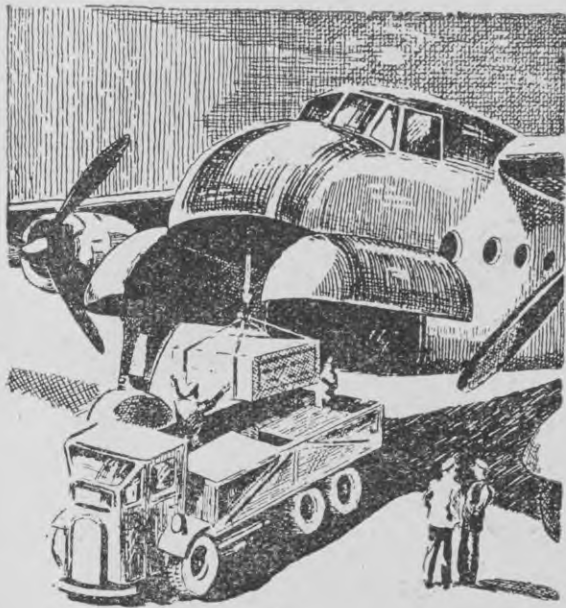
transport, provision is made for shipping companies to acquire interests in the British Overseas Airways Corporation which is to control Commonwealth and trans-Atlantic air services. It is not likely, therefore, that there will be such keen competition between air and shipping services that fares will be drastically reduced for some years to come.

Except for the person in a hurry, sea travel has still much to commend it when compared with journeys by air. A sea voyage, except for the chronically sea-sick, can be healthy, restful, and socially enjoyable. Troopships naturally excepted, ocean liners are comfortable and offer plenty of scope for exercise and recreation. Consider the air-liner as it is known today. Great advances have certainly been made in providing passengers with comfortable chairs and berths, but there are few of the amenities of sea travel. A good deal has still to be done to improve conditions for the air traveller, to cut down noise, to provide good ventilation, and to give first-class accommodation at stopping-places en route. After all, if by ship the passenger can arrive rested and refreshed whereas by air he might reach his destination tired and exhausted the considerations of speed, the aircraft's greatest asset, would have to be great to bias him in favour of air travel.

Most people with a desire to travel to foreign lands in post-war years hold high hopes that there will be a rapid expansion of air services, for they see in such a development the ultimate reduction in travel costs, either by time saved or by cheaper shipping fares. It is to be hoped that this will become the case, for there is much that is stimulating, refreshing, and instructive in overseas travel.

On the credit side of the ledger, air travel has many valuable assets. Its most important possession is speed. At the present time there are no two

countries separated by more than two days' travel by air. For the businessman or the politician, air travel proves invaluable, and in this direction it will



*Loading the Bristol freighter.*

play an increasingly important part in the future. For the tourist with only a limited time, it offers a means of seeing places that he could not possibly visit by other means of transport. In addition, air travel is free from most of the petty irritations of travel. There is not the same worry over rail and steamer connections as can occur with travel on the Continent and in the New World. The air services take care of all such details as baggage, accommodation, and meals en route.

The war has to a great extent interrupted the evolution of the air passenger liner, for all the big British firms had to devote their energies to the production of war planes. The success of their efforts in that direction certainly augurs well for British civil aviation. In spite of the war, these firms have been able to produce some notable commercial planes. One of these is the *Avro York*, one of which, the *Endeavour*, is the Duke of Gloucester's private plane in Australia. The