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ANGLO-AMERICAN FRIENDSHIP

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NEW AERIAL LINK

CLIPPER PASSENGERS AS GOVERNMENT GUESTS

The visitors to England who had arrived by the Pan-American Airways flying-boat Yankee Clipper were the guests of the British Government at luncheon at the Savoy Hotel yesterday. Sir Kingsley Wood, Secretary of State for Air, was in the chair.

The AMERICAN AMBASSADOR proposed the toast of "The King," and SIR KINGSLEY WOOD that of "The President of the United States of America."

SIR KINGSLEY WOOD, in welcoming the visitors, said that the establishment of a transatlantic service brought an almost incredible shortening in our lines of communications. It was something of a modern miracle, but in fact that great advance had only been achieved by arduous preparation, much planning, and a wide vision. They might recall on that occasion many pioneer flights in the history of aviation, beginning with the day nearly 30 years ago when Blériot crossed 21 miles of water, at that time a great event. That had been succeeded to-day by a flight across hundreds of miles of water in a flying-boat carrying a very large number of passengers.

CLOSE COOPERATION

It was in 1930 that the Assistant Postmaster-General of the United States announced he was open to receive bids for the establishment of a transatlantic air-mail service over a period of 10 years, and since that time the question of the inauguration in close cooperation of a North Atlantic service had been the subject of discussion and negotiation between Imperial Airways and Pan-American Airways. A definite landmark was the meeting held in December, 1935, in Washington between a mission from Canada, Eire, and the United Kingdom and members of the United States Inter-Departmental Committee and Civil International Convention. That committee included Judge Moore, Mr. Hurlee Branch, and Colonel Jackson, whom they were delighted to welcome to London, and measures were then taken which had made the New York-Southampton air mail possible.

We hoped to start our regular transatlantic service at the beginning of August with the frequency of once a week in each direction. The equipment to be used was the S.30 Short flying-boat, which was a development of the Empire type. We had hoped to be able to start alongside the American service, but our programme had been inevitably set back because of the concentration in this country on the rearmament programme, which was having priority of our design and production effort. It was our hope, however, that next year we should have comparable equipment with our American partners when the new

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The event they were celebrating would be one more link between the American and British peoples, making still stronger our bonds of friendship and good will. All in this country appreciated the warmth of the reception America had just given to the King and Queen. The journey of the Yankee Clipper had once again demonstrated—even in these critical days when the development of the aeroplane had contributed so much to the unsettlement and disturbance of mankind—how a better use could be made of the air, a use which would make for comradeship, good will, and peace among the nations.

THE QUEEN'S CHARM

JUDGE MOORE, referring to the visit of their Majesties to the United States, said that the Queen could charm the birds off the branches: and he had never seen a more enthusiastic welcome than that accorded to the royal visitors. He could not say too much in praise of the way they presented themselves to the American people. If they could come over, take out American naturalization papers, and run for office he believed they could beat anyone. When his Majesty placed a wreath on the tomb of George Washington it was a visible sign that old feuds were for ever forgotten.

The trip in the Yankee Clipper had been altogether successful, and they hoped the service would now be a regular one. It was a commodious and comfortable vessel, and travelling in it was the finest cure for insomnia he had ever known. He slept as quietly and serenely as any man could, and he was as comfortable as in his own home. They could all congratulate themselves on the negotiations at Washington in which he had taken his part, and he was convinced that that cooperation would continue in the future.

Among those present were:—

The United States Ambassador, the High Commissioner for the Dominion of Canada, the High Commissioner for Eire, Judge Walton Moore, Senator Denis Chavez, Sir Francis Sheilmerdine, Director-General of Civil Aviation; Representative Carl E. Mares, Sir Donald Banks; Captain Harold Balfour, Under-Secretary of State for Air; Sir Arthur Street, Mr. James Roe, Sir Hugh Seely, M.P., Air Chief Marshal Sir Cyril Newall, Chief of the Air Staff, Mr. Stephen Early, Mr. Clive Pearson, Sir John Reith, Mr. Clinton Hester, Senator Ernest Lundeen, Sir Edward Campbell, M.P., Representative Clarence Cannon, Mr. J. T. Tripp, and Rear-Admiral R. R. Waesche.

The visitors afterwards went to the House of Commons.