

sonnel. There is, consequently, an inclination on the part of many people to look to the Government to continue to bear the whole burden and a disinclination to individual effort. The problem is, consequently, twofold. It is essential not only that the thinking of all flying and manufacturing personnel and of the public should be directed to the use of aircraft for the purposes of peace, but also that they should realize that an attempt by the Government to do everything must necessarily involve stagnation. A Government department must be prepared to convince Parliament of the soundness of its proposals before money can be obtained, and Parliament—as well on account of the number of its members as for other reasons—is a much more difficult body to convince than a Board of Directors. In so experimental a field as civil flying an attempt on the part of the Government to restrict all other activities except its own would inevitably mean the arrest of progress. The rapidity of advance in any science is generally in proportion to the number of minds independently engaged upon the solution of its problems.

Commercial flying is important as well from the military as from the civil point of view. No country can, in peace, afford indefinitely to maintain a large air force