two holes to be bored in the poles at right angles to one another. The hooks on the poles and the openings in the canvas should be fixed at the same distance apart throughout the apparatus; otherwise the canvas will not readily engage. It may be necessary to fix eyelets and laces to the ends of the canvas so as to join the two pieces together and avoid a gap in the middle of the stretcher.

A carrier in the form of a pack, or provided with a canvas bucket or trough at the lower end to support the sections of the stretcher, would probably be more satisfactory than the pattern described, in which the sections are retained in position solely by horizontal and vertical straps. It is probable that the thickness of the poles can be further decreased without loss of efficiency. My thanks are due to Acting Serjeant-Major T. W. Cardwell, R.A.M.C., for taking the accompanying photographs; and to Serjeant A. J. Burke, R.A.M.C., for his assistance in arranging some of the details.

SUGGESTIONS FOR FIRST-AID OUTFITS FOR THE ROYAL FLYING CORPS.

By Captain E. G. R. Lithgow.

Royal Army Medical Corps.

First-aid outfits for the Royal Flying Corps should be of two kinds, one to be carried on every aeroplane, the other in the mechanical transport.

With regard to the former, it is not desirable that it should be carried on the person of the pilot or observer, since this would entail much handling, and possible damage or loss. A suitable position for the outfit can easily be found in all types of aeroplane—e.g., in the fuselage—where it would be accessible and protected from oil, &c., without being unduly conspicuous, or in any way interfering with the control of the machine. Both pilot and passenger should receive instruction in its use, and in the treatment of minor disabilities and ailments, such as wounds, burns, &c. The weight of the outfit complete should be limited to about 1 lb., and it should be packed in waterproof material.

The first-aid outfit for the mechanical transport should be more complete, and sufficient for the possible requirements of about 140 men composing the squadron. Medical and surgical panniers, and a field fracture box similar to the existing patterns, but reduced in size, would be suitable, and could be carried on the motor ambulance, which should accompany the squadron. This equipment, of course, would be used by the medical officer.

Aircraft have now become so reliable and powerful that it is quite practicable to have machines specially fitted to carry medical and surgical
equipment; these machines could search for wounded in the field, and enable urgent cases to be treated on the spot, as well as quickly notifying Army Medical Headquarters of the numbers to be collected. It is understood that the question of "Red Cross Aeroplanes" is already receiving the attention of the Powers signatory to the Geneva Convention. These aeroplanes must of necessity be piloted by medical officers.

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Lecture.

THE WORK IN SERVIA OF THE WELSH UNIT OF THE BRITISH RED CROSS SOCIETY.

BY CAPTAIN H. J. M. CARTER.

Royal Army Medical Corps.

The British Red Cross Society's Unit Servia No. 1, known as the Welsh Unit, came into existence on Saturday, November 9, 1912, when the men who had been selected by Sir F. Treves to form its personnel reported themselves at Millbank Barracks, where Colonel B. Skinner, Commandant R.A.M. College, had kindly placed a barrack-room and office at the disposal of the Society. Colonel Skinner also lent the services of Quartermaster-Sergeant Walker to assist in mobilizing the unit, and to give the men preliminary instruction in First Aid, and show the contents of the Army pattern medical and surgical equipment which was to accompany the unit. Arrangements were made for the disposal of the orderlies' plain clothes, and they filled in forms stating their next of kin, and to whom they wished their pay to be sent during their absence from England. As the following day was Sunday, and some men had matters to attend to, while others wished to say good-bye to their friends, they were all given permission to go away provided they reported themselves by 9 a.m on Monday. Instruction was continued on Monday and the men slept in barracks that night; their Red Cross uniform had been issued to them, and their other clothes made into parcels and labelled for transmission to their friends when the unit had started. The uniform issued was good and warm, similar to the Field Service dress of the British soldier. Instead of a long greatcoat a short one was issued, of the type known as the British warm. Each man was also given a pair of rubber top boots, which proved most useful. The equipment consisted of a belt, haversack, and water-bottle, cavalry mess-tin, jack-knife and lanyard, brassard and identity disc. On Tuesday 12th the work of

1 Lecture to the Voluntary Aid Detachments, Wales.