

your son. He died so gallantly doing his duty in the greatest battle yet fought."

MAY.—Scc. Lt. Thomas Radcliffe Agnew May, R.A.F., who was killed in action on Aug. 9th, was the younger and only surviving son of the Rev. F. Granville and Mrs. May, of The Rectory, Cardynham, Bodmin. He was educated at Burnham and Sherborne (School House), entered the R.N.A.S. in August, 1917, and obtained a first-class pilot's certificate last July. He was sent to the front on Aug. 7th, and was reported killed two days later. He was 19 years of age.

#### ENGAGEMENTS.

HOARE—TROUNCE.—The marriage arranged between Capt. J. E. A. Hoare, D.S.C., R.A.F., only son of Mr. and Mrs. Alfred Hoare, of Charlwood, East Grinstead, and Marjorie, fourth daughter of Mr. and Mrs. S. P. Trounce, of Culroy, Truro, will take place quietly at Truro Cathedral on Thursday, Sept. 5th, at 11.30.

MAYNARD—PIM.—The engagement is announced between Maj. F. H. M. Maynard, R.A.F. (late R.N.A.S.), only son of the Rev. H. M. and Mrs. Maynard, of Winkfield Vicarage, Windsor, and Irene, second daughter of Dr. J. H. and Mrs. Pim, of Southgate, Sleaford.

#### MARRIAGE.

BRAND—VAUGHAN.—On Aug. 17th, at St. Peter's, Belsize Square, N.W.3, Sub-Lt. Charles Neville Brand, R.N.V.R., only son of Mr. and Mrs. C. J. Brand, of 93, Fellows' Road, N.W.3, was married to Nora Joyce, eldest daughter of Mr. and Mrs. Victor Vaughan, of 44, Belsize Park Gardens, N.W.3, by the Rev. A. H. Evans.

#### MILITARY.

##### DEATHS.

BAYETTO.—Those who knew Hendon in the pre-war days will regret to hear of the death of Capt. Toni Bayetto, who was well known to the habitués of the aerodrome in 1913 and 1914. Capt. Bayetto, who was of Italian origin, was born in London on May 28th, 1892. He took his certificate, No. 488, on a Bleriot monoplane at the Grahame-White School at Hendon on May 22nd, 1913, and was highly esteemed by all who knew him. Early in the war he joined the R.F.C. as an N.C.O. pilot, and won his commission by consistent good work.

CUMMINGS.—Lt. Roy Lyton Cummings, A.F.C., who was accidentally killed while on active service on Aug. 28th, was the second son of Dr. H. L. Cummings, of Tasmania, and grandson of the late W. H. Cummings, Mus. Doc. He was 22 years of age.

CHILD.—Capt. (actg. Squadron Comdr.) James Martin Child, M.C., Chevalier of the Order of Leopold, Belgian Croix de Guerre, Manchester Regt. and R.A.F., of 83, King's Road, Leytonstone, was accidentally killed on Aug. 23rd whilst on duty in Scotland. He was 24 years of age.

DRISCOLL.—Lt. Dermot O'Neil Driscoll, Middlesex Regt., attd. R.A.F., who was killed in an aeroplane accident in Yorkshire, was the son of Mrs. I. M. Driscoll, of Old Deer Park Gardens, and of Col. Driscoll, of Driscoll's Scouts in the South African War, founder of the Legion of Frontiersmen, and the commander of the Frontiersmen Battalion of the Royal Fusiliers in East Africa in the present war. Mr. Driscoll was 25 years of age.

HARDYMAN.—Lt.-Col. John H. Maitland Hardyman, M.C., Somerset L.I., eldest son of Dr. and Mrs. Hardyman, of Pulteney Street, Bath, was killed on Aug. 24th, aged 23. He was educated at Hamilton House, Lansdown, Bath, and Fettes College, Edinburgh, where he won an open scholarship. Afterwards he became assistant to the Professor of Botany at Edinburgh University, where he also took an Arts course. He was a member of the Students' Representative Council. He became F.Z.S. Scot. whilst a student, but the war broke out before he had finished his course, and he enlisted in the Somerset Light Infantry. He transferred to a flying school, where he had two accidents, and, on leaving, he became acting Adjutant to a Somerset battalion, but he resigned this appointment in order to go to the front. Shortly after getting his company he was wounded in two places. He was promoted acting Brigade-Major on the Staff last year, and in May last became Lieutenant-Colonel. He was mentioned in despatches, and had been recommended for the D.S.O.

HARRISON.—A fatal boating accident occurred on the river Yare, near Buckenham Ferry, Norfolk, on Sept. 1st. Capt. V. W. Harrison, formerly R.F.C., of Worthing, and F. W. Ketley, aged 16, the son of the Norwich tramways manager, were sailing in a dinghy when a sudden gust of wind overturned the craft and threw both into the water. They kept hold of the boat for a short time and then decided to swim for the bank. The tide was running strong and Capt. Harrison was soon in difficulties and ultimately disappeared from sight. His body has not yet been recovered. Young Ketley, after a struggle, managed to gain the bank, and at once stripped to go to his companion's rescue, but the latter was not to be seen.

HOPKINSON.—Col. Bertram Hopkinson, C.M.G., F.R.S., Professor of Engineering at the University of Cambridge, who was accidentally killed on Aug. 26th, while flying in England, was the eldest and last surviving son of the late Dr. John Hopkinson and husband of Mariana Siemens Hopkinson.

Colonel Hopkinson was a man of many friendships and wide interests. He was born in 1874, and from St. Paul's passed to Trinity College, Cambridge, afterwards reading for the Bar. Twenty years ago, on the death of his father, he started business as a consulting engineer in partnership with Messrs. Charles Hopkinson and Ernest Talbot, and the firm was responsible for the design of the electric tramways at Leeds and Newcastle-on-Tyne, as well as other important works. In 1903 Colonel Hopkinson became Professor of Mechanism and Applied Mechanics at Cambridge University, and four years ago was elected to a professorial fellowship at King's College. He was the author of a memoir of his father and of many scientific papers. He held a technical position in the R.F.C. prior to the formation of the R.A.F., and for some time had been in charge of experimental work.

The funeral of Col. Hopkinson took place at Cambridge on Aug. 30th. A service was held in King's College Chapel, and the interment took place at St. Giles's Cemetery with the observances customary at military funerals.

The following letter has been received by his widow:—

"The King and Queen are deeply grieved to hear of the sorrow that has overtaken your family, and I am desired to convey to you an expression of their Majesties' heartfelt sympathy for you all in the loss which the death of your distinguished husband has brought to you and to the Royal Air Force."—STAMFORDHAM."

Col. Hopkinson was killed while flying alone. Apparently he lost his bearings in a cloud, and, for lack of the necessary equilibrium indicators, got into a spin which lasted till he struck the ground.

PENROSE-WELSTED.—News has been received that Capt. S. R. Penrose-Welsted, D.F.C., Croix de Guerre, Royal Irish Regt. and R.A.F., who was reported missing on July 17th, was killed in action on that date. He was the elder son of Mr. S. Q. Penrose-Welsted, of Ballywalter, Castletownrock, Co. Cork, and was educated at Rossall and Sandhurst. He was gazetted to the Royal Irish Regiment in 1909, and on the outbreak of war he was attached to the 5th battalion of that regiment, and went with them to Gallipoli in 1915, and there he was severely wounded. On recovery, he rejoined his regiment on another front. He transferred to the Royal Flying Corps in 1916, and met his death leading his flight in action over the enemy's lines. He was 29 years of age.

ROY.—Lt. Indra Lal Roy, R.A.F., who was killed in action on July 22nd, was the second son of Mr. P. L. Roy, Director of Public Prosecutions, Calcutta, and Mrs. P. L. Roy, 67, FitzGeorge Avenue, W.14.

Lt. Indra Lal Roy, R.A.F., was one of a number of ardently loyal young Indians studying here who, precluded until recently from any chance of obtaining commissions in the Army, have found scope for striking a blow for the Empire in the new arm of our forces. His elder brother had enlisted in the H.A.C. as a private within a few weeks of the outbreak of war, and as soon as he himself reached military age, in April, 1917, he left St. Paul's School and the prospect of successful competition three or four years later for the Indian Civil Service, and within a few months qualified for a commission and a pilot's certificate in the Royal Flying Corps. He went to the front last October, and did fine work until March, when his machine was brought down, but he was rescued from capture in an injured and unconscious state. In May the doctors permitted his return to do work as equipment officer, but within a few weeks he was medically passed for flying.

SAVAGE.—Lt. Henry William Savage, R.A.F., who was killed, with his observer, Lt. Hall, R.A.F., at the front on Aug. 14th, was the third son of ex-Inspector Savage, Kent County Constabulary, of Tonbridge. It appears that his machine came in contact with a balloon cable, and was completely wrecked. In 1910 he joined the West Kent Yeomanry, was called up at the outbreak of war, and quickly gained the rank of Sergeant. He went with his regiment to Gallipoli, and landed at Cape Helles. Later, he was in Egypt, and took part in the fighting in Palestine. He had several times been offered a commission, and he eventually accepted, and, taking up flying, obtained his wings at Cairo. He afterwards returned to England and underwent further training, proceeding again to the front last March, when he was promoted Lieutenant.

SCRACE.—Lt. John Scrace, R.A.F., whose death was announced last week, was educated at Luton, where his boyhood was spent, King's School, Rochester—in his last term there he gained eight prizes at the school sports, besides holding two challenge cups—and Cambridge, gaining an open scholarship at Peterhouse. While at Cambridge he was chosen for a seat in one of the trial eights, but was unable to row owing to illness. His intention had been to enter the ministry, but in August, 1915, he took up a commission in the Buffs, and at one time held the position of