

"followed by optimistic conclusions of further wonders to come immediately," and concluding with the salutary warning "I am afraid they are going to go too fast: they forget our past laborious work."

A fact was made widely public for the first time during this exhibition. It is that neither Farman nor Delagrange who made the sensational flights before the public flight of Wilbur Wright at Lemans demonstrated his superiority, were the inventors of their machines. The inventors were the makers, the Voisin Brothers, who have never been in the air in their lives. They made the machines and sold them with a guarantee of their flying capacity, which the buyers verified.

The serious ring of these events is for the Britisher not an agreeable contrast to the only important transaction recorded on the British side. It is announced that the well-known entertainers, Messrs J. and N. Tait, have secured the Australasian rights in Wilbur Wright's aeroplane, or one of them—the one now being used by the Wrights at Pau. While the rest of the

State reasons. A promise was exacted from him by his responsible advisers that he would restrain his sporting ardour. It was "touch and go" with his Majesty. The sight of the fascinating aero sailing and manoeuvring about was so strong a temptation that he had to leave in a hurry. Otherwise he would have been away for a sail with Wilbur Wright.

"Mr. Wright," says one of the correspondents present, "proceeded some little distance, and then, by a sudden evolution, came back and flew over the heads of the King and the spectators. After further evolutions he disappeared in the distance and was lost to view for fourteen minutes." The spectators became anxious, but Orville Wright, who was present recovering from his accident on the American parade ground, and Miss Wright, a sister of the brothers, who was also present, laughed at the idea of danger.

It eventually appeared that Mr. Wilbur Wright had made a wide sweep over the surrounding country, returning from a totally different direction to that in which

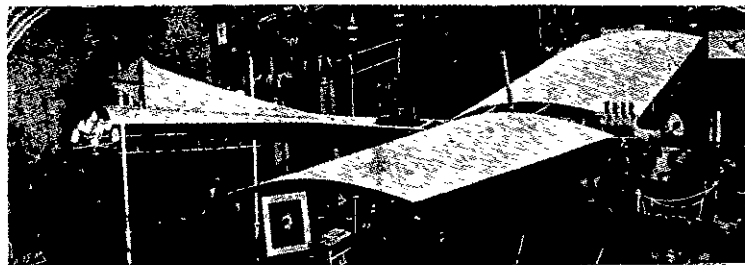
## The Two-Power Standard.

One begins to wonder whether the aeroplane is destined to be a British possession after all. If we may judge by the latest cable messages, it is plain that whatever the fate may be of Britain in this matter there are some men very determined to place Britain at the head of the nations prominent in aviation. A great meeting, the largest and most enthusiastic for many years at the Mansion House, has passed a resolution for the establishment of an aerial Empire League, and applauded the suggestion of Admiral Sir Percy Scott to secure and maintain a two power standard in airships.

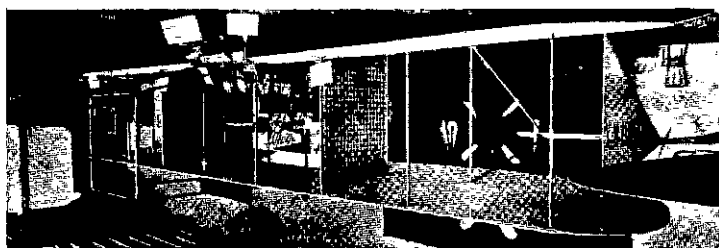
One sees at the same time that the courage of that meeting is much of the order of courage required of a runner who at the start of a long race lets his competitors get an alarming lead with every appearance of going strong to the finish. It is a consolation to remember in this connection that the motor industry presented at its outset



THE GRACEFUL BLERIOT NO. 9. The Machine that did the famous flight of nine miles on the same day as Farman flew from Rheims to Chalons.



THE LATEST ANTOINETTE MACHINE.



THE BIG BLERIOT NO. 2. The main feature are the flexible radiators looking like curtains on each side of the passenger compartment.



THE WRIGHT AEROPLANE. Much observed at the Salon.

world is attending to the business of aviation with grim earnestness, the only practical announcement from the British side comes from the region of comic opera.

Which reminds us that the kinematograph shows now in the Dominion give very realistic presentments of the flights of the various aeroplanes. Of course to see the real thing is very much better. But when the real thing is thousands of miles off, the next best thing is a good counterfeit presentment, and this one is good enough to give a most realistic notion of flight as accomplished by the skill and cleverness of man. When the Taites come here we shall see the real thing. In the meantime, let us look often into the kinematograph shows.

### Wilbur Wright at Pau.

Early in the winter it was announced that Mr. Wilbur Wright, finding the cold too great in Northern France for comfortable aero work, had decided to go to Pau, in the South. The cable informed us that he had duly carried out his intentions and mentioned the presence and enthusiasm of the King of Spain. It appears now that the youthful monarch was very anxious to take to the air in company with the American aeronaut. But he was prevented by

he had disappeared, and that too quickly to be seen before he was almost over the heads of the spectators.

This is described as a dramatic manoeuvre, for the reason that it showed Mr. Wright's confidence in his machine, and, what is more, demonstrated the ease with which the machine can, owing to its speed, make a surprise approach.

This flight of the aeronaut across country is evidently a reply to the feat of Farman, who got such glory by his flight to Rheims, and M. Bleriot, who made a nine mile circuit of the country on the same day. Mr. Wright has now demonstrated that his machine will do anything of that kind. His demonstration will not, however, alter the fact that Farman was the first man to fly across country. Farman will go down to posterity as the man who first broke off on a free course.

### Dr. Graham Bell.

It will be welcome news to the admirers of the Doctor that he has invented an aeroplane which was made by the Aerial Association of Canada, and did a flight of four and a half miles round Baddock Bay at 40 miles an hour.

the same aspect of things as the aeroplane industry does now. Its present condition is in marked contrast. We need not detail the same. Space forbids. Besides, it is not necessary to devote space. It is enough to remind ourselves that the leading makers and owners in Paris have united in a lament at the shrinkage of the French position. The horse, they say, is passing away before the motor, and so is the supremacy of the French makers before the enterprise of the perfidious Albion. The French motor journals are full of sarcastic allusions to the decadence of their country in the motor trade, and teem with suggestions from thoughtful men for getting the supremacy back. These differ naturally a good deal one from another; but they have one thing in common. It is the note of despair. Their tone is the tone of doomed men who see no hope. The reality of historical fact in one sphere encourages the belief in its possibility in another. The British race has actually answered the French automobile challenge, and has won considerable advantage, with good prospects of increase. Will it also answer the French aeroplane challenge as successfully?

The start in the long stern chase is not the best that could be desired. True, the aviators have organised themselves club fashion, and they have secured a field for