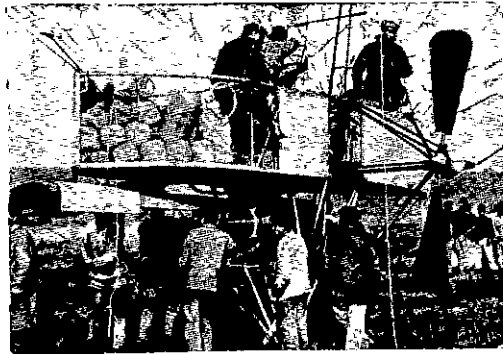


exercise, but the experts unite in the declaration that the field is quite unsuitable for encouraging the first steps of the aeroplane which are always taken on land. Secondly, the British Army plane, of which so much was expected, and so much said in a cable message of some weeks ago, turns out to have done little to remove the contempt with which the continent viewed the same. Mr. Cody has flown in that aeroplane 200 yards and four hundred yards.

confess, after much fencing, that they were officers of the Germany army, which justifies a surmise that the victims of the other accident were also officers of the German army. From which we learn that even in the heated atmosphere of Franco-German relations so high-handed a thing as confiscation of airships is not only not a *casus belli*, but not even worth mentioning in the official interchanges. It is just a curious item for the news getter.

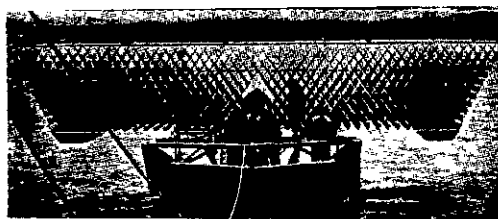
makes, and there is an offer on the part of the enterprising firm—the Continental Tyre and Rubber Co. of Great Britain, of 102-3 Clerkenwell Road, London—to construct any of them out of Continental materials. This is satisfactory, but not so attractive as the aeroplane advertisement. The latter does not stand alone. There is the advertisement of the Motor Supply Co., of Piccadilly, to make aeroplanes for all and sundry, the firm intimating its willingness



CAR OF "LA REPUBLIQUE."

He has got as much as 10 feet from the ground in these flights, and once a somewhat dramatic account of what happened to the daring aeronaut "in mid air" contained the assurance that the British Army aeroplane had on that occasion actually risen as much as six feet. The biggest pace it put on was ten miles an hour (with the wind—a light air from south), and most of its flights were of the auxiliary order—to coin a term not required by other aeroplanes—which consists in sandwiching runs on the wheels between the flights in the air. For the present the Two Power Standard of the gallant admiral is not quite in sight.

While the English are awake at last, and rubbing their eyes, the fliers of the Continent supply heaps of news to the daily papers of the world. The cable messages are full of references to the doings of Governments and individuals. We read of army manoeuvres in Germany at which the aeroplane and the dirigible are to be tried in searching fashion; of Italian increments of the aeroplane and dirigible squadrons, and of France occupying a tremendous lead in aviation. The last story is suggestive. The French authorities have hit upon the plan of getting at the travelling airship through the Custom House. When the idea was mooted it seemed absurd to depend on the Custom House for catching



BELL'S TETRAHEDRAL WING AND STRUCTURE

offenders that never come down. But since the impost of the duty, four ships came down on French soil, and their passengers, not having enough money to meet the duty which the French officers promptly levied upon them, these balloons were confiscated. From which we learn that the dirigible is sometimes compelled to descend, whether its people like it or not. Some aeronauts who have made a compulsory descent in another country, it is announced, had to

### "Flight," a New Journal.

The first aviation journal ever published in England has reached us. It is a very characteristic production. We begin, of course, with the advertisements. They



INSPECTING THE INTERIOR OF A DIRIGIBLE (AIR INFLATED)

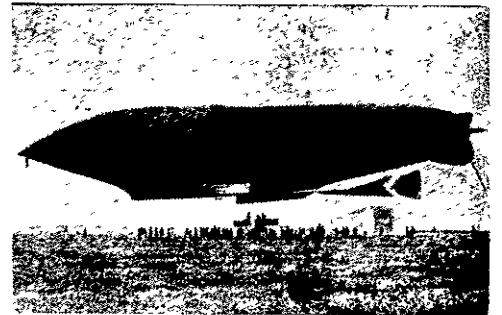
are not literary, but they are more informative than many things purely literary. Being the sinews of war to a newspaper, the advertisements show what the means are by which the particular interest for which any particular journal caters manages to live. It is a surprise from this



CARICATURE OF FARMAN

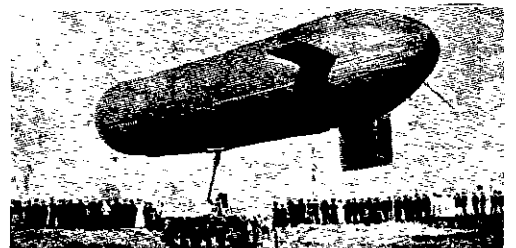
point of view to run across an advertisement in a London paper purporting to tell people where they can get aeroplanes built for them. "Factories and large private grounds close to London," runs the first ad. in the journal *Flight*. It is the advertisement of Messrs Short Brothers, and we are surprised to read that they are "official aeronautical engineers to the Aero-Club of the United Kingdom." They have, moreover, "large private trial grounds close to London." Evidently the days when the British Islands were without anything in the aeroplane line are over.

The next advertisement takes us into the region of the dirigible, and we are introduced to a formidable list of the known



FRENCH WAR BALLOON "LA REPUBLIQUE"

to give every information. Then the celebrated Howard Wright advertises his specialty, which is, as we now know, aeroplane construction. He is established in time-honoured Marylebone, and we realise that it is from that establishment the aero's have proceeded which have made some stir on the Continent, in consequence of which there are so many inquiries by strangers whether this may be a brother of the celebrated Americans, or a fourth cousin several times removed, or something of that kind. Mr. Howard Wright is, however, nothing to the remarkable Dayton Brothers, except an aspiring rival who has undertaken to make the British name good. His stock in trade consists we see incidentally of "propellers, welded frames, wooden frames, main planes, rudders, aeroplane wheels, helicopters, ornithopteres, monoplanes, biplanes, triplanes, dirigible frames, models." It is a fair inference from this display that there is some demand for the wares the possession of which was only the other day out of the reach of Britishers because of the lack of British enterprise and invention. But we are changing all that apparently. As supporting the inference we have next Sir Hiram Maxim's Book of Aeronautics. It treats, we observe, of air currents and the flight of birds, with the flying of kites, the working of screws, with such things as steering by means of the



PARSEVAL'S DIRIGIBLE (GERMAN).

gyroscope, of the shape and efficiency of seroplanes; deals with some recent machines, and is full of information of the most useful character, as may be inferred from the name on the title page of the volume. Major Moedebeck contributes his book, "The Pocket Book of Aeronautics," written in collaboration with the distinguished authority on aviation, Professor Chanute, of Chicago, and he has 150 illustrations to offer, against Sir Hiram's 97.