

These are nearly all the advertisements, and the paucity of their number rather detracts from the effect of the contents. Contrast this with the enormous plethora of advertisements in the motor journal. But the motoring industry flourishes. So far it seems, however, the aero interest has been sailing on the back of the motor industry. The editor explains, in his introductory article, that the attention attracted by the aerial writing in the space devoted by the *Auto Motor* journal has induced the owners to launch a separate journal devoted entirely to the interests of aviation. The new journal has the usual "firm determination to establish lofty traditions," and it has something better than the usual rhetoric to say for its good intentions.

The new journal is, moreover, the official organ of the Aero Club of the United Kingdom. The editor hastens at the same time to tell us that his official duty consists in reporting the doings and the fixtures, but does not extend to his opinions, which are free as air at all times on all subjects. The editor is a sanguine man indeed, for the only difficulty he anticipates for the future is the difficulty of keeping up due recognition on the part of the public of the merits of a journal with a title that has ceased—on account of the general advance of the practice of flying—to be distinctive.

The literary matter is remarkable for a series of excellent "notes." There is an exhaustive and interesting account of the aeroplanes at the Salon, the first exhibition of aeroplanes ever held in the world, and it is fairly well illustrated. The statistics of flight are historic, exhaustive, and apparently reliable. Correspondence is a welcome feature, especially as it might have been absent from a first number, and there is a very good comparative article on the Wright and the Voisin systems. On the whole, the new journal begins well, and we trust will redeem the promises of its sponsors and its contents of the first number.

The Term "Aerodrome."

When Langley invented the word he applied it to his flying machine, which is known in the history of aviation as "Langley's Aerodrome." The course followed was scarcely correct, but he obtained the sanction of use, and the sanction was as usual with the customs of language confirmed by Webster. But the Automotor journal discovered the error, and pointed out that as the word "hippodrome" means a place where horses run, the word "aerodrome" ought similarly to indicate a place where aero machines fly. Therefore it uses the term editorially to signify a piece of land set apart for the trial of flying machines or the holding of races between them. The aeronaut Lanchester has attacked the editor, and there is rather a lively time between them. It is a pity that custom was not allowed to rule, especially as the first flighter might have been extended some courtesy in the matter. At present the problem rising out of the controversy for the average man to determine is when is a course a course, and when is it only a horse paddock? And the problem bids fair to be as those which the Sphinx used to deal in—hopeless.

NOTES.

Among the new kinds of airship a new dirigible has appeared in Germany. Similar in character to the Zeppelins, it also has an elliptical balloon for obtaining lifting power, but the framework is of light wood. Two engines, each of 150 h.p., are fitted, driving a number of propellers of reputed peculiar design. A compensating chamber is added to the balloon, so as to prevent strain on the envelope or loss of gas when the temperature varies. The inventor, Professor Schuette, estimates the speed as forty-five miles an hour, and the duration of flight as being at least thirty hours.

A strange story comes from America. A certain aeronaut said he would throw bombs on to a number of specified buildings and gave warning of his intention of doing so on a certain date. The military authorities watched and waited and patrolled and outposted and did all the things the soldier does on campaign when he does not want to be surprised by the enemy. All the night they did these things, and when the morning came they thought they had saved their country and euhred the enemy, who had not appeared to them. But on looking at the buildings on the bomb programme—merely as a matter of form—they found bombs reposing on the upper surfaces of each with horrifying regularity. This result somewhat upsets the cocksure soldiers who have been laughing openly at aeroplanes and dirigibles all and sundry.

Of course one must remember in this connection that America is the home of the newspaper fib. When for example Dr. Cronin was murdered by the Clan-na-Gael in Chicago, the newspapers of that city said that he had absconded to Canada from his creditors, and some of them published interviews that their special correspondents had had with the absconder. One sanctimonious artist held forth about the marvellous arguments he had used with the wretched man. He said how very nearly he had succeeded in making him come back, weeping tears of remorse, to honesty, (through the prison gates) and he ended by blaming fortune for having prematurely dried the tears on the villain's face. The unexpected drying, in fact, of the tears, was the reason why the moral jeremiads of the prince of lugubrious journalists had not prevailed. All these things made a great sensation. In the midst of that sensation the body of Cronin was found in a Chicago sewer under circumstances that left no doubt that it had been there from the date of the unfortunate man's disappearance. One must not, therefore, place too much reliance on the bombs that were thrown down by that airship. It is of course perfectly true that the military did not see them thrown. About that there is no doubt. But as to the reality of the bombs themselves, we can not help remembering just now the finding in the Chicago sewer of the body of the man who was being interviewed and morally exhorted by enterprising reporters in Montreal.

The French Minister of War has called for estimates for an aerial cruiser, to fulfil exacting conditions. A speed of 31¼

miles an hour is required for a period of fifteen hours, with six passengers of the average weight of 11st 10lb. Navigation must be possible up to an altitude of 6,560 feet. The maximum total volume of the cruiser is to be 6,500 cubic metres, and the total length 295 feet. During trial trips the cruiser must accomplish a minimum circuit of 312 miles against a wind of 23 feet per second within the space of fifteen hours, the circuit to be made without landing and at least two-thirds of the voyage to be made at an altitude of over 4,260 feet.

The air has been full for many days of the rivalries of the leading people in the world in aviation, using the word in its broadest sense. The first thing to materialise was the new airship of Count Zeppelin and there was a great flourish of German trumpets.

The two schools of aviation and aeroplaning have become recognised at last as the schools of Wright and Voisin. That is to say, it is now Mr. Wright against the world, for the world of aviators practically gets its work done by the Voisins. Whether this will result in the permanence of French superiority remains to be seen. One factor is a mystery. It is the position of England in the matter of the aeroplane. True, England is for the moment hopelessly behind. But what then?

The next thing we hear by the cable is that the British War Department sent for Wilbur Wright, and that the American aeronaut has accepted the invitation. It is added with that delicious freedom in which the average cable crammer indulges that Mr. Haldane has purchased "an aeroplane already in London." What aeroplane?

Looking back over recent files we see that the Russian Government has had a previous deal with Mr. Wright. The price proposed was £20,000, with royalties on machines built in Russia. The government require a three-hour flight, but Wilbur Wright thought a one-hour flight a sufficient demonstration provided he carry fuel enough to remain aloft three hours. The Russian War Department has recently granted £500 for the construction of a flying machine invented by H. Tatarinoff, who claims to have an apparatus that operates on neither the balloon nor the aeroplane principle. A small cigar-shaped model weighing about 30 pounds is said to have made successful tests recently. This is rather a "come down" for Tatarinoff, who has been figuring in newspapers, chiefly Russian, as the coming aviator.

What Mr. Wright himself is doing is the subject, of course, of much interest. The world is busy about him. Amongst other gossip we see that he has ordered seven new motors "aerial." The type is said by an expert to look very practical and seems lightly constructed. The water-circulating pump is driven, together with the magneto, direct off the mainshaft, and runs twice as fast as the engine. The water jackets, like those of most of the up-to-date aerial engines, are of copper, the crank chamber, etc., being of aluminium. The engine is fitted with a fly-wheel.