

had succeeded in repairing his machine, and flew once in the morning and again in the afternoon, each time completing seven circuits. Later in the day Delagrance had a trial with his Bleriot, and also with his old love, the Voisin, on which his early records were made. During the afternoon Comte de la Vaulx was out with the "Zodiac," and had a little excursion across the German frontier, which is only about a couple of kiloms. away from Spa.

Frankfort Flying Week.

ON Saturday last when the flying week commenced, there was no prominent aviator present, and the public only saw Nervoe, the Danish aviator, who succeeded in making half-a-dozen or so short flights. The dirigibles, "Parseval" and "Ruthenberg," both "cruised" over the aerodrome during the afternoon. Rougier, Latham, de Caters and Sanchez Besa had all, it was stated, arranged to appear at Frankfort during the week.

Havre-Trouville-Havre Race.

M. MOREAU, a prominent sportsman of Havre, has suggested that steps should be taken at once to organise an aeroplane race, to be held in either July or August next year, from Havre to Trouville and back, with a first prize of 25,000 francs.

Two Belgian Prizes.

AMONG the prizes placed at the disposal of the Aero Club de Belgique is the Mercier Prize of 5,000 francs, which will be given to the first aviator who flies, with a passenger, from Brussels to Antwerp, about 25 miles, without a stop. Another prize is the Coupe Crawhez, given by Baron Joseph de Crawhez. This is an *Objet d'Art* valued at 2,000 francs, and is for the first aviator who carries out two flights of a kilometre out and home, with starts at two different set points.

Aeroplanes for England.

MR. C. GRAHAME-WHITE, managing director of Messrs. C. Grahame-White and Co., Ltd., 1, Albemarle Street, Piccadilly, who is over in Paris at the Bleriot works, where he is gaining experience in the construction and manipulation of aeroplanes, informs us that he has placed orders for earliest delivery of Bleriot and Antoinette monoplanes, and has secured the first of the large type 3-seated Bleriot monoplanes, fitted with 80-h.p. 8-cylinder E.N.V. motor. This machine, No. 4 of the series, is guaranteed for delivery in October, and is already in an advanced stage, and will be the first of the type to come to this country. After his machine has been tested and put through its flying trials at Chalons, Mr. Grahame-White proposes to bring his monoplane to this country, and hopes then to compete for any prizes that may still remain open to be won.

The firm, Mr. Grahame-White states, is prepared to guarantee delivery of all aeroplanes of the various manufacturers on fixed dates against a substantial cash penalty for non-delivery, and they can also give immediate delivery of 8-cyl. E.N.V. aeroplane motors of various horse-power, as well as 7-cyl. Gnome motors.

All-British Aeroplane Fabric.

MESSRS. C. G. SPENCER AND SONS, of 56A, Highbury Grove, report considerable sales of their new aeroplane fabric. They inform us it weighs 5 drams per square foot; its breaking strain is 4 cwt. to the foot, both by way of the warp and weft (waterproof at an increased weight of 10 per cent.). The price is 2s. per yard for the width of 44 inches, with a reduction when taken by the full length of 60 yards.

AIRSHIP NEWS.

Hudson-Fulton Celebrations.

IN addition to the flight of Wilbur Wright last week, New Yorkers had the novel sight of a race between two dirigibles, although it ended in a fiasco. The prize was £2,000, offered by the *New York World*, for a flight from New York to Albany, a distance of 140 miles, and the competitors were Capt. Baldwin, in the "California Arrow," and Mr. Geo. L. Tomlinson, in the "Gelatin." Capt. Baldwin was forced to descend soon after the start, as the vibration of his motor was shaking the framework of his car to pieces; while Mr. Tomlinson was brought down through a leak in the envelope of his dirigible after after he had been going for two hours.

Zeppelin Improvements.

As a result of the experiences with Zeppelin airships during the summer, it is reported that the new vessels will be fitted with an additional motor, making the total power 345-h.p. This will necessitate more lifting capacity, which it is understood will be raised from 15,000 cubic metres to 20,000 cubic metres.

Clement-Bayard nearly Ready.

IT is announced that the dirigible Clement-Bayard is now nearly completed and should be ready to commence her trials soon after the end of next fortnight. The shed at Issy is now ready to receive the airship, and the immense envelope will be taken there from the works at Levallois in a few days. Satisfactory trials were carried out with the motors about a week ago, and they have also been transferred to Issy, and the car and steering-gear are now practically finished.

A Mishap to "Parseval IV."

"PARSEVAL IV" made a trip to Zurich and was present at the start of the Gordon-Bennett Balloon Race, but at the beginning of the week it appeared doubtful if she could be got ready in time, in view of a mishap to the motor on Thursday of last week. The vessel ascended at Bitterfeld for a trial trip, and had not travelled far before the engine stopped, and the airship became unmanageable. It was impossible to descend at once, as there were a number of factories in the neighbourhood, but eventually the dirigible drifted into an open spot where it was possible to land in safety.

A Dirigible Contest.

AT the Frankfort Exhibition, the Zeppelin Prize, amounting to £500, for the smallest dirigible, has been awarded to the Ruthenberg airship, which carried out the conditions, making five trips of at least half an hour's duration, and landing each time at the starting point.



Simms Magnetos in Paris.—So great has been the demand for Simms magnetos from France that Messrs. the Simms Magneto Co. have now opened a branch house in Paris, at 12, Rue de Courcelles, Levallois-Perret, right in the heart of the automobile industry. A large stock of magneto machines, as well as reserve parts, will be kept there.

OWING to the steady increase in the demand for Hotchkiss and Delage Cars, the London and Parisian Motor Co., Ltd., of 87, Davies Street, London, W., announce that they have been reluctantly compelled to relinquish the agency for the E.N.V. aviation motors. They did not feel that they could successfully cope with same whilst their ordinary business monopolises all their energies. Readers wishing to obtain particulars of the E.N.V. engines should apply to Messrs. Warwick Wright, Ltd., of 110, High Street, Marylebone, W., who now have the sole selling rights for this motor.