

## Saturday, October 30th.

Experimenting with various brands of petrol occupied the best part of the time on Saturday morning, and it was not until nearly two o'clock that Paulhan made his first real flight of the day. He had made two or three long hops of two or three hundred yards in the morning, but nothing of any consequence was done. Then he made a flight which lasted nine and a half minutes, during which time he circled round the inside of the track four times. After a hurried lunch, the Farman biplane was again wheeled from its shed at a quarter to three, and Paulhan set off on a splendid flight which only ended when 58 mins. 57 secs. had elapsed. The start was most impressive, as during the first three or four rounds he rose at a very rapid rate until an altitude of 720 ft. had been reached, which has only been surpassed by the high flights of Orville Wright and Count Lambert. After this he swooped down, and kept on making circuit after circuit quite regularly, his speed working out at about 35 miles an hour. Later in the afternoon several more flights were made, one with a passenger, and another which lasted for 16 mins. 10 secs., but these were not witnessed by many people, as most of them went as soon as the long flight was ended. They thus missed the most impressive sight of Paulhan circling round in the dusk as portrayed in our photograph on the previous page.

## Monday, November 1st.

Monday last was destined to see the longest flight yet performed in England, when Paulhan came near to beating Farman's world's

record, and very nearly equalling Latham's flight, which is second best. Just a few minutes after twelve Paulhan gave the word to let go, and glided off into space. There was a slight mist hanging over the racecourse, and as the flyer got down to the far end of the course he disappeared from view. Although there was practically no wind, the weather conditions were not favourable for long-distance flying, and as the time went on Paulhan found a bad headache developing through the extreme cold, and also his legs became cramped. He pluckily continued until he had been aloft 2h. 49m. 20s., and covered 96 miles, when the petrol supply gave out. Unfortunately, Paulhan has been unable to fix a third petrol tank to his machine, or he would have undoubtedly been able to keep going for more than three hours, and so have improved the world's record. He, however, secured Mr. C. A. Pearson's fifty guinea trophy by setting up a new distance record for Great Britain. After a good long rest Paulhan was out again, and manoeuvred for some time over the far end of the course, rising to a considerable height. These evolutions were closely watched by Lord Roberts, who has lent considerable support to the Aerial League in one way and another. The flight was brought to a conclusion in a dramatic manner when Paulhan shut off the motor and glided down from a height of about 400 ft., landing with the perfection of grace.

Among the large number who during the three days journeyed down to Brooklands to see the plucky flyer perform his thrilling feats have been H.R.H. the Duke of Connaught, H.R.H. Princess Henry of Battenberg, Lord Derby, Lord Dalmeny, Viscount Churchill, and many other distinguished persons.

## ANTWERP FLIGHT MEETING.

ANTWERP had arranged a flying meeting, to commence on the 23rd ult., but the wind and rain played havoc with the committee's intentions until the fifth day, when, during a brief respite, Baron de Caters made three short flights, and won the prize for the first kilometre flown at the meeting. On the following day Rougier was the star performer, the longest of his three trips being 1h. 16m. 8s., while the others were of 36 mins. duration, and 8 mins 50 secs. During his long flight Rougier was officially credited with having traversed 49 kiloms. 665 metres, but one lap was not counted because he passed inside one of the marks. Each day heavy rain had fallen in the afternoon, and on Friday it never ceased, so that was a blank day.

Saturday saw Rougier making an attempt for the Altitude Prize, which he won by reaching a height of 120 metres. He also made one or two other short flights, as did de Caters, while Molon won the Débutants' Prize with a trip of 547 metres. During the day the dirigible "Zodiac" manoeuvred over the city, circling the Cathedral there, after which it journeyed to Malines, where the Cathedral steeple also presented a convenient turning point. In the course of the afternoon Prince Albert arrived to witness the flying, and indulged in an ascent in the dirigible. The weather on Sunday

prevented flying, and most of the aviators found the wind too much for them on Monday, although Rougier flew for six turns of the course, and de Caters went round twice, while the "Zodiac" made three short trips.

It was decided to wind up the meeting on Tuesday, and that day provided the best flying of the whole meeting, Rougier succeeding in beating the world's record for high flying, by reaching an altitude of 270 metres. The proceedings were opened in the morning by Lebauche, who on a Voisin biplane completed six laps, flying at a height of about 25 metres. Before he came down de Caters—by whom nine circuits of the course were covered—went up, to be quickly followed by Rougier, so that the crowd had an opportunity of seeing three Voisin flyers in the air at one time. Rougier covered eleven laps before coming down. The "Zodiac" made a journey during the morning to Brussels and back. It was in the course of the afternoon that Rougier finally won the Altitude Prize, and on alighting he was impressively congratulated by the burgomaster, the band meanwhile playing the "Marseillaise." The other flyers during the afternoon were Lebauche, de Caters, and Molon, each of whom completed two circuits, while the last-mentioned scored the best time for one lap of 1 min. 14 secs.

## FINANCING DONCASTER MEETING.

ON October 29th, in the Chancery Division, before Mr. Justice Swinfen Eady, a further motion was made in the action brought by Charles Holland Hastings, Frank Harris, Hugo Martens, and Louis Hamon against William Caspar, Mr. Byron, Mr. Beauclerk, and Frank Reichel, sporting editor of the Paris *Figaro*, in respect of an alleged partnership relating to the late Doncaster Aviation Meeting.

Mr. Frank Russell, K.C., for the plaintiffs, said what he wanted was a receiver of any moneys payable by the Doncaster Town Council in respect of the aviation meeting to any of the defendants. The position had been somewhat altered since last motion day in this respect. Mr. Caspar had retired from the contest, and he did not appear before the Court by counsel, so that any opposition on his part was removed. Mr. Reichel had only been served since last motion day. He had put in an affidavit in which he supported the continuance of the receiver. That left remaining of the defendants Byron and Beauclerk. He understood that his learned friend, Mr. Ward Coleridge, objected on behalf of one of the defendants to the appointment of a receiver, he alleging that there was a partnership. Under those circumstances he asked his Lordship to appoint a receiver until judgment on further order.

Mr. Justice Swinfen Eady said: There were no principals disclosed and the parties disclaimed having had anything to do with the matter. Who were the agents and who made the contract?

Mr. Russell: I do not quite know yet. Reichel has made an affidavit, which perhaps may throw some light upon the subject. I think the arrangement was an arrangement between the Corporation

and Caspar and Reichel; our case was that Caspar had taken steps in the first instance as a partner with us, and had used his position to exclude us from the benefits of the aviation meeting so as to reap the benefit himself.

Mr. Justice Swinfen Eady: Why is the contract between the Corporation and Caspar not produced? Everything seems so vague and indefinite. I will not appoint a receiver until I know more about the case.

Mr. Barlow, who appeared on behalf of Mr. Reichel, said there was only the resolution of the Town Clerk of Doncaster, guaranteeing a certain sum of money towards the expenses. The Corporation guaranteed £5,000, which was to be redeemed by the gate money and the receipts generally. Any surplus over £5,000 would be handed over. The Town Clerk had informed him that there was a deficit of £8,000. He was not in a position to furnish figures of the receipts and gate money, but he was instructed by the Town Council that they intended to share a portion of the losses. The Corporation stood to lose £2,000, which would, he thought, make the gate money £3,000.

Mr. Justice Swinfen Eady asked if it appeared who the association of French sportsmen were.

Mr. Russell said the association of French sportsmen had turned into Belgian capitalists. According to the affidavit made, only one was a Belgian, and the others were domiciled in London and Paris.

Mr. Justice Swinfen Eady ultimately appointed a receiver of any sums payable by the Corporation of Doncaster.