

© M. Paul de Lesseps' Blériot impatient to take the air at Doncaster Flight Meeting.—How the mechanics restrain her.

despite the advice of the officials, circled round the ground twice, a perilous journey lasting three minutes, during which the craft was tossed about considerably by the air currents. Laborie also tried a flight, but only covered between 300 and 400 yards. Mamet, however, did better, and rose to 800 ft. and continued for a couple of laps.

On Saturday the wind was stronger than ever, and flying was rendered out of the question until half-past five, when Ladougue and Mamet each pluckily made a short flight. Subsequently to this it was officially announced that the cross-country flight to Burton

had been abandoned, and the machines of de Lesseps, Mamet, and Ladougue were sent on to the City of Bass by rail.

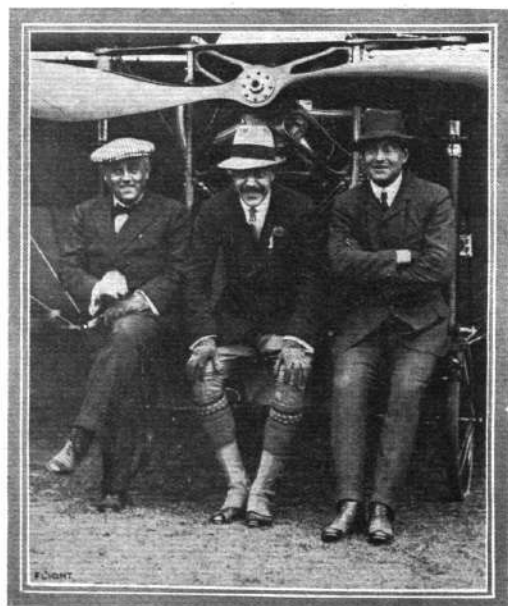
Burton Flying Meeting.

On account of the high winds which prevailed, Monday, the opening day of the Burton meeting, was completely blank as far as any flying was concerned, and the spectators had to content themselves with a sight of the Goupy and Blériot machines. The impatience displayed at the absence of flights was in strong contrast to the reasonable attitude hitherto displayed at other British meetings.

Tuesday was more favourable, and at 11 o'clock the proceedings were opened by Ladougue, who made a two minute trial flight. Thereafter little was done before 3 o'clock, when



AVIATORS AT DONCASTER MEETING.—Mdlle. Dutrieu, with M. Beau as passenger, ready for a flight on one of the Henry Farmans.



DONCASTER AVIATION MEETING.—From right to left: MM. Bruneau de Laborie, Paul de Lesseps, and Baron de la Grange.