

**THE "DAILY MAIL" £10,000 PRIZE.**

THE success which has attended the European Circuit competition, and the close proximity of the start of the race round England for the second prize of £10,000 offered by the proprietors of the *Daily Mail*, is serving to arouse a good deal of interest in aviation matters all over this "tight little island." Among the official notices of the Royal Aero Club of the United Kingdom, on page 612, will be found several interesting details regarding the arrangements for the first stages of the *Daily Mail* competition. Great Britain is well represented among the list of thirty pilots who are practically certain to take their place on the starting line, there being no less than seventeen hailing from the Home Country, while of the others, eight are of French nationality, one American, one Austrian, one Swiss, one Dutch, and one Argentine, the last-mentioned being Mr. E. C. Gordon-England, who flies a Bristol machine. The Bristol machines will be well represented in the race by five biplanes and two monoplanes. The monoplane will be of new design, while the biplane will be similar to that flown by Tabuteau in the European Circuit. In this type, the outrigger framework, carrying the elevator, is practically a continuation of the main skids, while another feature is the monoplane type of tail with balanced rudder planes beneath, and 50-h.p. Gnome motors will be fitted to all machines.

The race will start from Brooklands on Saturday afternoon next, the 22nd, when the competitors will fly the short stage of 20 miles to Hendon. There they will spend Sunday and re-start on Monday

morning for Edinburgh, with controls at Harrogate and Newcastle. The third section will end at Bristol, the official controls being at Stirling, Glasgow, Manchester. The fourth stage finishes at Brighton, with controls on the way at Exeter and Salisbury Plain, while the last stage will be a short one of 40 miles, from Brighton to Brooklands.

In connection with the race, Messrs. Joseph C. Mount and Co., who have had considerable experience in the transport and packing of aeroplanes, are making special arrangements for this service in connection with the race. Not only so, but they have also arranged for a special train to follow the aviators all round Great Britain, principally of course to carry the necessary supply of spare parts, &c., in order that everything may be available in the event of aeroplanes breaking down *en route*, and also for the purpose of picking up and returning aeroplanes which have fallen by the way.

Both open and closed trucks will go to make up the train according to the taste of each aviator, the closed truck having an added advantage, as no doubt the mechanic could make use of it as a temporary workshop. It is also proposed to send a motor car with the train, so that mechanics and pressmen can get into touch with the aviators at any point at which they may alight. Passenger accommodation, both first and third class, has also been arranged on the train, in order that representatives of firms, mechanics, &c., may be able to keep together.

**FOREIGN AVIATION NEWS.**

**The Height Record Beaten on a Henry Farman.**

FOR some considerable time no assaults have been made on the height record standing to the credit of Legagneux, but on Saturday, Loridan on one of the new racing Henry Farman biplanes succeeded in climbing during a flight of 1 hr. 23 mins. to an altitude, according to his barograph, of 3,280 metres (10,758 ft.). Stopping the motor, he came down by a *vol plané* in twelve minutes.

**New Passenger Record.**

AT Chartres, on Sunday last, Level on a Savary biplane, fitted with a 70-h.p. Labor motor, succeeded in bettering the passenger speed and distance record over a closed circuit. Previously, this distance record had stood to the credit of Nieuport with 150 kiloms., but Level succeeded in carrying his passenger, M. Junquet, for 200 kiloms., the time being 2h. 38m. 26 $\frac{2}{3}$ s., a new passenger speed record. The record for duration with passenger is held by Amerigo with 3 hrs. 19 mins.

**French Military Manœuvres.**

CONTINUING the series of reconnoitring flights which have been made during the past week or so, Capt. Eteve and Lieut. Cheutin on their Maurice Farman machines were despatched on the 4th inst. from Versailles, the former to make a reconnaissance to the east of Paris, and the latter to scout along the Oise Valley, the assumption being that Paris was besieged. After an hour's flight Lieut. Cheutin landed at St. Cyr, while Capt. Eteve also arrived there after a trip of two hours and a half, which, however, included a stop at Meaux. Lieut. Cayla, on a Maurice Farman, flew from Buc to Chartres, and Lieut. De Rose, on a Blériot, from Mourmelon to Vincennes. On the 5th inst. Lieut. Clavenad returned from Calais to St. Cyr, and on the following day Lieut. Delage returned from Calais to Vincennes, stopping *en route* at Marissel-les-Beauvais, while Lieut. De Rose flew over from Vincennes to St. Cyr, and Lieut. Malherbe went from St. Cyr to Etampes in accordance with orders received.

**New Voisins for French Army.**

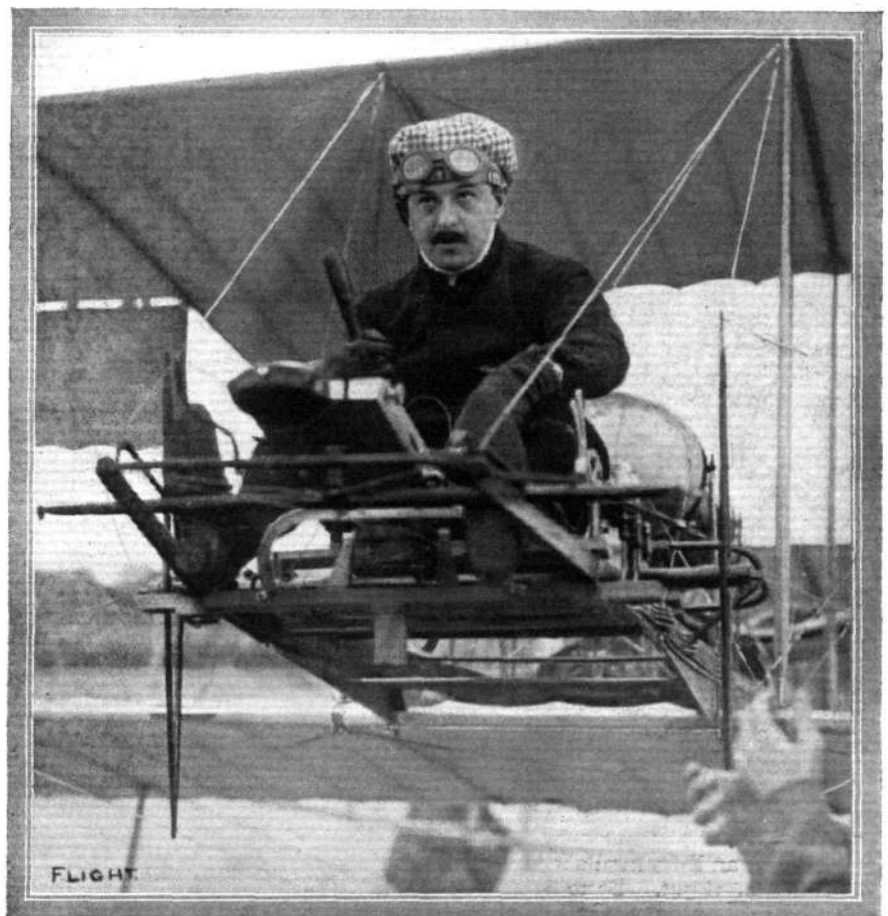
Two new Voisin biplanes of the military type were taken over at Issy by the military authorities on the 10th inst. The conditions imposed were that a speed of 75 k.p.h. should be attained, and that an altitude of 300 metres should be gained in ten minutes. In the actual tests each machine flew for an hour, carrying a useful load of 200 kilogs., and averaged a speed of 85 k.h.p., while in the height test 400 metres was reached in eight minutes. Steel tubing is used for the framework of these machines.

**The A.C.F. Grand Prix.**

IT has now been practically decided that this competition, which will take the form of out-and-home trips from Paris, shall be held from the 30th inst. to the 6th August. The starts for each stage will be at 6 o'clock each morning except on the section Paris-Dieppe, when the start will be delayed to 7 o'clock.

**The French Institut Aerotechnique.**

ON July 6th the official inauguration of the French *Institut Aerotechnique*, which has been established through the generosity



M. Loridan, who last week broke the altitude record by rising on a Henry Farman biplane to 3,280 metres. Note the position of the pilot well in advance of the motor and planes.