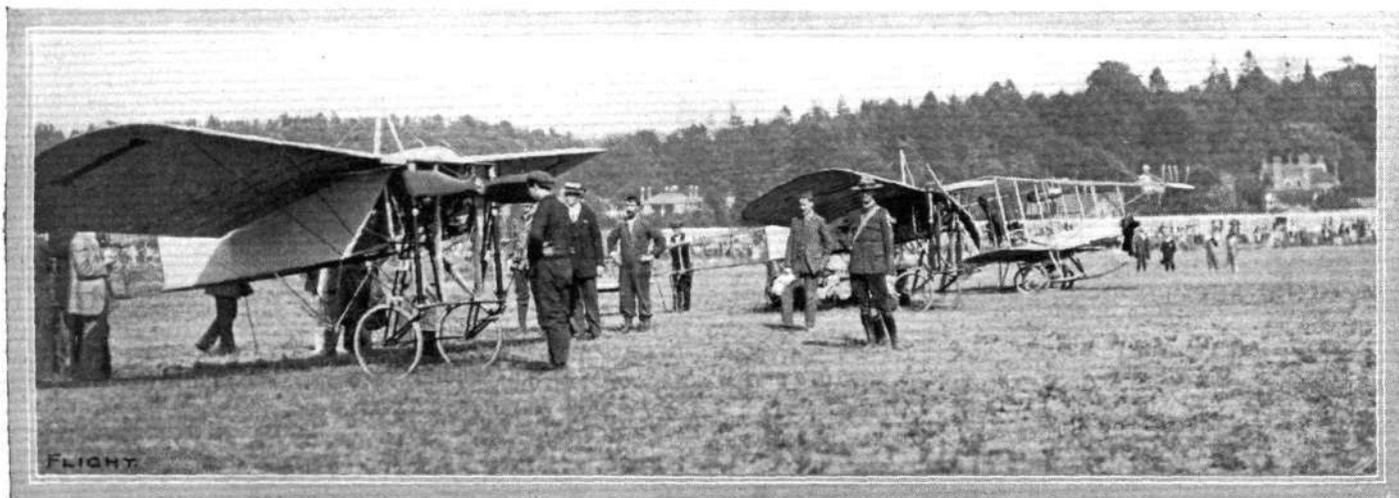


later stopping-points, it is beyond words to convey anything of a picture of the intense interest, enthusiasm and awed wonder, followed by boisterous approval of unfamiliar incidents as they followed rapidly upon each other. Of the 30,000 or 40,000 who had gathered within the gates of both Brooklands and Hendon, probably not 3 per cent. had ever seen an aeroplane in flight, and not more than another 5 per cent. had ever seen a machine. Original although natural thoughts were expressed upon the strange happenings. One charming little lady said it was altogether wonderful. "Those two little wheels," she continued, "running along the grass until they gradually rise into the air, just like a bird's feet hopping along until it makes up its mind to fly, and then away they go, and the whirring of the engine just a proud triumphant note illustrative of the old proverb of 'Something attempted, &c.,' is really grand." There is some comfort to think that to all the "hum" of the engine is not such an impossibly discordant sound after all. Every movement of the flying men was keenly watched, and all endured the tropical heat unflinchingly to assist at the consummation of the greatest aviation race the world has so far seen. Disappointments there were naturally, as one or two of the aviators for various causes dropped out, but whatever the change might be, at this stage of the game philosophical resignation reigned amongst the public, who accepted the retirements and variations in the programme as inevitable in so wonderful and to them mysterious a science.

Long before 3 o'clock Brooklands began to fill up—in fact a bigish crowd of men and cars already made a good showing by 1 o'clock. After that the arrivals were fast and furious, so that with the approach of 2.30 every point of vantage was beginning to get pretty crowded. Many who had tarried over long found themselves blocked in their cars far away from the gates and it became

Of the 30 pilots entered, therefore, No. 6 was ruled out; No. 3, M. Brindejonc des Moulinais, was not over, by reason of his accident in France last week; Mr. Graham Gilmour (15) was disqualified from taking part; Mr. Prier had damaged his machine in the morning; and four others retired, viz., Mr. R. C. Fenwick (4), Mr. James Radley (10), M. Tabuteau (21), and Mr. Robert Loraine (26), leaving 22 to go to the starting line.

At about 2.45, owing to representations which had been made to them regarding the wind, the start was postponed by the Stewards for one hour, until 4 p.m. At that hour, to the second, "Andre Beaumont" was clocked away for Hendon, and in the next few moments a murmur of "There's one starting!" rippled over the entire concourse of watchers. And immediately "Beaumont" was rising against the wind, well over the enclosures, to take a right-hand turn over the hangars and make a bee line for Hendon. Next, at 4.4, H. J. D. Astley was up in his Birdling, and in faultless style followed in the wake of "Beaumont." With such a commencement folk began to settle down to enjoy the monotony of the sport. But Lieut. Porte, who came next at 4.8, struck one of the treacherous eddies, caused by the intense heat, which were in such evidence close to the ground. Before he had travelled 200 yards his monoplane tilted over ominously to the left, and the pilot being unable to recover her, came down with a crash. A good deal of dust and a smashed wing resulted, whilst Lieut. Porte, to the relief of all, was seen to be climbing out of the seat long before anybody was near enough to assist him. Excitement after this episode rose high in anticipation of further thrills. But, fortunately, this was almost the start and finish of mishaps, although considerable variety was given to the afternoon by minor difficulties of some of the pilots in getting up out of the



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DAILY MAIL CIRCUIT OF BRITAIN.—The imaginary starting line from which the whole of the machines were sent off from Brooklands on Saturday. Ready for being started are Nos. 1 and 2, and Compton Paterson's Grahame-White "Baby" biplane.

a choice of either temporarily abandoning their vehicles and tramping or seeing nought of the proceedings. Incidents of a quaint character, not to say with a spice of humour in them to all except those immediately concerned, were spoken of. That Lord and Lady Northcliffe, who arrived in their Rolls-Royce car, should have found the greatest difficulty in obtaining admission to the grounds is a situation quite Gilbertian in its way; no less curious was the trouble which Prince Henry of Prussia experienced in getting through the cordon of custodians of the 'drome. Fortunately, in such conditions as those prevailing on Saturday, these little upsets are speedily forgotten and forgiven. Undoubtedly all the organisation was of the very highest order, and it may be possible that the very perfection of that organisation was at the bottom of such little *contretemps*. At least Lady Northcliffe showed little memory for it, when a visitor, suddenly fainting near her car, took her out of herself while she assisted in seeing that he was properly handled. In the meantime, the bringing out of the machines by different aviators, the tuning-up in the hangars, and the inspection of the aeroplanes afforded a continuous source of interest to the mass of spectators who had assembled for this great flight carnival. Mr. R. C. Kemp on an Avro biplane just before 1 o'clock created a more startling diversion. Having risen for a trial trip, he seemed to strike a "pocket," with the result that one wing collapsed, and he came down to earth with an ugly thud. To himself no harm came, but the machine was a total wreck.

Brooklands cauldron. The only other real break-up was Conway-Jenkins on the Blackburn; but then his experience with this monoplane was so slight that he must be written down as vastly plucky to have attempted a start. In the meantime Compton Paterson, on the Grahame-White "Baby" biplane, went off at 4.12, making a very pretty turn, and receiving extra applause by reason of his being the first biplane seen in flight. O. C. Morison's time for starting was 4.16, but as luck would have it, he had the previous day injured his eyes so badly that it was hopeless for him to attempt any flying on Saturday. Next came Vedrines on his Morane-Borel, and splendidly did he get away. No long turns for him, but at the earliest moment with safety he was on the direct line for Hendon. Blanchet, on the Breguet, who followed, was in a bit of trouble at the outset with his motor, and looked for a moment or two as if he might make an unpremeditated descent into the official enclosure, but he stuck to his work and managed to keep her head straight and steered for the centre of the grounds. Here her course became very erratic and it was a very acute interest that followed his movements as he steered first one way and then another along the banking and over the trees, until at last there came firmness into the machine's flight, and with a graceful turn and at a great speed Blanchet was seen to be sweeping right back again, to be greeted with vociferous cheering as he passed rapidly across the aerodrome on his way to Hendon with his engine running in perfect unison.