

AVIATION.

ASCENT IN PERTH.

On the Perth Oval on Saturday afternoon A. W. Jones endeavoured to give an exhibition of aerial manoeuvring in his 40-horse power biplane. To witness this display many thousands of persons, representative of all classes and all ages, flocked to the ground, and clustered thickly around the fence and in the grandstand. Motorists were also there in large numbers. The flight was timed to be made at half-past 3 o'clock, but long before then a big crowd had assembled. There were not many amongst the spectators who had actually witnessed a flight, but almost all had seen ascents and descents as represented by moving pictures, and few could help but feel that they were to a certain extent familiarised with this new form of sport. At the same time, the thought of witnessing their first flight appealed to the onlookers in a marked degree, and every operation connected with the aviator's machine was closely watched. There were numerous delays, but the crowd kept its patience. First of all it was found, on giving the engine a trial run with a stationary biplane, that the revolutions were very much less per minute than was required. It, therefore, became necessary to empty the petrol tank and refill it with a more refined class of spirit. Even with this new fuel the engine did not appear to be running with that smoothness which seemed to be an essential preliminary to a flight, but Jones evidently thought that it was running well enough to suit his purpose, and he accordingly instructed his assistants to run him back to the end of the ground preparatory to his ascent. Again the engine seemed to require further tinkering up and then, after still a few minutes spent on getting some inquisitive magpie, which had strayed from an adjoining house, out of the way, the signal was given by Jones. Turning the propeller two or three times, the mechanic gave it a final twist, and the whole locality resounded with the hum of the engine. Breathlessly the crowd watched the bird-like machine. Suddenly the biplane was seen to move. On it came, tripping lightly over the ground on its pneumatic wheels. It traversed half the length of the ground in this way, and then having attained the speed he wanted, Jones moved his lever, raised the tail of his machine, and immediately began to soar. As Jones left the ground the crowd cheered mightily, and then lapsed into silence to watch the upward career of the machine. Upward and onward it went, clearing the trees and skimming over the telephone wires and the houses in its line. Anxious eyes followed its course lest it should not rise sufficiently before clearing all obstacles, but once the danger zone was passed the onlookers sat back to watch the evolutions which it was understood were to take place. But there was a disappointment in store. Instead of rising up and

take place. But there was a disappointment in store. Instead of rising up and making a circle back over the heads of the crowd, Jones vanished out of sight over the houses, and appeared to be heading for the river. Minutes passed, and still there was no reappearance of the aviator. Presently it was rumoured that he had landed on or near the Belmont racecourse, owing to the faulty working of his engine, and that he was awaiting his mechanic to start him off on the return journey. By this time many persons had left the ground, but others stayed on in the expectation of seeing the return flight. But even the patience of the latter became exhausted, when an hour went by in weary waiting. It transpired that Jones made several attempts to regain the starting point but that his engine failed to respond with sufficient regularity and power, and he was ultimately obliged to give up the task. It is understood that Jones will make another flight at a later date.

St. Petersburg, May 28.

While a German aeroplane was crossing the frontier at Plock yesterday it was fired upon by Russian troops and damaged. The aeroplane descended and two officers on board were arrested.

Melbourne, May 28.

M. Maurice Guillaux, the French airman, paid a flying visit on his Bleriot monoplane this afternoon to the Governor-General and Lady Helen Munro-Ferguson at Government House. The State Governor (Sir Arthur Stanley) and Lady Stanley were present on his arrival. After landing and receiving a warm welcome from his host and hostess, M. Guillaux twice looped the loop before speeding home to the Flemington Show Grounds. The Governor-General spoke warmly of the skill and admirable nerve shown by M. Guillaux.

Melbourne, May 31.

M. Maurice Guillaux gave a dazzling display of the very latest in flying at the Agricultural Society's ground yesterday afternoon. Melbourne people had seen some fine flights before, but they had certainly seen nothing which even approached this in sensationalism. About 25,000 people, including the Governor-General, watched the exhibition. Perpendicular dives, loops, banking at every angle, and upside down flying were shown in rapid succession.

London, May 29.

The mobilisation of the Military Flying Corps has been commenced on Salisbury Plain. It is expected that 100 aeroplanes will participate in the army manoeuvres on Monday next.

New York, May 29.

Yesterday Mr. Glenn Curtis, the noted American aviator, made a successful short flight with a flying machine invented by Dr. Samuel Langley. The latter built the machine years before aerial flight was thought possible, but as all his friends ridiculed the thing and referred to it as "Langley's folly," he laid it aside until it was recently brought under the notice of Mr. Curtis.

Melbourne, June 1.

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"Wizard" Stone who was to have made the first flight from Melbourne to Sydney on Saturday next, met with a sensational accident to-day at Matibyrnong. He was giving his monoplane a trial flight and had made three successful ascents. The accident occurred during the fourth ascent, when the aviator was about 200 feet from the ground. His monoplane side-slipped through being shaken by a gust of wind, and it fell propeller first to the ground and was wrecked. Stone managed to retain his seat through the protecting boards that had been installed in the machine preparatory to the flight from Melbourne to Sydney. His chin struck his chest, knocking out the whole of his top teeth and severing his upper lip, and he also sustained injuries to his neck, jaw, and back. The big flight has been postponed indefinitely.

Monsignor Barry, of Bendigo, celebrated recently the fiftieth anniversary of the day on which he was ordained a priest of the Roman Catholic Church, and he received numerous congratulations from all parts of Victoria. Dr. Barry is 75 years of age, and has lived in Bendigo since 1887.