

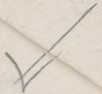
Styng  
Cont de Lemp, Wrea. K.  
Aviation Exhibition  
230 PM  
1910

June 30 1910



Edward S. Windsor Esq  
c/o Can. Rand. Co. Ltd  
Headquarters Bank Bldg  
Downtown  
Toronto.

I have a letter  
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 written letter



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 was up 1000 1970

more  
 find

Thursday.

30<sup>th</sup> June 1910

Dear Edward.

I am enclosing the cutting of yesterday's Aviation meet - I'm sorry the top few lines of the 2<sup>nd</sup> column got torn off - The first column is complete except for the heading.

We went out yesterday and arrived at Lake -

side at 3 o'clock. but  
had to wait till about  
5.30 before anything  
began, as there was  
such a strong wind.

But when they did  
begin their flights it  
was fine - as they  
went up silhouetted  
against the most  
gorgeous <sup>set</sup> ~~sun~~ -

We saw four or

five Biplanes - Brookes  
was great - Then Count  
de Lesseps monoplane  
was sweet - We also  
saw 2 Falorn ascending  
but you will see  
all this in the  
cutting -

Excuse awful  
scrawl - but I  
should have been  
out about an hour

ago —

Heber is coming down  
tonight to stay a couple  
of days —

I hope you are  
having it cooler.

with love from

Louis —

413 St. Catherine St. W. the best.

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Seven aeroplane flights, one dirigible balloon ascension and two parachute air excursions provided a thrilling afternoon's sport at Aviation Park, Lakeside, yesterday evening. The unexpected happened and a day which promised to be devoid of much excitement ended in a blaze of brilliant feats.

Walter Brookens, the young American aviator, again showed his daring by tripping high in the air against a twenty-mile breeze and preserving the equilibrium of his machine throughout. Everyone recognized it was a wonderful piece of work. Only two men in America ever have tried it before, Orville Wright and Louis Paulhan.

Brookens' second exploit was his altitude flight, when he soared to an almost incredible height of four thousand feet, while he finished by accomplishing a hitherto unknown feat in Canada of carrying a passenger with himself at the steering gear.

Ralph Johnston, another Wright aviator, established a national endurance record by remaining in the air forty-five minutes and five seconds.

More than four thousand people, a welcome increase on the previous day, faced a glaring sun and a stiff breeze at 3 o'clock, the official time for commencement. But the veriest novice in aviation could at once see that aeroplaning would be impossible until the breeze would moderate somewhat. It was a heavy nor'wester and was reckoned to blow about twenty miles an hour. People settled down patiently for a long wait. At 4 o'clock a Wright machine, while being brought from its aerodrome, smashed an upright. In twenty minutes it was fixed and the machine was wheeled round in view of the spectators, who listened to the explanations given by Frank Coffyn.

At 5.15 it was seen that the Wright men meant flights. Mr. Knabenshue gave orders for the removal of the starting monorail from its direct northern position to a point facing the breeze. When this was done people gasped with wonder to see the fearless Brookens mount his seat and at 5.30 glide into the air.

Facing the monorail were the supports of the "hot-air" balloon apparatus which Brookens narrowly missed by executing a magnificent curve which earned hearty applause. Right in the teeth of the wind the aviator steered. Though at times the airship rocked and tossed yet she went on her way with amazing steadiness. Nor did Brookens attempt to keep close to the ground. He climbed over five hundred feet, did three full laps around the course and, stopping his engines a hundred feet from the ground, glided in steady balance to the earth. The spectators warmly recognized his effort which dispelled the dullness of the early afternoon's waiting. Roy Knabenshue stated that Orville Wright was the only man in America who had ever attempted a flight in such a wind, while J. D. McCurdy stated enthusiastically that Brookens must now take his place in the same class with Paulhan and Curtiss. At times the wind with the engines drove him round at a rate of 75 miles an hour. The total distance he travelled was 7 miles in 9 minutes 50 seconds at a height of five hundred feet. Professor McLeod, of McGill, timed his glide in the monorail until his ascent into the air as 5½ seconds. And this in the teeth of a heavy breeze.

#### AN ENDURANCE FLIGHT.

It was deemed unadvisable to attempt any further flight until the breeze would moderate. At six o'clock there were four machines on the field, two belonging to the Wright party, one to Count de Lesseps and the fourth to J. D. McCurdy. Most of the crowd wisely remained in the park, as they felt that something good would come later.

At 6.45 the megaphone announced Ralph Johnstone in his 30 horse-power 4-cylinder machine to go on an endurance flight. At 7 o'clock he sailed forth, taking a low course. He then turned to the right and sailed towards the western sky. The breeze, not over gentle, did not seem to affect him much. He accomplished four laps in 11 minutes 10 seconds, but continued on his course, seeming at ease in his aerial seat.

A buzz from De Lessep's monoplane announced his departure at seven minutes past seven. He chose the same starting place as Brookens and Johnstone. Many had thought the Bleriot would fare ill in the breeze, but she settled to her work gracefully. The Count sailed after Johnstone, but contented himself with smaller circles, which gave him the appearance of going at a faster rate. At times they were so closely together that they appeared to dodge to avoid collision. The Count finished his flight in three minutes and thirty-five seconds. His descent was the occasion for a funny incident. The Count's mechanics are very faithful to their master, and, seeing him descend, ran over to help him out. One of them in his eagerness got in the way of the machine, which was skinning along the ground. Trying to avoid it, he entangled himself still more, and the Count whizzed past the mechanic, who fell to the ground, missing him by inches.

The Wright party had now brought the starting monorail to its usual place and Brookens went off on his altitude trip, and second one of the day. Johnstone was still in the air. While Johnstone was engaged in his endurance work, Brookens climbed higher and higher. He took an opposite spot to Lake St. Louis for his highest point. So high did he go that the machine seemed to have stopped, and while Johnstone's engine rattled and spluttered a few hundred feet above that of Brookens became almost silent to the crowd on the field. Interest chiefly centred in the high-flyer until, according to his own calculation, he reached four thousand feet. Then he began to descend. Cutting right across the air-course to the west, he reversed in the air, then came back and sailed about. As the "hot-air" balloon went up about this time there were three ships in the air.

And now came the thrilling moment of the day. Passing Johnstone in the air above the judge's box he sailed very close to him, and then, having executed several brilliant twists and turns, he glided to earth, having been in the air 20 minutes 30 seconds. Those in the grand stand rose to

pelle then finished his speed circles in 11 minutes 3 4-5 seconds.

Count de Lesseps followed with his second exhibition flight of the day. He seemed to be more ambitious for height than in his preceding journey, but although he reached 500 feet he did not at all show the climbing powers of Brookens. He came down again having been in the air about 5 minutes and 49 seconds.

McGill experts who were on the field with instruments computed last night that the altitude flight of Walter Brookens was equal to 1,360 feet. Brookens himself stated that he believed he had reached the 4,000 foot mark at the moment he began to descend.

Professor Hutchinson, with his assistant, Jack Fanning, successfully accomplished his second balloon ascension and parachute drop from a bomb.

The final event of the evening was an example of the usefulness of aeroplanes in carrying a second passenger. The intrepid Brookens, with his brother aviator, F. D. Coffyn, in the dusk of evening ascended. Although an extra weight was upon it the biplane rose to the occasion and reached a height estimated at 600 feet. Brookens contented himself with straight, even flying, while Coffyn waved his arms to the crowd beneath. On and on they went remaining in the air fifteen minutes. In speed, endurance and height powers the Wright biplane has acted most admirably during the three days of the meet. With the exception of a little trouble on Saturday with the water in the gasoline tank, which prevented the successful flight at first of Ralph Johnstone, the Wright biplane has made no mistakes.

While Count de Lesseps' machine has performed faultlessly it yet remains to be seen what its powers are in speed, flight, quick starting competitions and wind battling.

Fred Owens also made a short trip in his dirigible at 7.30.

Cromwell Dixon, whose dirigible escaped and was wrecked Monday evening, was not on the field yesterday afternoon. His aerodrome was closed. His dirigible was picked up three miles east of the aviation field. The silk envelope is ripped in several places, while the bamboo cane work is smashed but, strange to say, the motor does not appear to be injured.

As the time advances each day of the meet improves in management and arrangement. Had it not been for the wind last evening the programme arranged would have finished an hour earlier. In the event of a wind it is well to come after 5 o'clock, when the possibility of its subsidence is strongest.

#### TODAY'S PROGRAMME.

The programme will commence today at 3.30 p.m. Knabenshue last night drew up the following programme, which is not the same as that on the official programme, but which will be carried out:

1. Exhibition flight by Ralph Johnstone.
2. Exhibition flight by Frank D. Coffyn.
3. Military aviation, including bomb throwing, by Walter Brookens.
4. Military aviation, including target shooting, by Ralph Johnstone.
5. Aeroplane race between F. D. Coffyn and Duval Lachapelle a distance of 6,050 feet.
6. Quick start contest between Count de Lesseps and Walter Brookens.
7. Quick start contest between Ralph Johnstone and F. D. Coffyn.
8. Speed contest of eight laps between Count de Lesseps and Duval Lachapelle.
9. Altitude flight by Walter Brookens.
10. Dirigible balloon flight by Fred Owens.
11. Balloon ascension and parachute drop by Professor Hutchinson.
12. Trial flights by J. D. McCurdy in a Baddeck No. 2 and G. G. Hubbard in his monoplane.

#### NOTES OF THE DAY.

Ralph Johnstone was in the air so long that the crowd began to lose track of him. When Brookens came down after being in the air 20 minutes and 30 seconds with Johnstone, the majority of the spectators thought that it was Johnstone who had landed, but Johnstone was still up, and remained up nearly seven minutes after Brookens came down. In all he was over three-quarters of an hour on his ramble through the airspace.

Mr. John Davidson, managing director of the M. A. A. A., and Mr. J. W. Moffatt, chairman of the outdoor sports department of the big athletic club, both expert men with the split second watches, were at the grounds yesterday to assist in timing the flyers.

The announcer, whose hard work and good humor have made a hit with the crowd, is a former balloon expert, and has made nearly 1,000 ascensions. When Brookens was at the zenith of his flight for height yesterday he guessed the distance at 4,000 feet.

"Come late and stay late" is a good watchword for those who wish to see the best of the aviation show. It was evident yesterday in the larger attendance at the finish that people are beginning to understand that an early leave taking of the park means missing the best of the show.

Sympathetic regret was expressed on many sides yesterday that McCurdy's machine had not made a successful flight. With the French and United States aviators meeting with so much success, the only thing needed to round off the meet is success for the Canadian flyer and his machine.

The aviation spirit is spreading into town, and you are sure to meet a dozen persons during the day who are convinced that they saw an aeroplane or a dirigible over the city.

Brookens' feat in staying up ten minutes with a twenty mile an hour breeze blowing seems to distance all the performances at the meet. It was thrilling alike in its daring and its splendid performance.