

ARRIVAL IN GOULBURN. THE CITY EXCITED.

With the grace of a bird selecting a resting place M. Guillaux issued from the clouds to the west of South Hill shortly before half-past nine this (Saturday) morning, and soaring gracefully over the eminence descended with a swoop at the southern end of the racecourse and alighted almost in the centre of the ground scarcely fifty yards from the fire that had been lighted as a signal. A more graceful and facile movement than his descent could not be imagined. Before bringing his machine to a standstill he made a sweep along the ground for a hundred yards and the mark of the wheels could be traced for at least half the distance. As soon as M. Guillaux stepped from his machine he stood near the fire warming his feet and drank a cup of tea from a thermos flask he was carrying with him. Comparatively few spectators were present on the ground, and very few people in the city knew that he had come. It was expected that the airman would fly over Goulburn, but this he did not do.

M. Guillaux left Harden at ten minutes past seven this (Saturday) morning, and reached Goulburn at fifteen minutes past nine, covering the distance (95 miles) in a little over two hours. He was hindered a good deal by having to fly against a head wind, which militated against a fast passage. The Frenchman had a good trip to Goulburn, but complained greatly of the cold. M. Guillaux is not at all fluent in speaking English, and relies on an interpreter to convey his thoughts. When leaving Harden he ran into a thick fog and lost his whereabouts. He flew to an altitude of 13,000 feet, and had to rely on the compass. The wind was blowing very strongly against him, and gave him a good deal of trouble. He passed over a snow-capped mountain and seven trains. He experienced considerable difficulty when a few miles from Goulburn on account of the rough nature of the country. He was flying at a low altitude to keep below the clouds, and frequently had to soar skywards to escape the hills.

The intrepid airman was loudly cheered on his arrival by the few people who were present. Dressed in a leather jacket, with woollen covering over his head and a comforter round his neck, with goggles and gloves, M. Guillaux stepped out of his seat smiling. Before re-ascending he examined every particle of the machine very carefully, and replenished his petrol supply. The machine was the object of great interest, and was carefully examined by the curious spectators. M. Guillaux was very careful to prevent any one from touching the machine and particularly warned smokers from venturing too close. The canvas bore many signatures of Harden residents written in pencil.

The airman intended to give an exhibition flight at Goulburn, but by reason of his late arrival was prevented from doing so. He was anxious to reach Sydney at 2 p.m. While he was on his machine filling up the petrol tank two swans flew across the sky, and comparisons were drawn between them and the Bleriot used by the airman. M. Guillaux gazed at them and joined in the laughter. Before taking his seat to continue his journey, soon after 10 o'clock, the Frenchman fondled a little dog affectionately, and saying "Good-bye" to the crowd soared once more into the sky and encircled the course at an altitude of several hundreds of feet. The sparking plug was misfiring, and the aviator was obliged to return to the ground. His next ascent was made at 11 o'clock, after a thorough test of the engine. Three men held on to the machine, and the wheels were blocked, while the test was made. The suction from the propeller blades was so strong that the men's clothing blew about as if in a gale of wind and their hats were carried away. He found some difficulty in New South Wales in identifying the roads as shown on

away. He found some difficulty in New South Wales in identifying the roads as shown on the map which he carries in front of him. M. Guillaux is seated in a small leather contrivance, only his head and shoulders being visible. On his second ascent the airman rose to a height of 1100 feet. He circled the racecourse and then flew in the direction of

Murray's Flats, where he altered his course slightly, evidently to give the people at Kenmore Hospital an opportunity of seeing him. He then flew in a north-easterly direction. M. Guillaux, who was carrying on his seat the mail, enclosed in a postal bag branded "First Aerial Mail," proposed to alight at Moss Vale, and fly right on from there to Sydney.

When Guillaux rose into the air it was amusing to watch the horses stampede across the paddocks and a number of birds flying for safety. Guillaux makes the birds look trivial when he takes charge of the air.

FROM CAPITAL TO CAPITAL.

M. Guillaux contemplates a non-stop flight between Sydney and Melbourne, but not with the Bleriot machine he is now using. He is getting two more machines of a different type from England, and may then attempt the flight from capital to capital.

On Friday afternoon M. Guillaux gave a display at Murrumburrah in the presence of about a thousand people.

It has been arranged that Guillaux shall make his descent in Sydney at the sports ground, prior to the commencement of the Rugby Union test match this (Saturday) afternoon. He is due to fly over the ground at five minutes to 3 o'clock, and, after giving a ten minutes' exhibition, to alight and deliver a message to the Governor-General from the Governor of Victoria. He will appear at the Tivoli at four o'clock, and again at 8 o'clock, and also on Monday night, and on each occasion will tell his story of the flight.

Throughout the journey from Melbourne to Harden on Thursday M. Guillaux averaged a speed of 75 miles an hour, and, as the weather conditions were favourable, he could easily have reached Sydney before dusk, but his Goulburn engagement prevented the run through. He has several times covered over 500 miles in flights on the Continent in one day. On one occasion he flew over 800 miles, and on another over 900 miles, both in the Pommery Cup competition last year, which he won at the second attempt. It is probable that, after his proposed flight across the Blue Mountains M. Guillaux will attempt a one-day flight from Melbourne to Sydney, or vice versa.