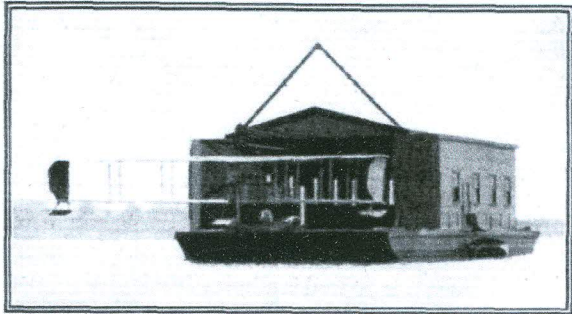


**WATERPLANE SPORT IN AMERICA.**

**MR. ASTOR'S BURGESS-DUNNE SEAPLANE AND ITS FLOATING HANGAR.**

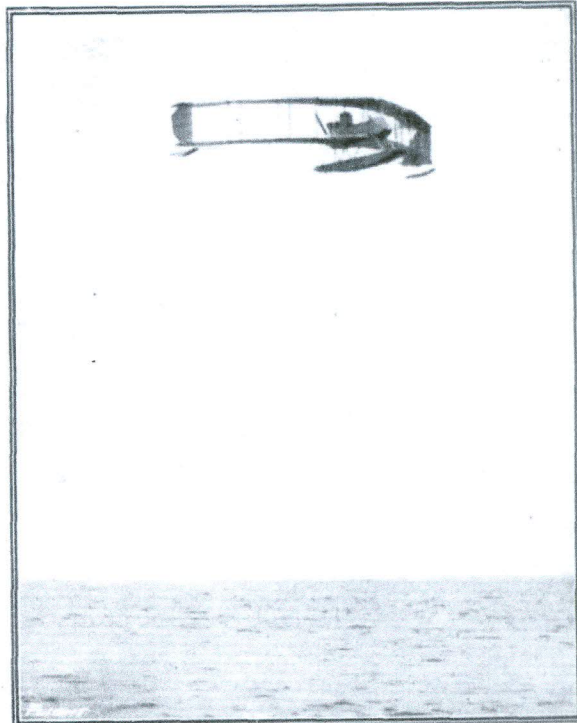
SEAPLANING as a sport is rapidly increasing in vogue among our American cousins, thanks chiefly to wealthy enthusiasts such as, to mention a few, Verplank, McCormick, and Astor. While the two former have

leave the surface easily and without any fuss when getting away. A single-stepped central float takes the greater portion of the weight, assisted, when the machine is at rest, by the two wing tip floats. As soon as the speed reaches a certain point, however, these wing tip floats leave the water, and the machine is then supported on the central float only. With a Curtiss OXX engine the Burgess-Dunne does over 65 m.p.h., and the total weight lifted is over 2,000 lbs.

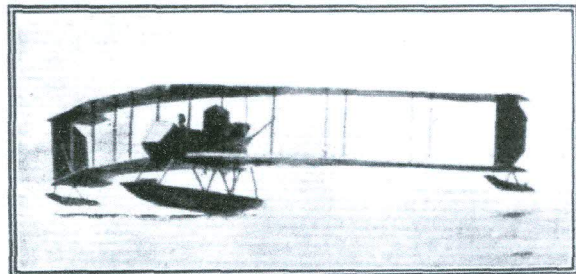


Hoisting Mr. Astor's Burgess-Dunne seaplane into its floating hangar.

selected the Curtiss flying-boat type as best suited to their purpose, Mr. Vincent Astor, the American millionaire, has decided on a single float seaplane of the Burgess-Dunne type. Being a member of the New York Yacht Club it is only natural that Mr. Astor should during the past summer have had his machine stationed



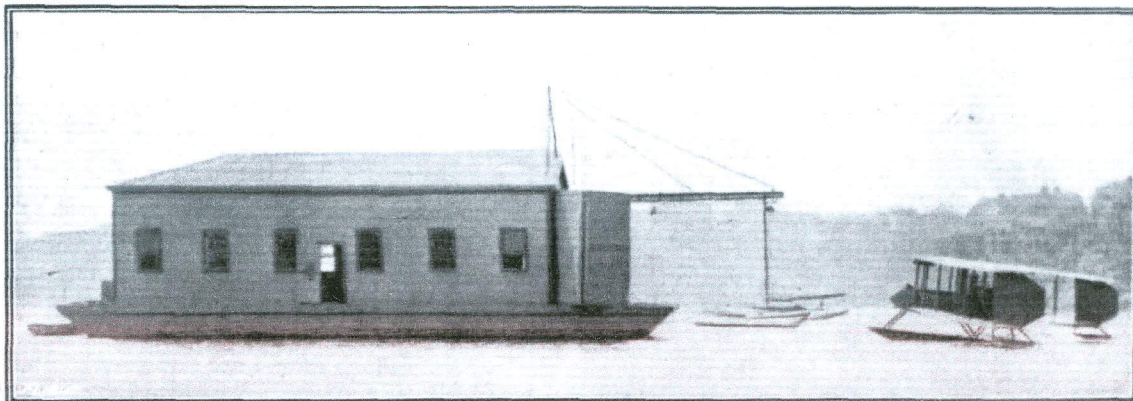
Mr. Vincent Astor's Burgess-Dunne seaplane in flight over Marblehead Bay.



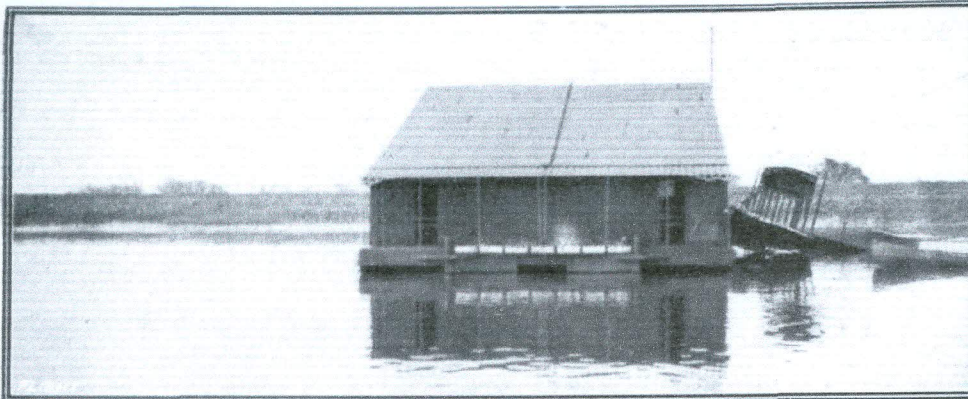
Mr. Astor's Burgess-Dunne leaving the water.

at Marblehead, where it has got through a great deal of air work over the bay. As built by the well-known Burgess firm of Marblehead, Mass., the Burgess-Dunne seaplane has proved very successful in every way both as regards weight-lifting and speed. Its stability is said to be perfect in all sorts of weather, and it appears to

In order to increase the usefulness of his machine, Mr. Astor has had a special floating hangar built for it by the Burgess Company. Should its owner so wish, the hangar and machine may be towed from Marblehead Bay to any other stretch of water, such as, for instance, the Hudson River, and used there for inland service. The floating



WATERPLANE SPORT IN AMERICA. The floating hangar which houses Mr. Astor's Burgess-Dunne seaplane.



Waterplane Sport in America.—Mr. Robert Glendinning's floating hangar which houses his "air-boat."

hangar itself is highly interesting, as it is of a somewhat unusual design. It consists, as will be seen from the illustrations, of a large punt-shaped float on which rests the hangar itself, leaving a narrow promenade running round all four sides. From the stern of the hangar projects a well-supported steel beam, which carries on two small trolleys a differential hoist. The machine is brought up to the hangar after a flight, and the hoist cable is hooked into a ring just in front of the engine. Two men can now lift the machine out of the water, and when this has been accomplished the plane is swung round until it faces across the hangar, when a slight pull on the trolley suffices to bring it under cover, securely sheltered from

rain and wind. There can be little doubt that the combination of the Burgess-Dunne seaplane and the floating hangar in which it is housed is admirably adapted for popularising seaplaning, as it does not confine the activity of the machine to one particular locality, but enables moves to be made to suit the desires of the owner. If he so wishes, the summer months may be spent in the North, either on the Atlantic Coast or on one of the many inland lakes, whilst when winter makes climatic conditions uncomfortable for flying, the machine and its hangar may be sent down to the smiling Florida waters. What infinite possibilities for the future of the sport of aviation are here foreshadowed!

**Police and Zeppelin Raids.**

THE following warning has been issued by the Commissioner of Police for the Metropolis:—

"In view of the possibility of further attacks by hostile aircraft, the Commissioner of Police deems it advisable to call attention to the public warning published on June 28th last, recommending residents to remain under cover, and advising them, for dealing with incendiary fires, to keep a supply of water and sand readily available. The opportunity was taken of suggesting that chemical liquid fire extinguishers should not be purchased without a written guarantee, that they comply with the specification of the Board of Trade, Office of Works, Metropolitan Police, or some approved fire prevention committee.

"Many dry powder fire extinguishers are much advertised. The Commissioner warns the public, as the result of experiments made at his instance by a competent committee of experts, that no reliance can be placed upon such appliances for effectively controlling fires such as are likely to be caused by bombs, explosive or incendiary. The Commissioner is advised as the result of these experiments that the provision, and prompt and intelligent use, of water or of sand, or of both, in dealing with such outbreaks of fire is the best, simplest, and most economical safeguard."

**The Government Aircraft Insurance Scheme.**

REPLYING to questions put in the House of Commons by Mr. Fell, on the 16th inst., Mr. Runciman said:—

"In view of the large number of fire insurance companies receiving premiums on account of the Government, I am afraid it would not be possible, even if it were desirable, at this stage to state the amount of premiums received. No information is yet available as to the percentage of the buildings damaged which were insured."

Mr. Runciman added that the national scheme must be on a national footing, and profits would not be distributed as bonus among the people insured. People on the East Coast were obtaining insurance at 2s. and 3s. per cent., whereas they were paying before as much as £1 per cent.

**The House of Commons Relics.**

MR. HARCOURT, answering an inquiry by Mr. Hogge whether any precautions were being taken to secure the safety from destruction by aircraft of valuable documents, medals, pictures, &c., in the House of Commons, said:—I have not thought it necessary to remove the medals and prints. Many of the pictures are immovable. The documents are not in my charge.

**German Raids on "Fortified" London.**

IN the report from the German main Headquarters sent out by wireless on Sunday, there was the following:—

"The Minister for Marine, Mr. Balfour, declared in the English House of Commons that London, as was perfectly plain to everybody and as was known to the Germans also, is an unfortified town, which, therefore, ought not to be exposed to aerial attacks, according to the rules of civilised warfare. As the Minister cannot possibly be ignorant of the fact that London is fortified with a great number of powerful fortifications and a still greater number of fieldworks, there is question here of a deliberately false representation.

"The Minister has furthermore forgotten to mention that the German airships were always bombarded by the English previous to their appearance over London. Neither does he mention the fact, which is very important for the right judgment of the state of affairs, of the continuous attacks by aeroplanes of the Allies on open German towns situated far outside the area of military operations, and even on harmless travellers in passenger trains, who are naturally not in a position to defend themselves."

**Victims of the Zeppelin Raid.**

ONE of the outstanding features of the Zeppelin raid on the London district was the way in which the men of the London Fire Brigade successfully laboured to prevent fires spreading. It is with great regret that we have to record that one gallant fireman—Fireman J. S. Green—lost his life through burns received while assisting to rescue several persons who were in peril. Two other firemen were also severely injured.