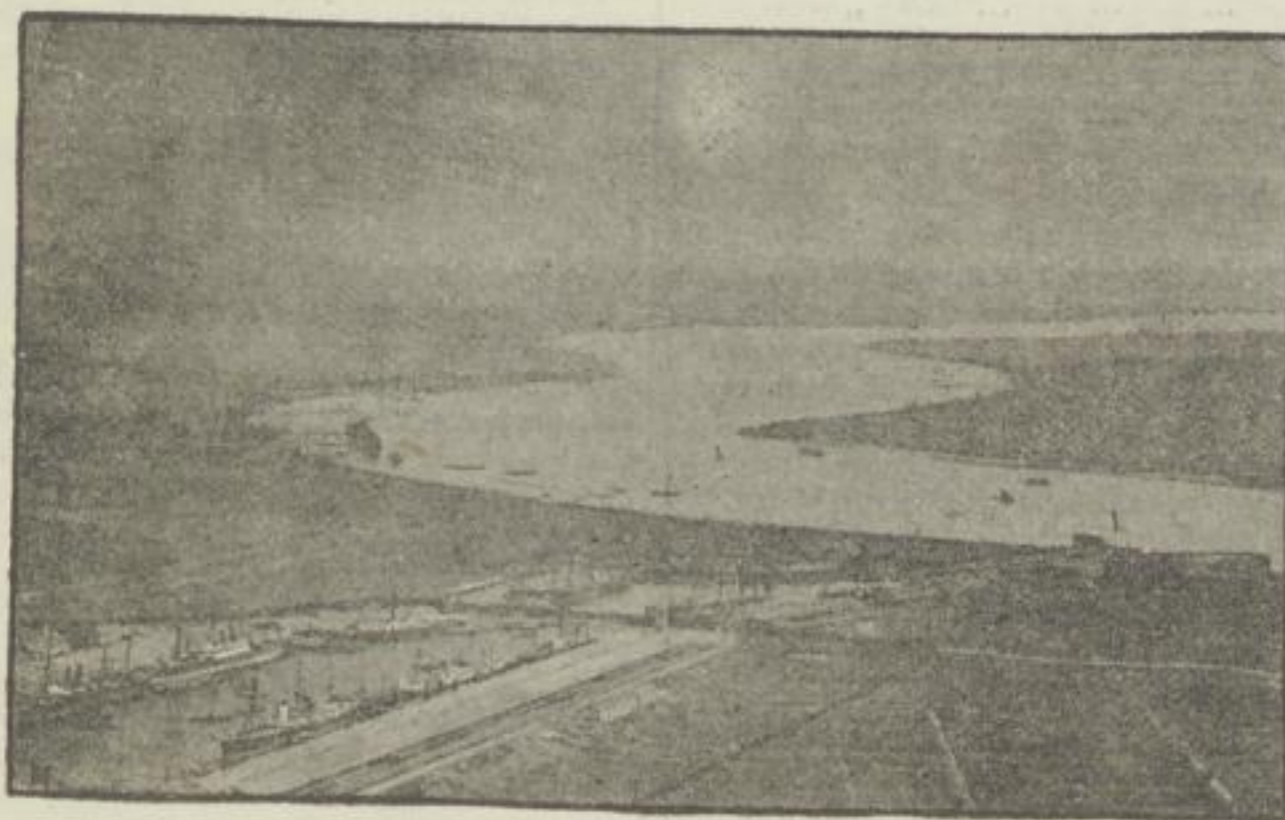


scended within 25 feet of the starting point. The celebrated ascent in September, 1784, at Finsbury (the first in this country), was then spoken of, also Blanchard's exploits, who was the first to cross the Channel, a feat accomplished in 1785. The "Eagle" hot air balloon was next described. In an attempt to cross the Channel from France to England the balloon burst, and the voyager lost his life. Charles' gas balloon; the great Nasau balloon, which performed a journey of 1,200 miles in a few hours; Green's balloon, in which the late Colonel Burnaby made his first ascent; and the Captive balloon of Paris, constructed to carry thirty passengers, were all dealt with. M. Nadar's Giant balloon, which the lecturer said was twenty times larger than any other balloon yet made, not only carried all the necessaries for a long aerial voyage, but also included a photographic car, suitably arranged for map making by means of the camera, some lithographic plant being also included. It was found that this huge balloon was a failure, its unwieldy size being unmanageable; and upon the occasion of its descent, after a journey of two hours, it caused considerable damage, not only to the balloon and the occupants of the car, but also to every obstacle met with. M. Nadar had both his legs broken, and the other occupants were more or less seriously injured. Regarding the miraculous escape of the worthy President of the Photographic Society of Great Britain, in company with Mr. Coxwell (the celebrated aeronaut), when they ascended for scientific observations at Wolverhampton, in 1862, the lecturer said that when those gentlemen reached an altitude of something over 27,000 feet, Mr. Glaisher, who was occupied with the instruments, became insensible. Mr. Coxwell, who was able to get into the hoop, had not sufficient power to raise his hands and open the valve. By singular good fortune he was able to seize the cord in his teeth, and so release the valve, when he too became unconscious. As a result, a rapid ascent was made, so that ten minutes afterwards they were restored to consciousness. In referring

to the successful ascents made by Mr. Dale and himself, in the "Sunbeam," and also the "Monarch," the lecturer dwelt on the importance of correctly adjusting the size and the length of the netting to withstand the forces to which it was opposed. These points were illustrated by means of a very excellent series of transparencies, which also included illustrations of some of the difficulties attending ballooning in rough weather. He advised everyone to make an aerial trip if they had the opportunity; but certainly not to attempt it in rough weather. He then described the novel sensations experienced by those who start on an aerial voyage for the first time; of an indication of the actual start being recognized by an absence of the swaying motion given to the car before they are cast loose. When once on the move, the beauty of the receding landscape quickly removes all thought of fear. Soon the novice would occupy a little time in scrutinizing the balloon and car, wondering why the ropes were not stouter, and what would happen if one was to give way. People who, he said, encouraged these fancies would act wisely to remain at home. His own feelings were not similar, as he could well occupy his thoughts photographing the receding landscape, or the beauties of cloudland.

Mr. Shadbolt then caused a series of photographs he had taken from the car of the "Monarch" to be placed upon the screen, the majority of which were as perfect as there was any necessity for. They included a bird's eye view of Bexley, Kent, from an altitude of fifteen hundred feet; Stamford Hill and neighbourhood at a distance of two thousand feet, foot passengers and a train in motion being distinctly visible in this picture; the Crystal Palace and grounds at eleven hundred feet; Blackheath at two thousand seven hundred feet, and again at five thousand feet, just as two clouds were closing in beneath the car. Descending again to five hundred feet above the river Thames, other pictures were obtained, including a steamer bound up the river, and another picture at four hundred



feet, showing the work proceeding in the Royal Albert Docks, ships passing up and down the river, and in the distance a fleet of fishing vessels sailing to the Nore; this picture was much applauded.

A very hearty vote of thanks having been accorded to Mr. Cecil V. Shadbolt, and another to Mr. Steen, who manipulated the lantern, it was announced that several forms of tender to contract for the sole right of photographing at the International Inventions Exhibition had been sent, and were on the table; any member desirous of competing could have one of the forms.

It was also announced that the next meeting will be held on Thursday, April the 2nd; after which the meeting adjourned.

HYDE AMATEUR PHOTOGRAPHIC SOCIETY.

This Society held its monthly meeting in the Mechanics' Institute on Wednesday evening, there being a goodly number of members present.

After the minutes of the previous meeting had been confirmed—

Mr. GEORGE BATTY gave a demonstration on dry plate development. Having exposed six plates during the day, he at once proceeded to develop them. Three of the plates had been ex-

posed on one subject, one being correctly exposed, the second considerably under-exposed, and the third very much over-exposed. This had been done in order to show how to bring them all into useful plates for future use, and in all three cases Mr. Batty was successful.

During the evening, Dr. SIDEBOTHAM exhibited a clip for holding the camera in any position, say on the top of a tram car, on the edge of a boat, or on the branch of a tree.

Several other members exhibited specimens of work.

At the close, a vote of thanks was accorded to Mr. Batty for his very valuable demonstration.

PHOTOGRAPHERS' BENEVOLENT ASSOCIATION.

The Board of this Association met at 181, Aldersgate Street, on 4th inst., Mr. BIRD in the chair.

The minutes of the previous meeting were read and confirmed.

Messrs. F. W. Cushing, W. J. Evans, D. Goff, J. Newton, and W. Wheeler were elected members of the Association.

An application for assistance from the widow of a late member then received the consideration of the committee, who subsequently made a provisional grant of £12.