

nor accurate information on this or any other aeronautical question we refer them to Mr. Milton Browne of the Sydney Post.

We are in receipt of the first catalogue advertising aeroplanes for sale. The Franco-American Auto Co. of Montreal offer to supply fully tried out Voisin machines. Also Chanute Gliders for beginners.

In the last number of Automobilia there is an illustration of a good looking four-cylinder Renault motor. It is similar to the new motor Mr. Curtiss is getting out in its valve gear and cooling arrangement. Both intake and exhaust valves are in the head operated by a single rocker arm. The stroke of the engine, judging from the illustrations, is however much longer in proportion to the bore than the proposed Curtiss engine.

That the ordinary marine gasoline engine will soon be available for aeronautical work was clearly demonstrated by the New York Motor Boat Show. The trend of all motors exhibited was towards reduced weight and more positive lubrication. The kind of work a marine motor is called upon for is very much the same as an aeronautical motor. A racing marine motor is designed to run continuously at its highest speed for hours at a time and it is encouraging to note that in marine practice several reliable makers now find it possible to make a motor at 10 lbs. per brake horse-power. This year's show was remarkable for the increase in two-cycle motors over the four cycle type. Last year there were about the same number each exhibited. This year there were nearly three times as many two-cycle as four cycle. F.W.B.