

a 30 horse-power steam engine.

While clumsy and unwieldy the design was a masterful conception of the successful machine of to-day. It did not fly, not so much because his reasoning was in error, but because he did not have the instrumentalities to work with. The steam engine of that day was far too heavy for the purpose. The form and construction of his supporting surfaces may have been crude, but looking back at his plans in the light of recent successes, it is perhaps the most remarkable machine ever contemplated, and shows a wonderful anticipation of the modern aerodrome. Had this genius been the possessor of the light and efficient motor of the present day, it is altogether likely that his large machine would have flown as his models did.

Henson and his friends were so sanguine of success that a large Company was formed known as the Aerial Transit Company. Their visions of crossing the Atlantic and the Sahara etc. were unfortunately never realized, and public attention turned once more to the less promising but easier solution of the matter - the balloon. So that for the next few years what is known as the lighter-than-air school held uninterrupted sway until in 1863 a Frenchman, Nadar, published his now famous manifeste upon Aerial Automotion. It appeared in all the newspapers of Europe and reawakened interest and promoted discussion.

In the most eloquent and dramatic style Nadar expressed the opinion that the chief obstruction in the way of navigating the air was the attention which had been given