

at this time carried more than 400 pounds of ballast, rising in ten minutes to the height of 6,000 feet.

Interesting as these experiments were, but little was yet done that could be made serviceable for the purpose of aerial navigation, as future experiments proved. The fire balloon, or Montgolfier, as it is sometimes called, is very unfit to support the aerial voyager, however the car itself may be fixed. Pilatre de Rozier and the Marquis d'Arlandes did however make the perilous attempt, and ascending from the castle La Muette, rose to the height of 9,000 yards, and descended in safety. Several persons at different times repeated the experiment, but many have lost their lives in the indulgence of their curiosity or pride.

M. Charles, professor of natural philosophy in Paris, at last succeeded in making an air balloon. He provided himself with a bag of lustring, twelve feet in diameter, and coating it with a varnish of gum elastic, filled it with hydrogen gas. The apparatus weighed about twenty-five pounds, and, when set at liberty, rose to the height of 3,123 feet in two minutes.

The next improvement in the construction of balloons was Blanchard's invention of an apparatus called the parachute, by which the aeronaut can, when required, regulate the velocity of his fall. M. Garnerin improved this apparatus, and thus greatly diminished the amount of danger arising from aerial excursions.

Among the aeronauts of our own country and time, Mr. Green is the most celebrated; but it may be doubted whether our capability of navigating the atmosphere will ever be found of any extensive service to man. The want of a method by which to control the direction of a balloon renders it at present worthless as a conveyance. The swiftness of its flight is a useless property to man, because it is the servant of the winds, and we have no power to stem the currents by which it is driven. Instances may occur in which it may be applied when the direction of the wind is favourable, but the opposing atmospheric currents, and their liability to change, give a doubtful character to every attempt. The result of Major Money's ascent proves the uncertainty of aerial advantages. This gentleman ascended from Norwich, the wind blowing at the time in such a direction as led him to suppose that he might fall in the neighbourhood of Ipswich. But he had scarcely attained the altitude of one mile before