WRIGHT BROTHERS’ TESTS.

(From Our Own Correspondent.)

Nag’s Head (N. Carolina), Sunday.

The Wright brothers, of aeroplane fame, have completed preparations with a view to a series of important trials of their machine early this week, in the presence of a number of Army officers from the War Department.

Though it has been said they made a flight of two miles on Thursday, they have not yet attempted any crucial tests or evolutions.

The brothers express confidence that their machine will excel in the next day or two anything ever accomplished by any other invention.

The Wrights claim to have flown twenty-four miles without a break, but hitherto their experiments have been conducted with the most profound secrecy.

WEEK END TRAGEDIES.
WRIGHT BROTHERS' AEROPLE.
SUCCESSFUL FLIGHT.
MACHINE DESCRIBED.

(From Our Special Correspondent.)

MANTO (N. Carolina), Wednesday.

At Kill-Devil Hill, close to this town, to-day, I was privileged to witness the first successful test flight of the new aeroplane invented by the famous Wright Brothers, of Dayton, Ohio.

With the machine under perfect control, the two inventors, Messrs. Wilbur and Orville Wright, flew a distance of a thousand feet in a wind of twenty-five miles an hour, starting easily along a railway 3,000 ft. long, the aeroplane, driven by an engine of 20 h.p., quickly attained a velocity of twenty-five miles an hour, when it suddenly left the tracks and rose to a height of 20 ft. from the ground.

After travelling at that height for a distance of a thousand feet, the inventors landed with the machine without the slightest difficulty. The flight was made for the purpose of testing a new steering contrivance, the adaptability of which was unknown. The contrivance proved satisfactory, but, the adjustment required a slight alteration, the two brothers decided to discontinue the flight, though they could apparently have proceeded much farther by so doing.

In appearance their machine in no way resembles a bird. It is composed of two wooden propellers, each with two blades projecting from the side of the box. The sides and ends of the box are open with the exception of a few large pieces and gauze. Each end forms a kind of wing.

The forward half of the box, both bottom and top, is of closely woven canvas, inclined upwards like the breast of a bird. The engine is located in a central position on the lower side of the box. Attached to it are two wooden propellers, each with two blades projecting from the rear. The rudder extends back between the propellers. A second box-shaped arrangement projecting forward regulates the elevation.

The inventors intend to carry out further preliminary tests in the next few days in attempting an endurance flight from Kill-Devil Hill to Cape Henry, a distance of seventy-five miles, and back.

The great envelop of the airship Nulli Secundus has now been completed ready for its charge of gas. The airship trial will be resumed in about three weeks.
WRIGHT BROTHERS' SUCCESS.

FLIGHT "ALMOST BEYOND THE RANGE OF VISION."

(From Our Special Correspondent.)

MANTENO (North Carolina), Friday.

The Wright Brothers today made near here the most successful flight they have yet attempted.

They rose with their aeroplane high in the air, and were at 2.45 p.m. still circling almost beyond the range of vision.

Later.

Continuing their experiments today the Wright brothers made twelve successful flights with their flying machine at Kill Devil Hill.

Each time the machine rose with ease, and its contacts with the ground were without mishap. There were no efforts to make long distances, the flights being to further test the new design of steering gear, which now works to the entire satisfaction of the inventors, as well as for observations in rising and landing.

The longest flight made to date was a mile and a half.

Apparently the machine can fly with perfect safety as long as the supply of gasoline for the engine lasts. This is computed to be sufficient for flight over at least 1,000 miles. The wind to-day was blowing twenty to twenty-five miles an hour.

The machine always started head on to the wind, gliding along the monorail track until it acquired velocity enough to rise. In a good breeze it leaves the track within 100 feet from the starting-point.

While the Wrights refuse to talk for publication, it is known to be their intention to break the world's air navigation record before they leave this place. The speed of the aeroplane to-day was estimated at nearly sixty miles an hour.

MR. FARMAN'S NEW DEVICE.
At the close it was announced that the delegates of the various branches of the engineers on strike are about to apply to the employers for an "open conference" in order to arrange, if possible, terms of peace.

THE WRIGHT BROTHERS.

REPORTED FLIGHT OF TWO AND A HALF MILES.

(From Our Own Correspondent.)

New York, Monday.

A telegram from Manteo, North Carolina, states that the Wright brothers this morning continued their aeroplane experiments on the lonely beach near Kill-Devil Hill. The atmospheric conditions were most favourable.

The aeronauts ascended at half-past ten, reached an elevation of seventy-five feet above the sand dunes, and after covering half a mile on the beach between the ocean and the dunes, directed the machine southward and proceeded rapidly for two miles down the coast, landing with ease. The flight was quite successful.

NEW PUBLIC PROSECUTOR.
WRIGHT BROTHERS' FLIGHT.
TWO MILES AT 40 MILES AN HOUR.
EYE-WITNESS'S STORY.

(From our Special Correspondent.)
Manteo (N. Carolina), Wednesday.
The brothers Wilbur and Orville Wright to-day made two aeroplane flights, after spending yesterday in removing sand from the motor and thoroughly overhauling the entire mechanism.

I reached Prospect Hill, overlooking Kill-Devil Hill, just in time to see the doors of the barn opened and the machine drawn out with the help of four coastguards. The machine was placed on a 200-foot railled track on the slope of the hill, and Orville Wright mounted the driver's chair. The propeller revolved rapidly for two minutes.

When full speed was attained the assistants released the machine, and it moved out gently and directly towards Manteo.

The propellers whirled like giant fans, but without any rattle. The machine flew, dipping and rising alternately, until it reached the turn of Nag's Head Hill, when Orville Wright turned from south-west to north-west, instead of proceeding descended gently but rapidly. The flight began at 8.35 a.m., and lasted seventy-five minutes.

The assistants brought an attachable two-wheeled truck from the barn and returned with the machine to the rail tracks, the propellers moving at half-speed, and four men holding the machine to reduce the speed.

The second ascent probably marked the Wrights' present approximate performance until the difficulty now met is overcome. It began at noon, and lasted just under 160 seconds. The distance covered is estimated at two miles and the speed attained forty miles an hour.

This flight was carefully prepared. Both the Wrights were seated in the machine, which came beautifully to toward Prospect Hill, skewering from twenty to fifty feet.

KAISER'S PAGEANT.

TO-LE-TO.
GREAT FAIRY TALES.
THE TIME MACHINE.
FAIRY TALES.

12 noon.
1.30—Exhibition at the Boys' Brigade (Uxbridge).
1.30—Exhibition at the Girls' Brigade (Uxbridge).
2.15—Prize presentation at the Girls' Brigade (Uxbridge).
2.20—Presentation to the Girls' Brigade (Uxbridge).
3.15—Prize presentation to the Boys' Brigade.
3.30—Inaugural of the Sports at the Boys' Brigade.
11 p.m.
Shortly after the show, Mr. A. works, engaged in an effort to clear the streets of every bollard and every street lamp from every building and every public place.

Mr. A. spent months in clearing the streets of every bollard and every street lamp from every building and every public place.

When the work was finished, Mr. A. turned to labour, and found that the streets were full of bright lights.

Gardens were planted in every yard, and path-marks were cut into firm beds of earth.

Gravel was placed at every corner, and, to the joy of all, the sun was shining brightly.
WRIGHT BROS.' RECORD FLIGHT.
SIX MILES IN EIGHT MINUTES.
MACHINE SMASHED.

The American airmen, the brothers Wright, have shown the world that flight may be possible by the construction and operation of a machine which will carry four persons at a speed of more than 10 miles per hour.

The test flight was made last week from the Wright brothers' factory at Dayton, Ohio, to the summit of a hill, a distance of a quarter of a mile.

The machine was a monoplane, with wings extending from the rear of the engine and supported by a framework of wire and wood. It was driven by a motor which had been built by the Wright brothers.

The machine was flown for a distance of about a mile, after which it was brought back to the factory.

The test flight was witnessed by a large crowd of people, who were impressed by the performance of the machine.

WRIGHT MACHINES IN USE.

The Wright brothers have built several machines, all of which have been used for test flights. The first machine was flown by Orville Wright on December 17, 1903, and it was followed by other flights by Orville and Wilbur Wright.

The machine used in the test flight was constructed for the specific purpose of testing the performance of the Wright brothers' design. It was driven by an engine which had been built by the Wright brothers.

The test flight was a demonstration of the feasibility of the Wright brothers' design, and it was a success in every respect.

AERIAL VICTORY.

The test flight was not only a demonstration of the Wright brothers' design, but it was also a victory for the Wright brothers in their struggle to win acceptance for their invention.

The Wright brothers had been met with skepticism and ridicule by many people, but their success in the test flight proved that their invention was sound and practical.

The Wright brothers were also successful in securing government contracts for their machines, and they were able to sell their machines to many countries around the world.

The Wright brothers' invention revolutionized transportation, and it paved the way for the development of modern aviation.
THE DAILY MAIL, SATURDAY, MAY 16, 1908.

THE MYSTERIOUS WRIGHT BROTHERS.

A PERSONAL SKETCH OF THE MEN WHO HAVE LEARNT TO FLY.

Mr. ORVILLE WRIGHT.

Mr. WILBUR WRIGHT.

The Wright brothers, those mysterious Americans, who for years have kept secret the details of their discoveries, have at last accomplished what is undeniably the world's record by flying in an aeroplane a distance of more than six miles. Much has been heard of their experiments in flying, but very little has been published about the men themselves. The inventors are the sons of an Ohio clergyman. Just over thirty years old, they are modest, thoughtful, rather reserved young men, full of energy and enthusiasm where the work of their life is concerned.

LEARNING FROM BOOKS.

They sought to solve one difficulty at a time. Every supposed advance in knowledge was carefully tested time after time, and not until every detail was noted, and they brought mathematical reasoning to bear upon every inch and ounce of their machine. Naturally, they all work in the history of the art of aerial navigation. They now possess a very large library, which is practically entirely devoted to works directly bearing on the subject and to books relating to the flight of birds and insects. They declare that the art of aviation can be easily learnt; that the danger is negligible; and apparently only the human factor entering in, for it seems to have been a natural human mistake, engendered by the excitement of the event. A cause of the aeroplane driven on Thursday by Mr. Wilbur Wright, after a flight of more than six miles, to come to the ground at full speed, and thus damage the machine. Mr. Wilbur Wright, we were told yesterday, in his haste, or an explanation of this, caused the elevation rudder to be depressed instead of raised.

COULD TEACH YOUNG MEN IN THREE DAYS.

Mr. Orville Wright speaks of the flying machine in tones of affection, and one can discern very little pride in personal achievement. He describes the sensation of aviation as something infinitely more exhilarating than motoring, easier and smoother, with a movement of added dimension. When the automobile turns there is often an unpleasant feeling, caused by centrifugal force, from which the flying machine is entirely free. This is because it adjusts itself to any angle when turning. He avers that it is no more difficult to guide the machine than it is to guide a bicycle. "I could teach any young man within three days," he says.

ALTOGETHER IT IS CLAIMED THAT THE MEN HAVE MADE THEIR VARIOUS EXPERIMENTS ONE HUNDRED AND SIXTY-FOUR TIMES, SOMETIME AT A SPEED OF FROM THIRTY TO FORTY MILES AN HOUR, AND TO THE END OF THEIR MISFORTUNE WITHOUT SO MUCH AS THE WAGGING OF A FINGER. PATIENTLY THEY HAVEN'T THE PATIENCE OF SCIENTISTS WHO KNEW THAT THE END Sought after would be attained some day, somehow. Mr. Herbert N. Casson has stated that they obtained their first idea of the principles which a successful machine must embody from a toy invented by M. Pesaud, a clever young Frenchman.

THE TOUR THROUGH EUROPE.

The Editor of the Magazine Page of "The Daily Mail," he decided to send twenty young gentlemen who are readers of the paper on a three weeks tour through Europe. The paper has been delivered during the period covered by the subscription. It is very important, therefore, that subscribers should see that all new copies are read or destroyed. If any are not read or destroyed, the paper has been delivered during the period covered by the subscription.

On the conclusion of the tour a careful search of the notes taken by the travelling party will be made. It is a duty of the Magazine Page, so as to satisfy his subcription to "The Daily Mail." It is important that notes are not allowed to be sent, and that no work is received. Will they please see that the names and addresses of both the subscriber and correspondents are given to be great students, and too happy-go-lucky
The Wright AEROPLANE.

CAPTAIN CHARLES H. THOMAS.

The scope of the whole aeronautical world has been extended considerably by the Wright AERODROME, which has been described in previous columns. In the past few years, the Wright brothers have been the subject of much discussion and controversy, with many even attempting to deconstruct their claims and achievements. In an article that appeared in the paper, Mr. Wright clarifies the situation, stating that the work of the Wright brothers is a work of art and not a mere collection of facts. He further explains that the Wright brothers have had a strong influence on the development of the aeroplane, and that their work is an example of the power of the human mind. In the same article, Mr. Wright also criticizes the efforts of others who have attempted to imitate the Wright brothers, stating that their work is not a mere collection of facts, but rather a work of art.
AEROPLANE CHALLENGE.

WRIGHT BROTHERS’ REFUSAL OF MR. FARMAN’S OFFER.

(From Our Special Correspondent.)

MANTEO (N. Carolina), Monday.

When I told Mr. Wilbur Wright of Mr. Henry Farman’s challenge to a flying match for £1,000, he merely replied: “Thanks.” Urged to say whether his answer would be an acceptance, he said there would be no answer.

This refusal is in accordance with the policy the Wright brothers have always maintained when questioned as to their flying machine operations. Mr. Wilbur Wright will start for Dayton, Ohio, to-day, and Mr. Orville Wright will leave on Wednesday or Thursday.

STRANGE HOTEL INCIDENT.

WAITER WOUNDED BY ECCENTRIC GUEST.