months ago and has been under surveillance by special agents of the secret service ever since. Little is known here about him except that he had travelled much and was well read, especially in army matters, the handling of guns and the manufacture of gunpowder. For many years he lived in Japan and learned to speak the Japanese language. The officers at the Presidio say that native Japanese have remarked that Treadwell could speak Japanese as well as a native.

WRIGHT AIRSHIP
FLIES TWO MILES

Could Have Gone Further in Test to Show Army Officers Points of the Machine.

NORFOLK, Va., Thursday.—The first experimental flight of the Wright brothers airship to be made under the supervision of the United States government took place to-day at Nag Head, N.C., where the aerial navigators worked upon and completed their first airship four years ago. To-day's flight, according to the information received to-night, covered a two mile stretch and could have continued indefinitely if the aeronauts had desired to proceed further.

The success of the Ohioans in aerial navigation some time ago attracted the attention of the War Department to their invention, and their present flights are being made for purposes of demonstration to the army officers who are present.

Nag Head is across Albemarle Sound from Elizabeth City, N.C., and is six miles from the United States life saving station at Manteo.

A MAN OF PEACE,
NO SWORD FOR HIM

John D. Rockefeller Refuses to Buy Ancient Relic of Cromwell's "Ironsides" Troopers.

John D. Rockefeller has refused to buy for $500 a sword sent him by a young woman in England with the information that the weapon was carried by a soldier of Cromwell's army during the Civil War. Five of the fifty-three delegates who attended the meeting at the Fiorello La Guardia home there were surprised when Seth Low, H. B. Wadsworth and Senator Page expressed their opinion that the delegates should be known throughout the country they were with the Governor against racing. Instantly Thomas Woodruff, Charles W. Anderson, Roosevelt republicans were out to protest. They said that it for national delegates to dip State matters. So emphatic their position that the matter did not to a vote. Thereupon the men arranged the meeting spent a half trying to devise some writing public what had happen letting it appear that the slight spect had been shown to Hughes.

At the conclusion of the which was unprecedented in St. many of the delegates tried from their neighbors what it is about. Fred Greiner, of Burke, left the room where for two delegates had been in secret said:

"This is the biggest humbug of. It started with nothing what it began and I'll bet not what it is all about."

Many Delegates Disagree

Some of the delegates who bled hundreds of miles excrement and others declared with the whole affair. Mr. Herbert Parsons and others certified with the Roosevelt w party merely laughed. "It was the close of the session, said, attempt to be serious:

"I cannot tell you a single are all pledged to secrecy what was done. It was agreed word given to the public through General Woodford."

"Others who are usually put out political information to lips, looked solemn and pointed General Woodford. The latter air of mystery that at a quarter o'clock—it went four—out all that was to be printed at conference. This is what he give:

"I immediately after going five session the Conference li situation turned up and it..."
WRIGHT BOYS PLAN 150 MILE FLIGHT

Will Test Endurance of New Aircraft on Long Trip to Cape Henry.

FIRST TRIAL SUCCESSFUL

Machine Modeled After Birds Flies One Thousand Feet Under Adverse Weather Conditions.

[SPECIAL DISPATCH TO THE HERALD]

MANSFIELD, N. C.—Wright brothers, aeronauts, now at Kill Devil Hill, near here, made the first flight in their new aircraft this afternoon. Into the control, and, under the perfect control of its two makers, travelling one thousand feet. It was a flight with ease and perfect safety.

After several preliminary tests to be made during the next two or three days an endurance trial of the machine will be made, and on this occasion the inventors will probably attempt to fly the machine to Cape Henry, a distance of about seventy-five miles, and return.

The flight to-day was made in a light northeast wind of four miles an hour, accompanied by heavy weather. The elevation of the machine did not reach more than twenty feet above the ground.

The machine was started easily from a railway about three hundred feet long; the engine glided rapidly along the rails, and when it had reached a velocity of about twenty-five miles an hour it left the track, bearing with it Wilbur and Orville Wright.

The body of the machine is forty feet long and eight feet wide, giving it a total buoying surface of 640 square feet. It is said to be capable of carrying the weight of four ordinary men.

The principle governing the construction is said to be the same as that which enables a bird to fly, although in appearance the machine in no way resembles a bird. The Wrights studied the formation of many birds before their machine was constructed.

What might be termed the body of the machine is shaped like a long box, the sides and ends being entirely open with the exception of a few light upright pieces and guy wires. The forward side of this box is inclined upward like the breast of the bird. The top and bottom are of closely woven canvas or silk. The engine, which is about twenty horse power, is in the middle of this box, and attached to it are two wooden propellers of two blades each, one on either side of the engine and projecting to the rear. The only other attachments to the machine are those which perform the office of the tail of a bird.

Although the machine passed without any accident on its first flight, and its use made a noise like that of a small railroad engine, it was the result of a series of efforts to capture the bird's ability to fly. The Wrights have been experimenting with various models for the past two years, and have been subjected to many sort of mishaps. The material of which they are made dropped the men from time to time, the wire which forms the body of the machine being becoming slack and giving the appearance of a long box. The Wrights will continue to experiment with the machine, and it is expected that they will make further flights in the near future.
Spectator Reports Series of James Wright's Successful Manoeuvres of Aeroplane in Air.

PERFECT CONTROL BERTHESPAYS MACHINE FLEW FROM HILL TO HILL AT THE WILL OF THE INVENTORS.

CAN LONG VOYAGE TODAY "GAGE" BEAKERS WILL FLY THIRTY MILES OVER THE NORTH CAROLINA TRIAL GROUNDS. Power is Limited.

[Special Dispatch to the Herald]

Saturday, N. C., Friday.-The aeroplane of the Wright Brothers was flown almost entirely under the control of the inventors today, as the inventors continued the experiments with the machine, according to Dr. Bruce, a spectator. The machine is now in a very advanced state of development, and for experimental purposes is not for which at the present time they are being used.

The new design of steering gear which the inventors are now using is not yet attached to the entire satisfaction of the machine, but it is said that the steers are very good and that the machine is being made at the will of the inventors.

But for the time being, the machine is being used for experimental purposes, and may be expected to be made at the will of the inventors in the near future.

The machine is now in a very advanced state of development, and for experimental purposes is not for which at the present time they are being used.

The aeroplane is now in a very advanced state of development, and for experimental purposes is not for which at the present time they are being used.

The aeroplane is now in a very advanced state of development, and for experimental purposes is not for which at the present time they are being used.
Ceremony of Changing Flags.

The crew of the flagship Connecticut to special muster at eleven o'clock morning, the officers in full dress, wearing their cocked hats, frock coats and trousers. Rear Admiral Thomas, whom the honors of supreme command presently were to devolve, was in the cabin, and Rear Admiral's staff was lined up on the quarter-deck. Commander A. W. Grant read the orders from the Navy Department, ordering Rear Admiral Evans from duty to proceed home at discretion, and then read the farewell order of the commodore in chief.

From the three pounder saluting guns on the after bridge of the Connecticut, under the emergency cabin, there fired thirteen guns, and on the last the Admiral's ensign fluttered down on the halyards. This gave pause to the monitor on the flagship for the moment, all eyes were bent on the Minnesota, flagship of Rear Admiral Thomas as he approached, which lay four hundred yards away.

The red starred flag which indicated position as second in command came from the main, attended by ceremonies similar to those on the flagship, and as it was finally down Rear Admiral emerged from below on the Con-necticut and his orders to duty as commodore in chief were read on the Connecticut and his flag was hoisted—a blue starred flag this time instead of a one, indicating that he was supreme command. Thirteen guns were fired in approbation of the new commodore in chief by all the ships of the Atlantic.
WRIGHT BROTHERS SPECIFICALLY FLY NEARLY TWO AND HALF MILES

Speed of More Than 46 Miles an Hour Is Attained in a Record Trip.

AEROPLANE IS MADE TO TURN WITH EASE

Trip Over the Sands at Kill Devil Hill Exceeds Best Previous Flight by a Mile.

MOVES EASILY ON GROUND

Machine When Placed on Wheels Can Almost Be Moved by Its Own Propellers.

[Special Dispatch to the Herald]

MONT, N. C., Monday—In flying machine flights at Kill Devil Hill today the Wright brothers, of Dayton, Ohio, made a flight of two and half miles with a speed of two and half miles an hour, a record for this type of machine. The distance of the flight was approximately three hundred and fifty feet, making the total distance of the flight three hundred and fifty feet. The machine was directed with skill almost parallel with the wind, and after a mile and a half, it was made to fly towards the southeast, back toward the starting point, for three-fourths of a mile, where it was then made to land. The average speed of the machine on the flights being computed at 477 miles an hour.

Footage of the machine more than twenty feet above the ground, the only part in its course being taken to avoid obstacles.

Imagine a noisy reaper flying through the air with a rising and falling motion similar to that of a bird and a fair piece of the Wright brothers' flying machine in action is obtained.

The exact details of the flight today were as follows: a flight of two and half miles at a speed of 477 miles an hour, until it reached the point of the last turn in the flight. After the machine had taken off from the ground, it was seen to be straight ahead when it reached the point where it was to take off, and then it was made to fly towards the southeast, back toward the starting point, for three-fourths of a mile, where it was then made to land. The average speed of the machine on the flights being computed at 477 miles an hour.

A second flight of one and a half miles in length and several shorter ones was made later in the day.

After the machine left the ground, it was brought back to the rail before it can be turned again. To do this it is placed on its back and is set in action, it almost forces itself along. Wright brothers, guarantors of the machine, with the utmost care. They will not admit in sight of a stranger if they have it.
WRIGHTS PLAN A 50-MILE FLIGHT

Inventors, Behind Closed Doors, Prepare Aeroplane for Epoch Making Trip.

START WITHIN A WEEK

Details of Monday's Ascension Show It to Have Exceeded All the World's Records.

SPECTATORS FLOCK TO SCENE

Brothers Close Aerodrome to All Observers and Threaten to Leave Testing Grounds.

[Special Dispatch to the Herald.]

MADISON, N. C., Tuesday.—Since more complete details were obtained to-day of the flights made yesterday by the Wright brothers' aeroplane, there has been no doubt that they now exceed all the world's records, and that they are good reasons for believing that within the next few weeks, probably before next Saturday, the Wrights will perform aerial feats that may mark the beginning of a new epoch in aerial navigation.

There is no doubt that they yesterday made a flight of more than two miles, turning the aeroplane around and returning it to the starting point. It is not possible to say whether they did this before the machine was built, but reports indicate that the Englishman and his assistant, after making several attempts to launch it, finally succeeded in doing so. They are now building a machine which is to be sent to France, where it will be tested under the supervision of Professor Henrique, who recently won the Faraday-Arnoldson prize of $10,000.

Within a week they say they expect to cover 100 miles or more and return. It is now known that they are working with their old machine, which they dismantled for their experiments last week after having announced that they had completed a forty-four miles, returning to the point of departure, and that only change made in the old machine is a new 32-horse power water cooled motor and a new steering gear. It is the new steering gear, they say, that they are changing, and it is to be used in their new machine.

Correspondents from all sections of the country, including the London newspapers, are arriving here, and there is a probability that the presence of the newspapermen may bring all operations to a close. The Wrights have absolutely refused to make any promises concerning this machine or any other they may have in the aerodrome as long as they suspect a newspaperman of being present. It is said that saving men at Kill Devil Hill are permitted to be present. The strip of beach where they are working is one of the most isolated in the United States, being fifty miles from any railroad station and about ten miles from the nearest settlement.

The Wrights have announced that if the weather is favorable they will go out and try their new machine the 25th. They say that they may go out any time during the next ten days or two months, when they are ready to make a long journey, and will have no objections to publicity being given to their achievements.

[Note: The article mentions other details about the Wrights' work and the implications of their flights.]
Wright's Airship Smashed by Fall

(Continued from Page Three)

spoke without much reservation to-day as they watched the graceful machine gliding through the air and realized that they were approaching the consummation of man's dreams since civilization began, actual navigability of the air without the aid of gas.

By Paul F. Bird.

On the long flight, as the machine sped around one of the big hills, a flock of crows were startled from the marshes and crossed the aeroplane, circling about it and cawing in apparent dis- may at the appearance of this new monster of the air. A huge turkey buzzard that followed同类 the same circle at an altitude of 1,000 feet swooped down and followed in the noisy procession of the birds.

No matter how far the aeroplane flies from camp it will always return to its own power. Two trucks with flat wheels like a farmer's wagon are placed on top, the propellers are started and it becomes a wind wagon and moves along in the manner in which a perfectly balanced sled can travel.

The men trot along by its side and steady it. After preparing the truck for the starting track, it is thoroughly examined in every detail, and when the operators step in, start the motor and away it speeds on another journey.

Is Building Airship to Meet Wrights.

A. M. Herring, Ohio Men's Only Competitor, Busy on Machine for War Department.

While the Wright brothers are testing the aeroplane principles they are to apply to an airship to be erected over to England, the enthusiastic British airship enthusiasts are determined that their airship will be the equal of the Wright's. All the government under similar conditions is in course of manufacture, the British airship is also to be supplied to the government under similar conditions, and it is one of the successful bidder under the government specifications and as the only British airship the Wright brothers will enter an airship in the trials at Fort Myer in August, Mr. Herring has been busy at the machine, and reports of the experiments being made in North Carolina by the Wrights.

What I have read and what I know is, they are using an engine, Mr. Herring, in his report, at No. 17, of the Wright brothers' interests, and it is said that the Wright brothers are testing their engines in their experiments.

They have until August 20 to deliver the machine. The government has determined to make the trials under the same conditions as the Wright brothers' machine will be tested, and the Wright brothers will not be able to carry two men and a woman in the air as they do, but I believe that the Wright brothers are satisfied with their experiment and will deliver the machine to the government, one of the bids made for the contract, and one able to make an airship for the government.

The general principle was used by the English in the Wright plates, which were used by the Wrights at that time, but it was refused by the English because they were cheaper than the English. While the Wright brothers made a successful flight, they were not able to have a large, practical ship on the same track as they had on the 14th of July, and I believe that the English will be able to make a successful flight on this, and I believe that the English will be able to make a successful flight on this, and I believe that the English will be able to make a successful flight on this.

The English have been known to refuse to make a successful flight, and I believe that the English will be able to make a successful flight on this, and I believe that the English will be able to make a successful flight on this.

I believe that the English will be able to make a successful flight, and I believe that the English will be able to make a successful flight on this, and I believe that the English will be able to make a successful flight on this.

Between the machine and the one of the Wright brothers, there will be some points of difference. Mine will be well designed, and if the thing is found to be a success, it will go on to the next step. It is already in the possession of the Wrights, and I believe that the English will be able to make a successful flight.

But the most distinctive feature of my machine is the ability to fly, without which I cannot agree to the principle, which is to fly in the air, and it is to fly right from the side.

Bell Air Ship Ready.
PRICE FIVE CENTS.

WRIGHT BROTHERS CHALLENGED BY HENRY FARMAN

Throws Down Gauntlet to Americans for Speed and Distance Trial.

OFFERS $5,000 AS STAKE FOR CONTEST


PARIS EXPERTS INTERESTED

Believe in the Reported Exploits of American Inventors, Though the Technical Press is Skeptical.

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PARIS HERALD.

No. 13,216, May 19, 1908.

Paris, Saturday.

The European edition of the Herald has received the following letter from Mr. Henry Farman, who has just arrived in Paris:

TO THE EDITOR OF THE HERALD:

Dear Sir,—For some time I have been in the papers that the brothers Wright are establishing new records, and the following day everything is desired. For my part I believe the brothers Wright are very expert in the matter and able to execute fine flights.

However, my experience in aviation is small, and I propose to make a test flight at least and perhaps I am absolutely insane. Among other examples I cite the fact that has appeared in a paper that three or four of my colleagues have made a flight of fifteen minutes or something approaching that period. Now, it is absolutely impossible that I should make such a flight.

Proposes Five Thousand Dollar Stake.

If I am, moreover, ready to challenge, then I propose to make a test flight at least and perhaps I am absolutely insane. Among other examples I cite the fact that has appeared in a paper that three or four of my colleagues have made a flight of fifteen minutes or something approaching that period. Now, it is absolutely impossible that I should make such a flight.

I propose this match with full knowledge of what I am doing, for I have made more than a hundred flights and have covered a total distance of more than 250 miles, remaining five minutes in the air above ground, which is too small and which makes me unable to make a longer flight. Moreover, I was hampered by circumstances.

Twenty-Four Minutes in the Air.

My present apparatus, such as it is, can remain twenty-four minutes in the air, and with modifications which I shall make in it I am certain that in a short time I shall not be far from establishing a new record. I am, therefore, not at all surprised at the exploit of Mr. Wright.

H. FARMAN.

Mr. Henry Farman made a remarkable flight in his aparatus at St. Jeanne Mogliano, on March 21, travelling two miles and taking all the necessary records. He was at once recognized by the whole world, completing a run of 500 miles and then coming back to the starting point. He carried out this test before a committee of the Aero Club of France on January 12 last, and won the Deutsch-Aerodrome prize of $10,000.

WRIGHTS SECRECY PERSISTED.

Mr. Wrights, of course, are as yet unknown to the world, and they have been careful to keep their craft as a secret as possible.
I believe man's inventive ability soon will provide a machine that will automatically follow a steady course and require that the operator deal only with details of management.

Captain Baldwin had expected to have the government dirigible ready for test by June 15, but a shortage of fifty feet of silk for the gas bag will necessitate two weeks' delay. The motor and framework have practically been completed at Hammondsport.

A. Holland Forbes presented a graphic description of the ten balloon ascensions he has made within the last six months, these resulting in his obtaining a pilot's license. He will not take his balloon. The Conqueror, the largest in the United States, to St. Louis to contest for the Lahn Cup until next fall.

The club's committee has inspected tracts of land for permanent testing grounds, but no decision yet has been made in this problem.

SPECIAL DESPATCH TO THE HERALD.

NORFOLK, Va., Monday.—Wilbur Wright, the elder of the two aeronauts who have tested their aeroplane at Kill Devil Hill, N. C., arrived in this city today on a trip to New York. Asked if he was satisfied with the work of the machine as well as the machine heavier than air, he replied: "We consider that several years ago. Our recent experiments had no connection with that problem, but were made to better understand the operation of our machine."

No one has asked if he considered the experiments at Kill Devil Hill entirely successful, and replied laconically: "Yes, quite.

SHIPWRECKED SAILORS HERE.

Seven Who Were on the Cacique, Which Blew Up Off Peru, Arrive from Colon.

Several sailors who were aboard the Cacique, which was blown up by an explosion on April 27, arrived here yesterday on the Finance, of the Panama line, from Colon. The Cacique used petroleum as fuel, and was off the coast of Peru when the explosion occurred from a leaking tank and the vessel almost immediately founedered.

The crew of thirty-one men took to two small boats, under command of Captain Dill and First Officer Mann, and after four days of rowing reached the coast at Point Santa Elena, where they were picked up by the Ecuadorian war ship Bolivar and taken to Guayaquil. From that point they went to Colon.

Captain Mowbray, of the Finance, reports that the vessel passed about 190 miles south of the Sandy Hook lightship the largest floating spar he had ever seen, and which, he says, is a distinct menace to coastwise vessels.

Stern Brothers

DRESSMAKING AND LADIES' TAILORING DEPARTMENTS

Orders executed at short notice for

Costumes, Waists, Walking Suits and Hats

At Large Concessions from Regular Prices

Tailor-made Gowns, at $55.00

Linen or Crash Coat Suits, " 35.00

Riding Habits, of Linen or Crash, side or cross saddle 35.00

(THIRD FLOOR)
Wright, Conqueror of the Air, Is Silent on Challenge

Elder Brothers Who Solve Aerial Problems Is in New York.

His Mission Not Told—Cannot Answer M. Farman At Present—Statement Ament Manbro Tests May Be Issued.

Turned to a deep brown by the North Carolina sun, under which he and his brother Orville have been experimenting with their airship, W. L. Wright brothers arrived in New York yesterday morning. The specific purpose of his visit to this city he declined to make public.

"Business," was his answer when asked if he was coming to New York to do with the furtherance of his airship plans.

The elder of the brothers who are in the light of fame in connection with aerial development than any other American, is a man of medium height, well set up and clean shaven. He speaks in a low, even tone and with the air of one who would rather not speak at all. His hands are scarred and minus several patches of skin, lost in the course of his work with the airship at Kitty Hawk.

To escape reporters he went to a hotel some distance from Broadway.

"I came to New York on business," he said, "and may remain here several days. We want to be busy, and not find time to go to the Aero Club."

"Concerning the results of our experiments in North Carolina, I can say nothing new. It is generally known that we have experimented. It is probable that in a few days my brother will give us a formal statement for the public, but even now what we accomplished or did not accomplish, it is not worth the time it took to accomplish.

At times we have given such information as would interfere with our plans. We appreciate the interest shown in our work by the public, but it has happened more than once that well-intentioned publications concerning our progress have worked serious injury to us."

Mr. Wright was shown the accounts in yesterday's newspapers of the flight made at Hammondsport, N.Y., on Monday by W. W. Baldwin and Lieutenant Butler, U.S. A., in the airplane White Wings. He was asked, after reading the accounts, what he thought of the results said to have been obtained. Pointing out the part of the article which says a dispatch was received at the Aero Club from Professor Alexander Graham Bell that his new airship had sped nearly one hundred feet at an elevation of one hundred feet, he said:

"I think that is very plausible.

Then he added:

"Silent on Challenge.

It will not do to believe what one reads concerning airship flying. I find frequently that the published accounts of flying made by others are vastly different from what are reported as some of the accounts of flying machine manufacturers. The tendency is to exaggerate what we do or say in the absence of specific information."

He refused to discuss his future plans or tell if he would be a participant in any flying contests.

"If you have any answer to make to the charge that I have been flying, it is a matter of public interest."

"Mr. Wright was asked.

"I will not do to believe what one reads concerning airship flying. I find frequently that the published accounts of flying made by others are vastly different from what are reported as some of the accounts of flying machine manufacturers. The tendency is to exaggerate what we do or say in the absence of specific information."

He refused to discuss his future plans or tell if he would be a participant in any flying contests.
ASSISTANTS, RUNNING AFTER THE MACHINE AS IT STARTED DOWN THE TRACK

WILBUR WRIGHT ON SECRET MISSION

Wilton Wright, elder of the brothers famed as aeronauts, was the most sought man in New York yesterday. Members of the Aeronaut Club of America and many other persons interested in aeronautics kept the telephones busy trying to locate the Ohioan, but without success.

Mr. Wright arrived in New York early Tuesday morning, as told exclusively in the Herald yesterday, and went to the Park Avenue Hotel, where he thought he would be free from molestation. He left the Park Avenue the same night, presumably for a place of greater seclusion.

The report became current yesterday that the object of Mr. Wright’s visit to New York was to finance his flying machine project and the names of Charles R. Flint, merchant and organizer of corporations, was mentioned as the man with whom the Wrights were dealing.

“Are you negotiating with the Wright brothers in the matter of their airship plans?” Mr. Flint was asked yesterday.

“I have nothing to say about this,” was Mr. Flint’s answer.

“I see it is to be understood from your refusal to discuss the subject that you have not been or are not negotiating with the Wrights?”

“I have nothing to say,” was the reply.

BIGGEST BALLOON IS READY

[SPECIAL DESPATCH TO THE HERALD.]

SPRINGFIELD, Ill., Wednesday.—Weather conditions permitting, the first flight of the Chicago, the mammoth balloon constructed for Charles A. Coey, will be made to-morrow afternoon. The party of three will take provisions to last six days.

The balloon’s capacity, 110,000 cubic feet, is said to be greater than that of any balloon known, and it is expected that a longer distance will be traversed than ever before recorded. The gas bag was tested to-day and was found to be satisfactory.

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Dr. Marsh’s Doom As Was Forecast

(Continued from Page Three.)

been infected was when the throat tightening symptom appeared.

“There is no doubt that he was infected from a day that died later on, and has now been taken to a hospital and will be operated on immediately.”

Rewarded for Deeds

Percy W. Marling, Montreal Insurance Broker, Killed Himself, Coroner Declares.

Rewarded for Deeds

Percy W. Marling, Montreal Insurance Broker, Killed Himself, Coroner Declares.
WRIGHT AIRSHIP FLIGHT 32 MILES

One of Brothers Quoted as Giving Credit for Distance Traversed at Forty Mile Rate.

Thirty-two miles at the rate of forty miles an hour is now said to have been the actual distance traversed by the Wright Brothers' flying machine in their recent trials over the sand dunes of North Carolina.

Wilbur Wright, one of the brothers, was in the city yesterday and he was quoted as giving these figures instead of the eight miles, which has been credited to the airship. Two other long flights, one of twenty-four miles, and another of eighteen, are in the record of the recent tests by the aeronautic kinsmen.

Mr. Wright is reported also saying that the damage to the airship was trifling and could have been repaired for $30, but he did not consider that it will remain in the neighborhood, because of the presence of so many newspaper men, who were seeking information as to the progress which was being made in the construction of the craft. He seemed to be confident that the problem of aerial navigation had been solved.

His mission here was in connection with business matters relating to the airship. Although he was supposed to have left the Park Avenue Hotel Tuesday Mr. Wright was seen there yesterday in a secluded corner of the lobby.

He called on Wu Ting-fang, the Chinese Minister, at the Hotel Hanway, and had a conference with him. The Minister asked many questions concerning the future of aerial navigation, but no information could be obtained as to whether the diplomat contemplated taking up the invention. Mr. Wright denied any official capacity for his government.

The meeting between him and the inventor was brought about through Charles R. Flint, who is said to have had some negotiations with the inventors.

Mr. Flint, however, denied last evening that he was investing any capital in the Wright airships.

Wu Ting-fang and W. S. Ho, the Consul General, and L. Wing, Vice Consul of China, were taken yesterday morning by Mr. Flint on an excursion by automobile which was to have ended at the laboratory of Thomas Edison, in Orange, N. J. The trip came to a sudden stop near Newark, N. J., through the breaking of a driving chain.

Mr. Flint then called up Franklin Murphy, formerly Governor of New Jersey, to whom he explained his predicament. Mr. Murphy placed his car at Mr. Flint's disposal and the party returned to New York.

It had been reported that Mr. Wright was also to have been with the party on its visit to Orange, but he did not appear.

SAYS HE HAS BROKEN HIS ARM