

liver trouble.  
Potter is seventy-four years old, until the day his health gave way he did on doing as much work as was by men much younger and stronger. There was a slight improvement in his condition yesterday, when it became possible for him to sit on a couch in his room for a short time. He is still very weak, however.

Arrangements for the funeral of Rev. Morgan Dix, D. D., rector of Trinity Church, were made yesterday, it was reported to the members of the family by Dr. Dix that it would be impossible for Bishop Potter to take part in the services to be held in Trinity Church tomorrow. Bishop Greer, Coadjutor Bishop of this diocese, is to take the place of Bishop Potter at those services.

#### View of Physician.

Dr. Janvrin last night showed that although the men close to Bishop Potter and his assistant with his condition entertained some concern concerning his speedy recovery, Dr. Janvrin, of No. 191 Madison avenue, Bishop Potter's attending physician, does not conceal his fears. "I have no hope," said Dr. Janvrin, "that Bishop Potter's condition is not dangerous. I believe this stage of his illness is not critical and I am glad to be able to say he is better now—a little better than he was four or five days ago.

He cannot deny, however, that he is still ill. Dr. Potter worked too hard. He seemed to be tireless, but he found a few days ago that the strain under which he had been working had proved to be too much for his strength.

His breakdown is purely physical. Physically he is the same capable man he has always been. His physical weakness was brought about by the tremendous amount of work he did. Trouble of the stomach and of the liver added to his weakness.

Dr. Janvrin hopes with all my heart that he will recover, but it is useless to deny that he is very ill."

Dr. Potter is so ill that Dr. Fred Courtney, rector of St. James' Church, and Bishop Cortlandt Whitehead, of Pittsburg, have been called in to assist with much of the work which in ordinary circumstances would be attended to by Bishop Potter. Dr. Courtney, who was

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.

[SPECIAL DESPATCH TO THE HERALD.]  
NOFOLK, 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

fifty-three delegates and after attended the meeting at the E. They were surprised when Seth Low, R. Hazard and Senator Page expressed the opinion that the delegates should be known throughout the country if they were with the Governor against racing. Instantly T. Woodruff, Charles W. Anderson, Roosevelt republicans were on hand to protest. They said that it was for national delegates to dip into State matters. So emphatic was the position that the matter did not go to a vote. Thereupon the meeting arranged the meeting spent a half hour trying to devise some way of letting public what had happened without letting it appear that the slight respect had been shown to Hughes.

At the conclusion of the session which was unprecedented in State history many of the delegates tried to get from their neighbors what it had been about. Fred Greiner, of Buffalo, left the room where for two days delegates had been in secret session and said:—

"This is the biggest humbug I have ever heard of. It started with nothing and where it began and I'll bet you never know what it is all about."

#### Many Delegates Disgusted

Some of the delegates who attended hundreds of miles expressed their disgust with the whole affair. Mr. Herbert Parsons and others identified with the Roosevelt party merely laughed. Mr. V. the close of the session, said he would tempt to be serious:—

"I cannot tell you a single word of what was done. It was agreed that no word given to the public should be through General Woodford."

Others who are usually without political information to their lips, looked solemn and pointed to General Woodford. The latter seemed an air of mystery that at a quarter of twelve o'clock—it was then four—he went out all that was to be printed for the conference. This is what he gave out:—

"Immediately after going to the five session the Conference listened to an interesting and important

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# WRIGHT BOYS PLAN 150 MILE FLIGHT

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Will Test Endurance of New Aero-  
plane on Long Trip to  
Cape Henry.

## FIRST TRIAL SUCCESSFUL

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

[SPECIAL DESPATCH TO THE HERALD.]

MANTEO, N. C., Wednesday.—Wright brothers, aeronauts, now at Kill Devil Hill, near here, made the first flight in their new aeroplane this afternoon. Although but a test flight, it was successful in every respect, the machine, under the perfect control of its two makers, travelling one thousand feet. It was made to alight 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 fourteen 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 both 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 a bird. The bottom and top are of closely woven canvas or silk. The engine, which is of 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.

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# SEES THE WRIGHTS RE AGAIN IN FLIGHT

Spectator Reports Series of Jam  
Successful Manoeuvres of of  
Aeroplane in Air. co

IN PERFECT CONTROL BER

Says Machine Flew from Hill to Hill He a  
at the Will of the In- H  
ventors.

PLAN LONG VOYAGE TO-DAY "GA

Brothers Will Fly Thirty Miles Over the Electe  
North Carolina Trial Grounds— F  
Power Is Unlimited.

[SPECIAL DESPATCH TO THE HERALD.]

MANTEO, N. C., Friday.—The aeroplane  
of the Wright Brothers was flown almost  
at will over the sand dunes at Kill Devil  
Hill to-day as the inventors continued  
their experiments with the machine, ac-  
cording to D. Bruce Salley, a spectator.  
He says ten or more flights were made,  
but as they were all for experimental pur-  
poses and not for distance they were all  
short, the longest of them being a mile  
and a half.

"The new design of steering gear which  
the inventors are now using is not yet  
adjusted to the entire satisfaction of the  
aeronauts," says Mr. Salley. "It was to  
experiment with this and to make obser-  
vations in the rise of the machine and  
its contact with the ground that the as-  
sensions to-day were made. But short  
and frequent as they were the machine  
was always under perfect control, the  
descent being made at the will of the  
navigator, who would be first one of the  
brothers and then the other. Not once  
was the machine other than under abso-  
lute control.

"Weather conditions were favorable for  
the tests. A stiff breeze of from twenty  
to twenty-four miles an hour was blowing  
from the southwest. It would seem that  
there is nothing to prevent the machine  
staying in the air as long as the supply  
of gasolene from the engine might last.  
Its manner of acting in the air is very  
much after like that of a bird in flight. It  
can be turned to the right or to the left,  
made to soar high or low at the will of the  
navigator, and can be directed over any  
point. The machine probably has a speed  
upward of forty miles an hour. It was  
up probably two minutes in its mile and  
one-half flight.

"It was the intention of the Wrights to  
undertake a long flight to-day, but they  
were delayed somewhat in their experi-  
ments and the day was almost gone be-  
fore they were ready for it. This will prob-  
ably be undertaken to-morrow, it being  
the intention of the aeronauts to fly their  
machine to Oregon Inlet, fifteen miles dis-  
tant to the south, and return. It was  
their intention to fly to the Inlet to-day.  
It is the firm belief of the inventors that  
they now have a machine that is far more  
practicable than any other heavier than  
air machine ever made, and they expect  
to break all records of flying machines  
before they finish their experiments here.

"The engine in the machine, according  
to horse power, is probably the lightest  
ever made. It is capable of developing  
thirty horse power and weighs only 150  
pounds. First reports as to the weight and  
power of the engine were in error. The  
fuel capacity of its tank is unknown, but  
it is great enough to supply the engine for  
several hundred miles.

"There can be no longer any doubt about  
the ability of the machine to fly, and fly  
well. The Wrights positively refuse to  
talk about themselves or their machine,  
and all that can be learned about either  
is by observation. All of their experiments  
were so far have been conducted in the  
vicinity of Kill Devil Hill. They are sur-  
rounded by miles of sand hills, which are  
practically void of habitation. The Kill  
Devil Hill Life Saving Station, with its  
half dozen life savers, is a mile from them.  
Captain Ward, chief of the life savers, and  
his men help the inventors in handling  
their machine, and these and one or two  
others, with the Wrights themselves, were  
the sole observers of the experiments to-  
day. At no time to-day did the machine  
rise more than twenty feet from the  
ground, although controlled as it was it  
apparently could have gone to the clouds.

VIOLATES PAROLE

...d in his apartments at the St. Fran-  
...esting from the effort which he made  
...night when he appeared at the ban-

### 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 com-  
presently were to devolve, was be-  
in the cabin, and Rear Admiral  
s' staff was lined up on the quarter  
Commander A. W. Grant read the  
ic orders from the Navy Department  
thing Rear Admiral Evans from duty  
mmander in chief and ordering him  
ceed home "at discretion," and then  
ad the farewell order of the com-  
er in chief.

om the three pounder saluting guns  
ne after bridge of the Connecticut,  
under the emergency cabin, where  
Admiral Evans spent so many pain-  
days while the fleet was Magellan  
d from ocean to ocean, there then  
thirteen guns, and on the last the  
Admiral's ensign fluttered down on  
alyards. This gave pause to the  
ony on the flagship for the moment  
all eyes were bent on the Minnesota,  
flagship of Rear Admiral Thomas as  
ad in command, which lay four hun-  
yards away.

The red starred flag which indicated  
position as second in command came  
n from the main, attended by cere-  
es similar to those on the flagship.  
n it was finally down Rear Admiral  
was emerged from below on the Con-  
necticut and his orders to duty as com-  
mander in chief were read on the Con-  
necticut and his flag was hoisted—a blue  
starred flag this time instead of a  
one, indicating that he was supreme  
ommand. Thirteen guns were fired in  
nowledgment of the new commander  
chief by all the ships of the Atlantic

(CONTINUED ON PAGE FIVE.)

Laohu Pass is in their possession, and the  
seaport of Meng-tsze is endangered by  
them.

M. C. V. E. Bapst, the French Minister  
to China, has been asked to aid in the  
suppression of the movement. The rebels  
possess French arms and are said to have  
been trained by Frenchmen. Meng-tsze  
is a treaty port and has a population of  
about twelve thousand.

For other cable news see pages 9,  
10 and 11.

## WIND PREVENTS FLIGHT BY WRIGHT BROTHERS

### Engine Cooling Problem Is Also Giv- ing Some Worry to Inventors of Aeroplane.

[SPECIAL DESPATCH TO THE HERALD.]

MANTEO, N. C., Saturday.—High winds  
deterred the Wright brothers from mak-  
ing continued flights in their flying ma-  
chine to-day. Another problem now con-  
fronting the inventors is the prevention  
of the heating of the engine of the ma-  
chine. When running at full speed the  
piston and its bearings work red hot. The  
inventors are now devising a cooling pro-  
cess for it.

They have mastered the operation of  
the new steering gear. The former sys-  
tem of steering required the navigator to  
lie prostrate on his stomach. With the  
new apparatus he sits upright comfort-  
ably and the additional space he formerly  
occupied may now be occupied by another  
passenger sitting.

### Mrs. Gould Loses Jury Plea.

Mrs. Katherine Clemmons Gould's mo-  
tion for a jury trial of her suit for a sep-  
aration from her husband, Howard Gould,  
was denied yesterday by Judge Dowling in  
the Supreme Court.

In his decision the Judge says:—  
"In an action for a separation neither  
party is entitled to a trial of any of the  
issues by a jury as a matter of right."  
"Even in actions for an absolute di-  
vorce," the decision says, "the practice of  
submitting the issues to a jury has been  
condemned repeatedly."

# WRIGHT BROTHERS 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 Al-  
most Be Moved by Its Own  
Propellers.

[SPECIAL DESPATCH TO THE HERALD.]

MANTEO, N. C., Monday.—In flying ma-  
chine flights at Kill Devil Hill to-day the  
Wright brothers, of Dayton, Ohio, made  
long gains over distances heretofore flown.  
The longest flight to-day, the distance be-  
ing computed by the telegraph poles of  
the United States Weather Bureau, was  
two and seven-sixteenths miles, almost a  
mile in excess of their best record previous  
to to-day.

Starting from the foot of Kill Devil  
Hill at sixteen minutes after nine o'clock  
this morning the machine did not again  
touch ground for three minutes and seven  
seconds, making the two and seven-  
sixteenths miles. Its course was directed  
north, almost parallel with the beach, for  
a mile and three-eighths, then it was  
turned west, passing around a sand hill  
for five-sixteenths of a mile, after which  
it circled southeast, back toward the  
starting point, for three-fourths of a mile.  
It was then made to light easily on the  
ground, the average time made by the  
machine on the flights being computed at  
46.774 miles an hour.

At no time was the machine more than  
twenty feet above the ground, the only  
risers in its course being taken to avoid  
sandhills.

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

Another flight made to-day was of two  
and one-sixteenth miles. The machine  
pursued the same course on this flight as  
it did before, until it reached the point  
of last turning in the previous flight.  
Whether from design or accident, the ma-  
chine kept straight ahead when it reached  
the point, and when it had passed it three-  
eighths of a mile and was approaching a  
body of water it was made to light easily.

The machine moved slowly in this flight,  
taking three minutes and fifty seconds  
to make the distance, or at the rate of  
32.281 miles an hour. Another flight of  
a mile in length and several shorter ones  
were also made to-day.

After the machine lights it has to be  
rolled back to the rail before it can be  
started again. To do this it is placed  
on a pair of wheels, and, with its engine  
in action, it almost forces itself along.

Wright brothers guard their machine  
with the utmost care. They will not  
operate in sight of a stranger if they  
know it.

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# 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 Test-  
ing Grounds.

[SPECIAL DESPATCH TO THE HERALD.]

MANTEO, 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 exceeded all the world's records, and there are good reasons for believing that within another week, probably before next Saturday, they 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 three corners and having the machine all the time under good control. This, when officially verified, will surpass the record of Henry Farman, who recently won the Deutsch-Archdeacon prize of \$10,000 in France, and also beat the aeroplane record of Leon Delagrang, of France.

To-day the Wrights have had the doors of their aerodrome at Kill Devil Hill closed all day. They have been repairing the machine and working on the new motor, which does not yet operate quite to their liking.

Within a week they say they expect to go twenty-five miles or more and return. It is now known that they are working with their old machine, which they dismantled at Dayton, Ohio, in October, 1905, after having announced that they had made a flight of twenty-four miles, returning to the point of starting.

The only change made in the old machine is a new 30-horse power water cooled motor and a new steering gear. It is the new steering gear that is delaying their progress. They say they will familiarize themselves perfectly with its working before attempting any long trips.

Correspondents from all sections of the country, including the London newspapers, are arriving here, and there is a probability that the presence of the newspaper men may bring all operations to a sudden close. The Wrights absolutely refuse to make a flight or even to open the doors of their aerodrome so long as they suspect a newspaper correspondent, or even a stranger, is within sight of the ground. Only the life 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 spots in the United States, being fifty miles from any railroad station and about ten miles from the nearest settlement, the hamlet of Manteo, on Roanoke Island, across Roanoke Sound.

The Wrights have announced that if outsiders persist in visiting their testing grounds they will stop short and seek some other place for their experiments. They say that possibly within ten days or two weeks, when they are ready to make a long flight, they will have no objections to full publicity being given to their achievements.

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# Wright Brothers Their Gl...

Airship, Carrying Both Inventors, Easily Accomplishes Devious Journey Through Space.

## FLIES IN TEETH OF TWENTY-MILE WIND

Circles, Dips, Rises and Returns Swiftly to Starting Point Like a Huge Bird.

## NEARLY A MILE A MINUTE

Group of Observers Concealed a Mile Away Are Witnesses of Epoch Making Voyage.

[SPECIAL DESPATCH TO THE HERALD.]

MANTEO, N. C., Wednesday.—With the ease and swiftness of a huge eagle the Wright brothers' aeroplane made a flight of three miles at ten o'clock this morning, circling about the great sand hills, at times skimming along over the surf, dipping down, rising, turning corners, and landing within a few yards of the starting point.

The three mile voyage was accomplished in a little more than three minutes and the aeroplane carried both inventors. Only once before has a heavier than air machine flown under the weight of two men. German and De la Grange rode together in an aeroplane, but the machine flew only a few hundred yards.

There is no longer any grounds for questioning the performance of the men and their wonderful machine. To-day's flights were observed by a group of men congregated in the woods within a mile of their starting point and by another group of disinterested men, who watched them through powerful glasses from a nearby point.

The Wrights did not know they were being observed by any except the life saving men who were assisting them, nor did they regard their three mile spin as anything out of the ordinary. In fact the machine was brought to the ground only because the operators discovered something slightly wrong with the mechanism and it was stated by one of the assistants that the machine could have gone on for twenty miles at the same rate except for the desire of the operator to correct every slightest defect the instant it is discovered.

To-day's performance, while not equal to hundreds of flights the Wrights have made, will place them on a new footing before the world, because it will be the first time that a considerable number of disinterested outsiders have ever seen them in any flights and doing what they have told others they could do.

### Exceeds World's Records.

There is no longer any chance for questioning that they stand at the head of the world's inventors and operators of dynamic flying machines. Their flight to-day exceeds by nearly two miles the flight made by Farman on January 13 last, when he won the Deutsch-Archdeacon prize, and far exceeds anything that either Farman or De la Grange has accomplished since that time.

The Wrights now have only their own record of twenty-four miles to beat. That record was made October 5, 1905, when, they say, they made that distance in thirty-eight minutes, going most of the time at the rate of fifty miles an hour. In short, their flight to-day will practically change the whole aspects of things in the field of aerial navigation, because it goes a long way to establishing that flight with a dynamic machine and without the aid of gas is practical and that heavier than air machines may be controlled as easily as a dirigible balloon and surpasses the dirigible in speed and progress against strong air currents.

For more than one-half the distance this morning the aeroplane was ploughing through a twenty mile coast breeze, but it appeared to move with great steadiness and with just as much speed going against the wind as when sailing with it. Every moment that the craft was in the air it appeared to be every bit as obedient to the will of the operator as are the wings of a bird.

### Like a Paper Kite.

The machine complete with its operator weighs about 950 pounds, but to one watching it it appears to glide through the air with the buoyancy of a tissue paper kite. As it sailed along to-day, flashing in and out among the glittering sand hills, one must have imagined it to be a huge bird in soaring flight, except for the constant roar and rattle of the motor and somewhat rigid directness of its course for the greater part of the distance.

The first flight was made shortly after sunrise this morning, when the machine went only about three-quarters of a mile in a straight course. After this short flight it was brought down and for a long time the Wrights could be seen at work on the mechanism.

At ten o'clock it was wheeled back again to the starting point, and a few seconds later one of the men could be seen climbing into the frame, and then the motor was started. Perhaps for two seconds the propeller blades could be seen flashing in the sun, and then the craft stood swiftly forward for about twenty-five feet, when it lifted from the track and sailed away. Instantly it gathered great speed.

### Furnished Impressive Sight.

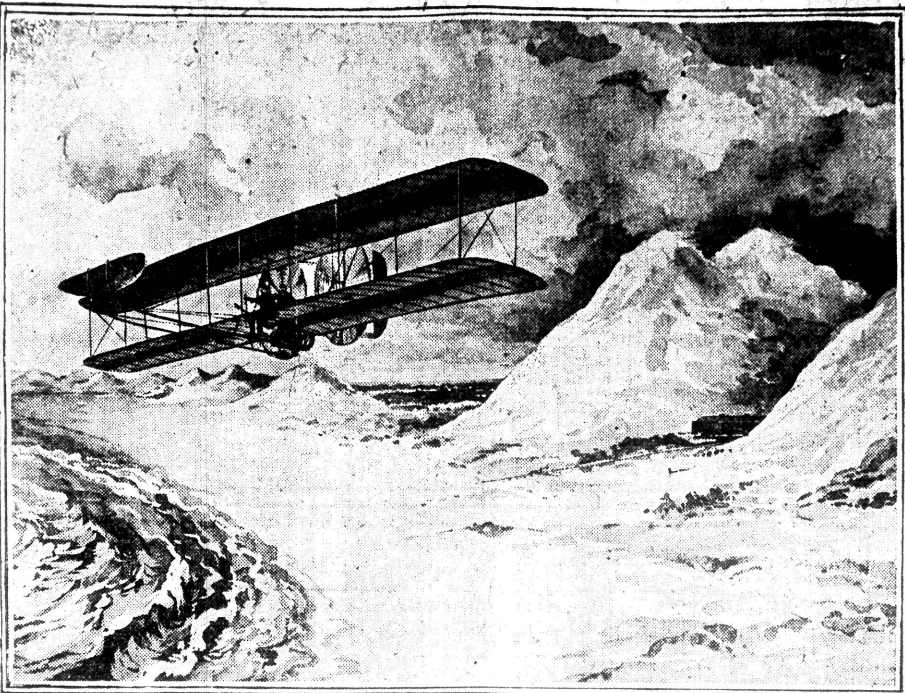
Had the performance taken place in some great arena with excited crowds cheering all around, probably the charm and the magic of the thing might not have appealed to one's senses so strongly, but here on this silent beach, with the blue ocean for a background, there seemed to be something supernatural about this mysterious aerial traveller as it soared along, its incessant chatter mingling with the sullen booming of the surf. At all times the operator could be plainly seen, bending and turning as he manipulated the levers. With a twist of one lever one great wing of the machine would tilt up, and away it would shoot to the left or the right. The twist of another lever, and it would dart downward or upward, the movement being more easily accomplished than the manipulation of an automobile under moderate speed.

It is this steering gear that is giving the Wrights most of their present concern. In the former equipment of their aeroplane the operator remained prone with a saddle about his body and guided the machine by moving his body, which controlled one of the ropes, while he manipulated another with his hands. The position of his body was the same as that in a gliding machine.

Now the Wrights have improved and greatly simplified this gearing so that the operator sits in a comfortable position, but they have not sufficiently familiarized themselves with the levers yet to prevent occasionally pulling the wrong one, and that may send the machine to the right when they want it to go to the left.

They say that they now have such perfect control of the equilibrium that they would be perfectly safe in their motor were it to stop when they were at an altitude of several thousand feet.

RIG WAR BALLOON ASCENDS



THE WRIGHT BROTHERS AEROPLANE IN FLIGHT (SCENERY AND SURROUNDINGS DRAWN FROM DESCRIPTION BY EYE WITNESSES)

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# WRIGHTS' AIRSHIP SMASHED BY FALL

(CONTINUED FROM PAGE THREE.)

stood speechless with amazement to-day as they watched the graceful machine gliding through the air and realized that they were privileged at last to see the consummation of man's dreams since civilization began, actual navigation of the air without the aid of gas.

## Machine Followed by Birds.

On the long flight, as the machine sped around one of the big hills, a flock of crows were startled from the marshes and raced on after the aeroplane, circling about it and clamoring in apparent dismay at the appearance of this new monster of the air. A huge turkey buzzard that had been soaring over the sand dunes at an altitude of 1,000 feet swooped down and followed in the noisy procession of crows.

No matter how far the aeroplane lights from the aerodrome it is returned by its own power. Two trucks with flat wheels like a farmer's wagon are placed under it, the propellers are started, and it becomes a wind wagon and moves along usually faster than a man can walk. The men trot along by its side and steady it. After it is returned to the starting track it is thoroughly examined in every detail, 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 aerial navigation principles they are to apply to an airship to be turned over to the government, the only other airship that is to be supplied to the government under similar conditions is in course of manufacture in New York by A. M. Herring. As one of the three successful bidders under the government specifications and as the only man besides the Wright brothers who will enter an airship in the tests at Fort Meyer in August, Mr. Herring has been deeply interested in the reports of the flights being made in North Carolina by his competitors.

"From what I have read and what I know of the principles they are using," said Mr. Herring, in his workshop at No. 1,931 Broadway, yesterday, "I have no doubt that the Wright brothers are meeting with genuine success in their experiments. They have until August 28 to deliver their airship to the government, while mine must be completed fifteen days before that time. We have to accomplish the same result—produce an airship that will have a minimum speed of forty miles an hour, be able to carry two men and remain in the air an hour. I judge that the Wright brothers are satisfied they will be able to meet the requirements. I know I shall. I do not think the Wrights are using the machine they will deliver to the government, but one built for experimental purposes.

"Their general principle was used by me as far back as 1896. I applied for a patent on it at that time, but it was refused by the Washington authorities on the ground that, while my model had made successful flights, I would not be able to build a large, practical ship on the same plan. I considered this a peculiar ground on which to refuse a patent, and since I have established my ability to do what the experts said I could not do, I shall try to establish my legal claim to this principle.

"Between my machine and the one of the Wright brothers there will be several points of difference. Mine will be collapsible, and the whole thing, when knocked down, will almost go into a Saratoga trunk.

"But the most distinctive feature of my airship will be the automatic regulator with which I am able to maintain a perfect equilibrium. In a general way, this is a reflex mechanism that uses the same gust of wind that tilts the ship one way to right it from the other side.

Since Mr. Herring was announced as one of the successful bidders he has had numerous representatives of foreign countries make overtures looking to the obtaining by their respective principals of the secrets of construction.

BELL AIR SHIP IS READY.

# WRIGHTS HAVE NEW AEROPLANE READY

Machine Smashed on Trial Grounds Was Not Their Latest Product.

## FLY AGAIN IN AUGUST

Flight Interrupted by Accident Was Designed To Be Most Important Ever Attempted.

### MISTAKE IN STEERING LEVER

Wilbur Wright Admits His Error Caused Destruction—Was Making Sixty Miles an Hour.

[SPECIAL DESPATCH TO THE HERALD.]

MANTRO, N. C., Friday.—The Wright brothers are not disheartened over the accident to their aeroplane yesterday. As previously stated in these despatches they have been using their old machine here, and to-day it was learned that they have a new and stronger machine already built in Dayton, and will return here with that next August to go on with their experiments.

It was also learned from official sources that the flight interrupted by the accident was designed to be the most important performance ever attempted by an aeroplane. It was to be an endurance flight in which the operator had expected to remain in the air one hour and thirty minutes, and would have meant a flight of about eighty miles. In the government test next August the Wright machine will have to remain in the air one hour, but will not be required to cover as great a distance as was contemplated in yesterday's performance.

By actual measurements to-day it was determined that the machine made a little more than eight miles before it came down, but the most surprising feature of the flight is the fact that, according to three persons who timed the flight, the eight miles were covered in a little less than eight minutes.

The Wrights have instruments on their aeroplane which record speed, altitude, etc., but they would say nothing to-day except to state that when the accident occurred and at other times during the flight the machine was exceeding sixty miles an hour. Those who watched it starting around the sand hills did not question that statement. The Wrights also stated that a head wind did not diminish their speed.

#### Motor Not Injured.

While the two planes and the framework of the machine were badly wrecked in the fall, the motor was not injured and continued to run after the craft came to the ground. Wilbur Wright, the operator, had his face slightly scratched, but both brothers were as merry as larks to-day and sang and whistled cheerily as they were packing up the wreckage. One or both of them will go to Europe within a few weeks, but they will be back here with their new machine next August. They were as reticent as ever to-day and seemed to care very little what the outside world might think or say about their performance of the last ten days.

Wilbur Wright said to-day that the accident was caused by his mistake in pulling the wrong steering lever. The machine was only fifteen feet from the ground, and, turning to look at a sand hill which he was approaching, he felt one of the planes touch the sand and in a hurried grasp at the levers caught the wrong one and sent the machine turning somersaults on the sand. The levers are very close together, and as they are a new feature of the machine the accident is easily explained. The Wrights appeared to regard it as a very trivial matter and a thing by which they will profit in the end.

#### The Government Aroused.

Being so far behind European governments in dirigible balloons and apparatus just as far ahead in the development of the aeroplane, the officials of the United States government began to turn their attention to the Wrights and to the possibility of utilizing the aeroplane as a vehicle for use in warfare. Thus far the European governments have held that the aeroplane was not to be considered yet as a practical thing, but the surprising claims of the Wrights and the corroborating evidence of other authorities induced General Allen to take the important step of giving the Wrights and others a chance to build war aeroplanes with the hope that the United States might have the distinction of giving its army and the world the first serviceable gasless air craft.

Thus it was that last December the government asked for bids for a dynamo flying machine to be made in accordance with certain general specifications. It was to be able to make a speed of thirty miles an hour, to be measured over a course of five miles against a wind. Several bids were received, but the only one accepted were those of the Wrights and W. Herring. The Wrights are to receive \$25,000 for their machine, if it proves successful, and Mr. Herring will get \$20,000 for his machine, if it does all he hopes it will do. The official test is to be made at Fort Myer next August. It is this government prize that the Wrights were working for down here among the sand dunes.

Their success all depends upon their skill in handling the machine. While they soar about and alight with the ease of a bird, a person unskilled in its operation and particularly in maintaining the equilibrium would be dashed to the earth in a few seconds were he to attempt its guidance. One of the secrets which they have guarded with the greatest care is a device whereby they control the outer corners of the two main planes which correspond to the wings of a bird. These they are able to bend upward or downward by the pressure of a lever, and that changes the course of the craft in an instant, just as a hawk, while soaring along, is often seen to change its direction by tilting one wing or the other slightly.

In fact, as observed here, their big machine looked like a huge bird as it sailed about the glistening sand dunes and as it came out over the edge of the ocean. Of course, there was always the incessant chatter of the motor and occasionally a slight dipping or lifting of the machine, and sometimes it threw up a cloud of sand when it alighted, but ordinarily it descended to the earth as gracefully as a bird. It started from a single track laid down on the sand and quickly left the earth before one hundred feet of this track had been covered. When the motor was started it blew so hard that two men were unable to hold the machine from rushing forward. As soon as the motor was started the operator pulled a lever that gave the forward planes a slightly upward tilt, and then the craft rushed, rising into the air gradually. They preferred to fly against a moderate wind, as that steadied them.

#### Surprised in Hiding Place.

When a newspaper correspondent walked to the Wright brothers as they were working getting ready for a flight one day last week they were as much surprised as if a man had suddenly dropped upon them from the clouds. For nearly ten years they have been at work here in the great sand dunes without the slightest comprehension that outsiders would ever make the trouble to reach them. Their aeroplane is located between Kitty Hawk and Kill Devil sand hills and about half a mile from the beach, where a terrible surf thunders and foams constantly. The sand dunes are in reality sand mounds rising to an altitude of three hundred feet and having the appearance from a distance of Alpine peaks. A stream of fine sand perpetually pours over their peaks, and the smoke curling from the crater of a smoldering volcano. They are located about a mile apart and extend for miles along the coast. The only habitable place near to the Wrights is the Kill Devil lighthouse, a mile away. The Wrights are not aware that they have been observed in any of their per-

# Sperry Takes



SALUTE FROM ONE OF THE BATTLESHIPS AS THE YORKTOWN PASSED DOWN THE LINE.

Succeeds Rear Admiral Thomas and Will Take Fleet on Round the World Trip.

## CHANGES IN SQUADRONS

[SPECIAL DESPATCH TO THE HERALD.]

SAN FRANCISCO, Cal., Friday.—Rear Admiral Charles S. Sperry became commander in chief of the Atlantic fleet to-day, and under his flag the sixteen battleships will make their homeward cruise via Honolulu, Auckland, Australia, Manila, Yokohama and Suez. Rear Admiral Thomas, who succeeded Rear Admiral Evans as commander in chief on May 9, hauled down his flag on the Connecticut at half-past ten o'clock this morning and received the usual honors, including salutes from all the vessels of the Atlantic fleet and from the West Virginia, flagship of Rear Admiral Dayton, commander in chief of the Pacific fleet. Rear Admiral Sperry's flag as second in command of the Atlantic fleet was then hauled down on the Alabama. Rear Admiral Sperry already had boarded the Connecticut, where his orders were read, at a general muster. Owing to the fact that Rear Admiral Dayton is Rear Admiral Sperry's senior, Rear Admiral Sperry hoisted a red rear admiral's pennant instead of a blue one.

Rear Admiral Dayton had planned to sail for Santa Barbara this morning, but was held here by orders from the department. Had he gone Rear Admiral Sperry would have had the seeming advantage of beginning his service as commander in chief under a blue flag.

Rear Admiral Thomas, having served as commander in chief for only a short time, issued no farewell order. His departure was the occasion for expressions of regret from all the commanding officers of the fleet, who unanimously recognize the eminent services he rendered in representing the fleet ashore at Latin-American ports, and since reaching the home coast during the illness of Rear Admiral Evans.

Upon hoisting Rear Admiral Sperry's flag—the Connecticut then saluted Rear Admiral Dayton's flag, and the West Virginia replied with a corresponding thirteen gun salute. All the ships of the Atlantic fleet saluted and their commanding officers, in full uniform, paid their calls upon Rear Admiral Sperry, who later called upon Rear Admiral Dayton and Rear Admiral Emory, who to-day left his flagship, the Georgia, of the second division, and assumed command of the second squadron of the Atlantic fleet on the Louisiana, the new flagship of the second squadron.

Although they are not yet rear admirals, Captain Seaton Schroder, of the Virginia, and Captain Richard Wainwright, of the Louisiana, assumed command respectively of the fourth and second divisions, with the

performances, otherwise they would have done nothing. When the first correspondent visited them last week they had the machine outside the aerodrome and were preparing to make a flight. When the visitor approached they greeted him civilly, but as soon as he disclosed his identity they immediately rolled the machine back into the shed, closed the door and told their visitor that absolutely no move would be made by them so long as they were watched.

"We appreciate your good intentions in telling the world what we are doing," they said, "but publicly can do us no good now; it can only hinder us, and when we are ready to make a demonstration to the world we will let it be known."

They were very courteous about it all, and explained that the flight of a few miles meant nothing to them, and that records of their short flights and their occasional failures would only give a wrong impression.

#### Desperately in Earnest.

They work as if the task were a matter of life and death, often remaining up all night and beginning their flights before sunrise. They usually alternate in flying and some days make a dozen or more short trips without attempting any extended flight.

The Wrights are in many ways jacks of all trades. They are mechanics of the highest order and make every part of their flying machine, even to the motor. Besides being mechanics they are excellent cooks. While here they do every bit of work connected with their enterprise, build their aerodrome, repair their machine, tear it to pieces and rebuild it, cook their own meals, mend their own clothes, do their washing and in addition to all this drudgery they find time to do a great deal of studying. They are well versed in every branch of science that in any way is related to aerial navigation and have a vast fund of general information as well.

It is their desire to have no interruption to their work of any sort, and to such a degree do they follow this purpose that they instruct the life saving men to open all telegrams for them and deliver none unless they refer to certain matters that are stated. Ordinary telegrams of congratulation, inquiries about their work, offers of prizes or rewards or inquiries from newspapers or magazines they never read or answer.

Those who visit this place in future generations will doubtless find a monument over on the desolate beach where the Wright brothers worked, marking the birthplace of dynamic aviation—the spot where the first practical aeroplane was brought into existence.

## GOVERNMENT IS CONFIDENT

HERALD BUREAU,  
No. 1,502 H STREET, N. W.,  
WASHINGTON, D. C., Friday.

General Allen, chief signal officer, is confident that the Wright brothers can comply with their contract to deliver a heavier than air machine to the government next fall, despite the accident yesterday.

No difficulty is foreseen in the matter of the contractors getting another machine ready within the specified time. The loss of the machine yesterday is compensated to an extent by the success of the experiments made before the machine was destroyed.

## PLANS LONG AERIAL TRIP.

[SPECIAL DESPATCH TO THE HERALD.]

TOLEDO, Ohio, Friday.—Roy Knabenshue has just completed his new airship, and has just completed his new airship, and within a few days will attempt to make a flight between Toledo and Cleveland, a distance of 112 miles. Captain Chandler will be the official representative of the War Department to witness and make a report of the feat. The new craft is a cigar shaped object, constructed of the finest silk, and is 112 feet long and 17½ feet in diameter. The most striking feature about the ship is the construction of three baskets suspended to the delicate framework, each one of which will accommodate a passenger. On his first attempt Knabenshue will carry three persons, something, he says no other aeronaut has ever attempted.

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

English Aeronaut Lays Down His  
Conditions in Letter to the  
European Edition.

PARIS EXPERTS INTERESTED

Believe in the Reported Exploits of Amer-  
ican Inventors, Though the Techni-  
cal Press Is Sceptical.

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Company—All Rights Reserved.]

[SPECIAL CABLE TO THE HERALD.]

HERALD BUREAU,  
No. 49 AVENUE DE L'OPERA,  
PARIS, Saturday.]

The European edition of the HERALD  
has received the following letter from Mr.  
Henry Farman:—

"TO THE EDITOR OF THE HERALD:—

"DEAR SIR—For some time I have seen  
in the papers that the brothers Wright  
are establishing new records, and the fol-  
lowing day everything is denied. For my  
part I believe the brothers Wright are  
very expert in the matter and able to ex-  
ecute fine flights.

"However, my experience in aviation  
permits me to assert that present reports  
at least and even former ones are abso-  
lutely inexact. Among other examples I  
cite the fact which has appeared in a re-  
port that three or four miles were covered  
in fifteen minutes or something approach-  
ing that period. Now, it is absolutely im-  
possible to fly so slowly.

**Proposes Five Thousand Dollar Stake.**

"I am, moreover, ready to challenge  
them to a speed and distance contest, to  
be decided in France. I can propose  
25,000f. (\$5,000) as stakes at once, and  
I am certain of being able to get together  
a larger sum if the brothers Wright will  
accept.

"I propose this match with full knowl-  
edge of what I am doing, for I have made  
more than a hundred flights and have cov-  
ered a distance of about five kilometres,  
remaining five minutes in the air above  
ground, which is too small and which  
obliged me to make numerous turns. More-  
over, I was hampered by spectators.

**Twenty-Four Minutes in the Air.**

"My present apparatus, such as it is,  
can remain twenty-four minutes in the air  
at a speed of eighty kilometres an hour,  
and with modifications which I shall  
make in it I am certain in a short time  
I shall not be far from establishing a  
record for an hour, but it must be under-  
stood not at Issy-les-Moulineaux.

"H. FARMAN."

Mr. Henry Farman made a remarkable  
flight in his aeroplane at Issy-les-Mou-  
lineaux on March 21, travelling two miles  
and beating all previous records. He first  
came into prominence in the aeronautic  
world by completing a run of 500 metres  
and then coming back to the starting  
point. He carried out this test before a  
committee of the Aero Club de France  
on January 13 last, and won the Deutsch-  
Archdeacon prize of \$10,000.

WRIGHTS' SECRECY  
ASTONISHES EXPERTS

new way or any other living  
 were signed "T. C. Platt."  
 admitted she was in Rich-  
 at Christmas, 1904, consulting  
 & Fulton, lawyers. Mr. Stanch-  
 evidence a letter written by  
 of Mr. Platt January 20, 1905,  
 referred to her case against  
 in his "promise of marriage and  
 stiff denied that she told the  
 as a breach of promise of mar-  
 talked of the scandal at the  
 said. "He had it put in all the  
 Wood had testified to her  
 the New York Senator in  
 shown a legal petition in the  
 of Douglas county, Neb.,  
 Mae C. Wood vs. Robert J.  
 William Loeb and J. Marin Mil-  
 lants." In this complaint Mrs.  
 particulars of her prepara-  
 manuscript entitled "The Love  
 Boss," made up of letters re-  
 Senator Platt. One paragraph  
 sets forth "that the plain-  
 engaged to marry said promi-  
 man and had received at-  
 from him which could only be  
 the ground of such engage-  
 because of the conduct of the  
 the said engagement was about  
 led on April 15, 1903."  
 testified here to-day that  
 Senator Platt in November,  
 Stanchfield said. "How do you  
 that with this complaint and  
 affidavit which accompanied it?"  
 know that I signed the affi-  
 Wood replied.  
 have sworn that you did," the  
 don't know whether the first  
 affidavit was attached when  
 asking why she took letters she  
 ed from Senator Platt to the  
 Hummel Mrs. Wood declared  
 Miller, whom she knew as a  
 man, had showed her a secret  
 informed her that he had been  
 e her to see Mr. Hummel. She  
 refused for forty-eight hours to  
 the end of that time had been  
 ated that she went, taking the  
 r her.  
 old I could consult either Hum-  
 ncey Nicoll or a third legal firm  
 w recall," Mrs. Wood said.  
 sign the following receipt,"  
 field demanded:—"October 14,  
 ved this day \$10,000, paid in ad-  
 Signed, Mae C. Wood?"  
 I anything they told me to. I  
 o such sum. I received some  
 give up a receipt they gave me  
 ers. I kept that money. What I  
 did under duress and consider  
 not in any way responsible."  
 remember going to a bank with  
 rom Mr. Hummel's office and  
 deposit?"  
 ry page of these letters turned  
 r. Hummel there appeared your  
 d you sign them?"  
 Mr. Hummel told me foxy law-  
 ys had every page signed."

I believe man's inventive ability soon  
 will provide a machine that will automati-  
 cally 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 tests  
 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 Ham-  
 mond sport.  
 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  
 Lahm 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.

**WRIGHTS ARE SATISFIED.**  
 Elder Brother Declares Recent Aeroplane  
 Experiments Were Entirely Successful.

[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 to-day en route  
 to New York. Asked if he was satisfied  
 that he had solved the problem of aerial  
 navigation with a machine heavier than  
 air, he replied:—"We consider we did that  
 several years ago. Our recent experiments  
 had no connection with that problem, but  
 were made to better understand the opera-  
 tion of our machine."  
 The inventor was asked if he considered  
 the experiments at Kill Devil Hill entirely  
 successful, and replied laconically:—"Yes,  
 quite."

One hundred of the society girls of Baton  
 Rouge, all mounted astride on their horses,  
 turned out. They are all of exceptional  
 beauty and all expert horsewomen. The  
 company was organized by the women es-  
 pecially for this occasion, and now it will  
 be kept intact. All were dressed in white  
 riding habits, with red belts, red ties, soft  
 white hats with red bands and white  
 gloves.  
 Race track gambling to be suppressed  
 absolutely, and local option, combined with  
 high license, to regulate the liquor traffic,  
 were two of the most salient recommend-  
 tions of Governor Sanders' inaugural mes-  
 sage to the Legislature to-day.

**SHIPWRECKED SAILORS HERE.**

**Seven Who Were on the Cacique,  
 Which Blew Up Off Peru, Ar-  
 rive from Colon.**

Several sailors who were aboard the  
 Cacique, which was blown up by an explo-  
 sion 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 found-  
 ered.  
 The crew of thirty-one men took to two  
 small boats, under command of Captain  
 Dill and First Officer Mann, and after  
 three days of rowing, reached the coast at  
 Point Santa Elene, where they were picked  
 up by the Ecuadorean war ship Bolivar  
 and taken to Guayaquil. From that point  
 they went to Colon.  
 Captain Mowbray, of the Finance, re-  
 ports that his 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.

DRY GOODS, &C.

DRY GOODS, &C.

**Stern Brothers**

**DRESSMAKING AND  
 LADIES' TAILORING DEPARTMENTS**

Orders executed at short notice for

**Costumes, Waists, Walking Suits and Coats  
 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)

DRY GOODS, &C.

# Wright, Conqueror of the Air, Is Silent on Challenge



WRIGHT BROTHERS' AIRSHIP AT KILL DEVIL HILL, N.C. PHOTOGRAPHED BY A N.Y. HERALD PHOTOGRAPHER.



WILBUR WRIGHT PHOTOGRAPHED JUST AFTER ARRIVING AT NEW YORK CITY.

## Elder of Brothers Who Solve Aerial Problems Is in New York.

### HIS MISSION NOT TOLD

Cannot Answer M. Farman at Present—Statement Anent Manteo Tests May Be Issued.

Tanned to a deep brown by the North Carolina suns, under which he and his brother Orville have been experimenting with their airship, Wilbur Wright, the elder of the brothers, arrived in New York yesterday morning. The specific purpose of his visit to New York to do with the furtherance of his airship plans.

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

The elder of the brothers who are more in the light of fame in connection with airship development than any other Americans, 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 Manteo. 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. While in New York I shall be busy, and may not find time to go to the Aero Club, however much I should like to."

"Concerning the results of our experiments in North Carolina I can say nothing more than is generally known. It is probable that in a few days my brother will give out a formal statement for the public, but even this has not been definitely decided on. In declining to tell now what we accomplished or did not accomplish, I do not want to be misunderstood. At all times we have given such information as would not interfere with our plans. We appreciate the interest shown in our work by the public, but it has happened more than once that well intended

publications concerning our progress have worked serious injury to us." Mr. Wright was shown the accounts in yesterday morning's papers of the flight made at Hammondsport, N. Y., on Monday by F. W. Baldwin and Lieutenant Selfridge, U. S. A., in the aeroplane 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 account which said a despatch had been received at the Aero Club from Professor Alexander Graham Bell announcing that his new airship had sped nearly one hundred feet at an elevation of nineteen 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 flights. I find frequently that the published accounts of flights made by others are fully as inaccurate as some of the accounts of flights said to have been made by my brother and myself. The tendency is to exaggerate what we do or in the absence of specific information to guess at what was done. I would not deem it fair to judge of any other man's achievements by what I read of them, nor would I want to be judged in the same way."

"Have you any answer to make to the challenge of Henry Farman for a contest for \$5,000?" Mr. Wright was asked. "I have not seen his challenge," he said. "Down in Manteo we did not get the papers and I have fallen behind of late as to recent developments."

It was explained that M. Farman had issued a formal challenge through the press for a contest for a stake of \$5,000, at least, M. Farman declaring in his challenge that he had made more than one hundred flights and had covered five kilometres.

"I could not make any answer to the

challenge at this time," said Mr. Wright. "Will further tests be made by you and your brother in North Carolina before you are ready to deliver your machine to the government?"

"My brother probably will return to Ohio with the machine we used at Manteo."

"Do you consider such experimental work as you deem necessary complete, preliminary to the government tests?"

"It is likely that we shall make some preliminary flights at Fort Myer before the officials of the War Department step in."

"From the results of your flights in North Carolina recently have you drawn any new conclusions as to the future of the airship?"

"Is the machine you will turn over to the government built?"

"We have several machines. There will be no difficulty about getting ready. There will be no delay so far as we are concerned."

"From the results of your flights in North Carolina recently have you drawn any new conclusions as to the future of the airship?"

ARSHIPS' MILITARY VALUE. "No. Three years ago we knew the airship had arrived as a practical device for certain special uses. I never have believed it would supplant present transportation methods in practice and see no reason now to change my mind. The airship will be of great value in military operations. It will be the medium of establishing a most interesting sport and it will serve other purposes of a special nature."

"Will your general lines of construction be changed as the result of the Manteo experiments?"

meters, deliberated his home calmly p... struck... were ad... physica... few hou... Mr. W... time ag... spanel... "Fluff", place a... weeks a... the hel... ping a... was bl... summe... little v... within... On S... with a... strike... away... Some... the do... consult... sympto... an a... w... special... riedly... Marsh... driven... went... Dr. W... patient... "It's... w... D... strike... "Pos... Under... that in... spanle... bands... said, c... long to... At th... of the... due to... sore h... suffer... victi... from... With... arved... arran... need... to con... to grow... became... pelled... were... nurse... sician... though... do n... with... W... L. F...

challenge at this time," said Mr. Wright. "Will further tests be made by you and your brother in North Carolina before you are ready to deliver your machine to the government?"

"My brother probably will return to Ohio with the machine we used at Manteo."

"Do you consider such experimental work as you deem necessary complete, preliminary to the government tests?"

"It is likely that we shall make some preliminary flights at Fort Myer before the officials of the War Department step in."

"From the results of your flights in North Carolina recently have you drawn any new conclusions as to the future of the airship?"

"Is the machine you will turn over to the government built?"

"We have several machines. There will be no difficulty about getting ready. There will be no delay so far as we are concerned."

"From the results of your flights in North Carolina recently have you drawn any new conclusions as to the future of the airship?"

ARSHIPS' MILITARY VALUE. "No. Three years ago we knew the airship had arrived as a practical device for certain special uses. I never have believed it would supplant present transportation methods in practice and see no reason now to change my mind. The airship will be of great value in military operations. It will be the medium of establishing a most interesting sport and it will serve other purposes of a special nature."

"Will your general lines of construction be changed as the result of the Manteo experiments?"

"No. So far as we have been able to discover the form we have used is the best—the superimposed, rectangular aeroplane. I believe this is the form the airship will hold when it has reached a state much more closely approximating perfection than it is in now. There seems to be nothing better."

Mr. Wright was interested in what A. M. Herring, of New York, who is also building an airship for the government, is doing. When told Mr. Herring's motor would weigh only a pound to the horse power Mr. Wright said:—

"I would rather have one that weighed five pounds to the horse power. A motor for flying machine purposes has to be built to stand the work. In fact this which question resolves itself into the making of a machine that will do what is required of it against the buffeting of the wind. You can cross a pond in a tub, but you can't cross the ocean in a tub. If the question were one merely of building an airship that would behave well in calm weather it would be easy. How best to overcome the action of strong winds which always must be expected and guarded against, is the real question. Our theory is that an extremely light motor cannot be built sufficiently strong to withstand the strain that must come on it in practical operation in strong winds."

Mr. Wright declined to say where he will go from New York or to discuss a report that he was going to Europe in a few days.

IN FLIGHT  
 completed, the White  
 Given Another  
 -Day.

HELICOPTER

J. Newton Williams  
 Principle of Aerial  
 tion.

TO THE HERALD.]

Wednesday.—The  
 White Wing was not  
 repairs necessitated  
 had not been made.  
 being repaired the  
 ss motor has been  
 Wing and installed  
 pter, which will be  
 y morning, and then  
 Wing, a trial being

igned by J. Newton  
 r looking machine.  
 otating fans working  
 on two vertical steel  
 ng, with steel wires  
 oden fans to the  
 n to a wooden frame  
 e, and on this the  
 led motor is placed  
 operator's seat is  
 om the motor and  
 h, similar to those  
 nly about four feet

started it is sup-  
 t in the air to the  
 e operator by sliding  
 machine and glides

HT RETURNS.

TO THE HERALD.]  
 Wednesday. — Orville



ASSISTANTS RUNNING AFTER THE MACHINE AS IT STARTED  
 DOWN THE TRACK

Wright, the younger of the brothers famed  
 as aeroplane experts, arrived in Norfolk  
 this afternoon from Kill Devil Hill, on his  
 way to his home in Dayton, Ohio. Accom-  
 panying Mr. Wright was Mr. Furness, an  
 expert machinist, who was with the  
 Wrights at Kill Devil Hill. The aeroplane  
 which was damaged in the last flight is  
 being shipped to Dayton.

Mr. Wright refused to discuss the chal-  
 lenge of Henry Farman to speed a dis-  
 tance race in France for a stake of \$5,000.  
 Mr. Wright says the challenge has not  
 been officially received.

"Had we not met with an accident at  
 Kill Devil Hill," said Mr. Wright, "we  
 would have been showing you some pretty  
 lengthy flights there in the next day or  
 two."

**WILBUR WRIGHT ON  
 SECRET MISSION**

Wilbur Wright, elder of the brothers of  
 airship fame, was the most sought man in  
 New York yesterday. Members of the Aero  
 Club of America and many other persons  
 interested in aeronautics kept the tele-  
 phone wires busy trying to locate the Ohio  
 man, 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, pre-  
 sumably 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 ma-  
 chine project and the name of Chares R.  
 Flint, merchant and organizer of corpora-  
 tions, 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.

"Is it to be understood from your re-  
 fusal 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 con-  
 structed 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.

**AWARDED  
 HEROIC DEEDS**

ion Bestows Bronze  
 als and \$13,950  
 Bravery.

**JUMP FROM HOTEL  
 IS CALLED SUICIDE**

Percy W. Marling, Montreal Insur-  
 ance Broker, Killed Himself,  
 Coroner Declares.

**DR. MARSH'S DOOM  
 AS WAS FORECAST**

(CONTINUED FROM PAGE THREE.)

been infected was when the throat tight-  
 ening symptom appeared.

"There is no doubt that he was infected  
 from a dog that did not

# WRIGHT AIRSHIP FLIGHT 32 MILES

One of Brothers Quoted as Giving C.  
That as 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 also included in the records of the recent tests by the aeronautic kinsmen.

Mr. Wright is reported also as saying that the damage to the airship was trifling and could have been repaired for \$50, but he did not consider it best to 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 conquest of the air. 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 Manhattan, 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 contemplates taking up the inventions of the Wright brothers in 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 in New York, 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 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 in its visit to Orange, but he did not appear.

**SAYS HE HAS BROKEN**