

# GERMANY, AMERICA AND FRANCE WANT WRIGHT AEROPLANES.

BY WILLARD W. GARRISON

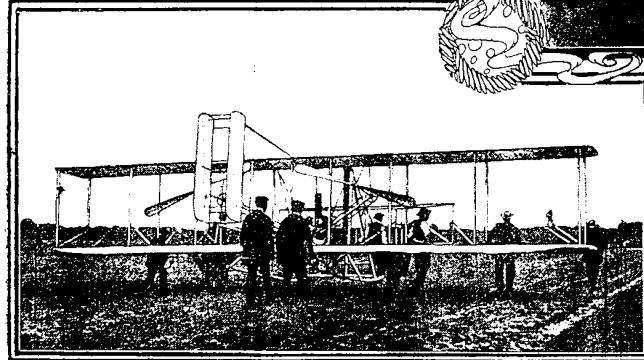


ORVILLE WRIGHT

ORVILLE AND WILBUR WRIGHT had fair to become millionaires within a decade. This Dayton, O., pair of brothers who have been working their wonderful aeroplane in both America and France, are being trailed by Germany and several other European countries, which hope to perfect themselves in this—the latest mode of modern warfare.

But until their contracts with both America and France are fulfilled the Wright brothers will enter into no further agreements they say.

The mishap at Fort Meyer, in which Orville Wright was seriously injured by falling with his aeroplane a distance of 15 feet, however, made no difference in the plans of the brothers. The machine was repaired and soon the American demonstration was to be started.



THE WRIGHT BROTHERS' MACHINE AT LE MANS

anew. The death of Lieut. Selfridge was a blow to the cause, for it was hoped that congress would give appropriations towards the work. However the Wright brothers hoped to overcome the setback by brilliant feats later.

The aeroplanes which were recently tried at Fort Meyer in the United States and at Le Mans in France are of about the same variety and experts who have seen either of the contrivances declare that as aerial machines the devices are perhaps the height of present-day inventions in that line.

The French government's contract with the Wrights called for two flights of 50 kilometers each, carrying one passenger besides the operator. For this accomplishment with the invention the brothers were scheduled to receive \$100,000, the device being turned over to France.

They learned to call Wright the "bird-man" over in France because of the grace with which his machine soared through the air and was able to land at the point from which he started. Just about the time that Wilbur in France was making a hit with his success at the Les Hunaudieres race course, his younger brother, Orville, started in to do things at Fort Meyer, selected as the airship experimental grounds by the United States government.

Wilbur Wright declared that he had more trouble in the course of making his contract and experimenting with his airship in France than he ever had in his experience again. It was in 1905 that Wilbur Wright asked the French government to purchase his machine for \$200,000, the officials replying that after the machine had proved its worth it would be bought. One of the brothers went to France, but no understanding was arrived at during the time of his visit. The following year a committee was selected to act as mediator between the Wright brothers and the government.

A short time later Wilbur Wright was backed \$5,000 as a guarantee, which added in defraying expenses. Again communications were established with the minister of war and Wilbur agreed to make a flight between two different points at a height of 20 meters and at a speed of 50 kilometers an hour. The machine was to return to the point from which it started. In case success gained the efforts of the inventor, the firm was to receive \$200,000 for the invention. That arrangement fell through a short time later.

It took five months for Wilbur Wright to set up his machine after it had been transported from Ohio to France. It was nearly two weeks after his arrival at Le Mans that the inventor was able to get his motor into working order. The motor is the invention of the Wrights themselves, hence the degree of delicacy of its mechanism can be imagined when the length of time taken to arrange it correctly is taken into consideration.

The machine is started from a sort of catapult and it has attained a level of 50 feet after leaving its stand which is raised a few feet from the ground in order that the delicate parts close to the ground may not be brought into contact with the earth. Frenchmen and Frenchwomen and children in search of excitement upon which to feast their eyes, bothered Wilbur Wright to a great extent in France, but his brother Orville at Fort Meyer where he made a number of successful tests declared that he had no trouble whatever with curious persons. The brothers were inclined to keep their machine as much of a secret as possible

from friends and strangers alike. While they were experimenting in America, it was sometime before even the newspapers succeeded in unearthing the fact that a wonderful feat was

achieved. Then the flights were made as secret as possible and the brothers refused to allow pictures to be taken of the mechanism or of the airship as a whole. As a result it was only natural that Wilbur Wright at Le Mans, France, should decide to sleep in the shed which sheltered his invention. It was a damp spot and the few friends who made among the French public declared that his health was being impaired by his method of guarding the precious secret.

The aeroplane with which Orville Wright experimented at Fort Meyer was an exact duplicate of that used in France. There was not a single variance except in a few of the parts, but to the untrained eye both devices were exactly the same, part for part.

Regarding the future the Wright brothers have said little, as is their wont on most occasions when the airship topic is brought into the conversation, but from their closest friends the fact has been learned that Germany is after the invention also and while the brothers, of course, realize that their first duty is with the United States government, they expect to demonstrate the efficiency of the air craft somewhere along the Rhine and hope to secure the prize which the German government has hung up for successful navigators of the ether.

The fact that the Wright brothers were approached by agents of the kaiser puts Germany in the front ranks regarding the study of aviation. It will be remembered that the emperor gave liberally to Count Zeppelin in order that he might construct a new machine after his first airship was destroyed and the authorities among the Teutons believe that when they have secured a "copy" of the Wright device, they will be in a fair way towards taking a lead in affairs aerial.

Just what other countries are also desirous of getting into the line with an aeroplane order is not known outside of the firm of Wright & Wright, but that there were a number of agents of other European kingdoms in France at the time that Wilbur Wright was engaged in making his experiments went to show or at least was a strong hint that the aeroplane inventors could derive a lot of the "root of all evil" by simply saying so to the agents, who were careful when visiting to drop a well-placed remark as to their identity.

But for this year, at least, it is declared the experiments are to be confined to the United States and France. Germany, of course, will be next in line and it is considered probable that England will take some share in the game. If the Britons decide to go in for aerial navigation in connection with their war department, it is probable that Orville Wright will be given the assignment of demonstrating the air device somewhere in the neighborhood of London.

One of Orville Wright's most successful flights at Fort Meyer, near Washington, occurred just a short time before the official tests. He encircled the field set apart for the experiments five times in front of, going its full length. Then he landed directly in front of the shelter tent, which had been provided for the aeroplane. The total time needed for that trip was four minutes and 15 seconds. Throughout the entire trip the machine was under perfect control, the engine not losing a single "kick," and Wright being able to send it higher and thither without any apparent effort.

The wind was blowing at a rate of three and three-fifths miles an hour and the average speed of the device was estimated at 35 miles an hour. Thirty feet from the ground was the greatest height attained throughout the aerial run. As Orville continued to experiment with his machine he secured better control and when the time for the tests approached he was able to manage

late the aeroplane with as much ease as did his older brother far across the Atlantic in France. The account of the trial trip at Fort Meyer points out the possibilities of the aeroplane. Wilbur Wright in France made trips which were much like those which his brother took at Fort Meyer. He made his best performance when he encircled the Les Hunaudieres race course over seven times and maintained a speed slightly over 30 miles an hour. Wilbur gained such superb control of his airship one day that he decided to try a bit of aerial tactics which previously had not entered into the regular daily routine.

He attempted to swoop down suddenly from a height of about 20 feet and the left wing of the invention struck the ground with much force, crippling the machine and making it necessary for him to take several days from his experimental work to repair the injured part.

However the work was soon accomplished and the routine proceeded as usual, except that Wright mastered that swoon until he accomplished it each day. Then the French gave him the title of the "bird-man," which has stuck to him at least in the foreign pictorial magazines and newspapers.

One of the beauties of the accomplishments of Wilbur Wright in France was the demonstration of the superiority of his machine over those which were promoted by the natives of France themselves. When Wright first operated in aeroplane in France, there were several Frenchmen who were able to outdo his feats. In fact one French aerial navigator set a world's record before Wright's eyes. But the mark could not stand for long.

A few days later the American ascended in his contrivance and remained in the air an hour and a half, an accomplishment which has not been touched since, and which probably will not be equalled in more than a decade by the French experts.

The wrecking of the Orville Wright aeroplane at Fort Meyer near Washington was a disaster which put a severe kink for a time at least in the work of the brothers.

It is only a few years since the brothers commenced experimenting with the aeroplanes, and they, themselves, admit that their device today is somewhat crude to what it will develop into within a few years. Readers of the newspapers remember how a few years ago the fact that the Wright brothers were destined to make their mark in the world of aeronautics was shielded from the eyes of possible trespassers on their invention. So secretly was the work carried on that it was impossible for even disinterested persons to get within several miles of the machine, then it was in action. For several months and even after the aeroplane had been put on exhibition, the brothers would show no photographs to be taken of the machine. In this the inventors say they were perfectly justified, for they claimed to have several points which, if secured by other prospective navigators, might deprive them of much of the credit which their great invention has since bestowed upon them.

## POPULAR MUSIC

Popular music has melody—it has rhythm—it has simplicity. It is easy to remember and easy to quote. Schoolgirls can play it without doing serious violence to the integrity of the musical score or the main intention of the composer. In listening to popular music little or no effort on the part of the listener is required. One is borne along on the full flood tide of melody, the flowing stream of melody. And to give oneself to the unrestrained enjoyment of music of this kind is quite as legitimate a recreation as to read a light novel or witness a comedy. The music that is easy to perform and easy to remember has and holds its place.—Philadelphia Ledger.

## A MATTER OF IREDEDITY.

Agnes Had Only Felted in the Footsteps of Her Mother.

Even if there had not been kernels of rice on her hat and a glint of light of love in her eye, the bachelor could have told that she was a bride. And the manner in which he spoke to her husband showed that he had not been married long.

A man in the packing crowd splashed the couple, and thus I over to greet the bride.

"Well, well, Agnes," he cried, extending his hand, "I don't mean to say that you're married."

"Why—why, yes," the girl stammered, vivid color, spouting to her cheeks, as she tried to defend her novel situation. "I—you know, it runs in the family. My other was married, too."

## NO SKIN LEFT ON BODY.

For Six Months Baby Was Expected to Die with Eczema—Now Well.—Doctor Said to Use Cuticura.

"Six months after birth my little girl broke out with eczema and I had two doctors in attendance. There was not a particle of skin left on her body. The blood oozed out just anywhere, and she had to wear her in a tank and carry her on a pillow for ten weeks. She was the most terrible sight I ever saw, and for six months I looked for her to die. I used every known remedy to alleviate her suffering, for it was terrible to witness. Dr. C. gave her up. Dr. B. recommended the Cuticura Remedies. She will soon be three years old and has never had a sign of the dread trouble since. We used about eight cakes of Cuticura Soap and three boxes of Cuticura Ointment. James J. Smith, Durmid, Va., Oct. 14 and 22, 1906."

## One of the Three.

"Well, there were only three boys in school today who could answer one question that the teacher asked us," said a proud boy of eight.

And I hope my boy was one of the three," said the proud mother.

You bet I was," answered Young Henry, and Sam Harris and Harry Stone were the other two.

I am very glad you proved yourself so good a scholar, my son. It makes your mother proud of you. What question did the teacher ask, I wonder?"

"Who broke the glass in the back window?"

## Reached P. Limit.

Little Henry had been very naughty and was shut up in a closet until he should express proper penitence for his misdeeds. Near by sat his mother, ready to extend pardon to the small offender at the first sign of sorrow. At last a faint sigh caught her ear. Creeping silently to the door, she discovered the child seated on the floor in a desolate attitude.

"Poor mother," he muttered, with another sigh. "Why can't I get out? Two days' sorrow and I can't cry!"

## A T. T. to His K. K.

A certain K. K. was the father of a beautiful but very nervous girl. He spoke the language of the K. K. and the K. K. in return spoke the language of the K. K.

"That's a nice way to be spending your time!" said the father on one occasion. "What's your ambition, anyhow?"

"Dad," responded the youngster, with a smile, "I'd like to have people tremble like aspen leaves at the mere mention of my name!"—Lippincott.

## Money Expended on Schools.

Last year New York city spent \$33,000,000 on its public schools. Chicago, \$23,000,000. Boston more than \$20,000,000. Philadelphia a little more than \$5,000,000. Though Philadelphia is the third city in population in the United States, it stood thirty-fourth in per capita expenditure on schools.

## A Cherrill Guesser.

What does an actor mean by a "fat part?"

I don't know, but from the oleaginous sound it should judge it means the oleo.—Kansas City Times.

## NEW LIFE

Found in Change to Right Food.

After one suffers from acid dyspepsia, sour stomach, for months and then finds the remedy in securing the right kind of food it is something to speak about.

An X. Y. lady and her young son had such an experience and she wants others to know how to get relief. She writes:

"For about fifteen months my little boy and myself had suffered with sour stomach. We were unable to retain much of anything we ate.

"After suffering in this way for so long I decided to consult a specialist in stomach diseases. Instead of prescribing drugs, he put us both on Grape-Nuts. I'd be happy to improve immediately."

"It was the key to a new life. I found we had been eating such much heavy food which we could not digest. In a few weeks after commencing Grape-Nuts I was able to do my household work in the morning with a clear head and feel rested and have no sour stomach. My boy sleeps well and wakes with a laugh.

"We have regained our lost weight and continue to eat Grape-Nuts for both the morning and evening meals. We are well and happy and owe it to Grape-Nuts." "There's a Reason."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville" in plain.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.