

Pictorial Story of Orville Wright's Remarkable Flight in His Aeroplane

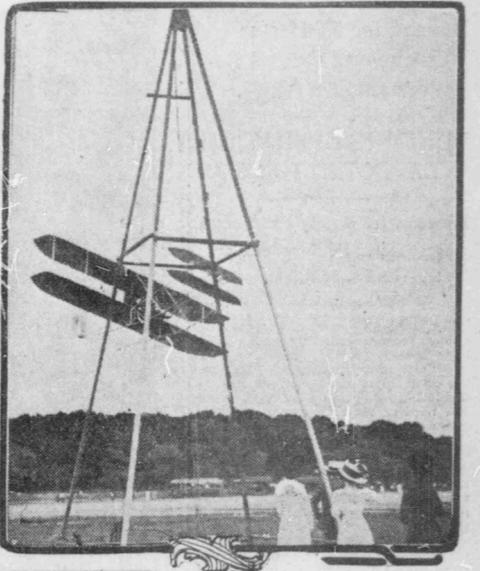
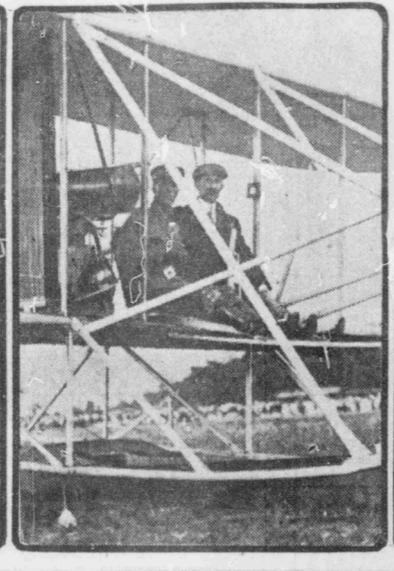
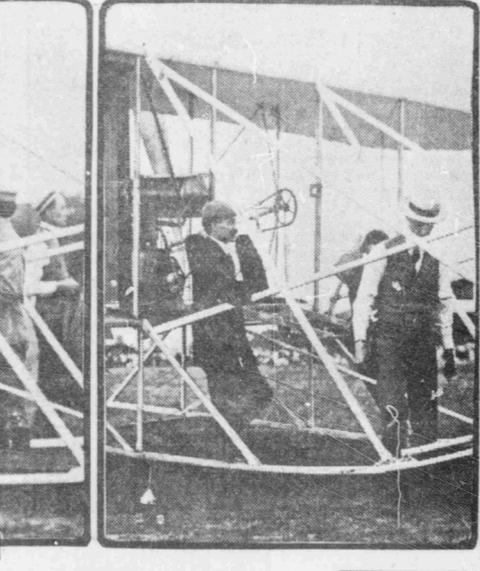
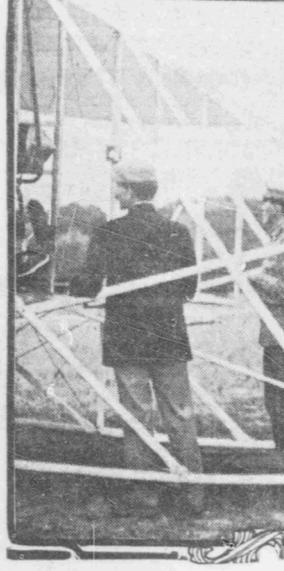
Orville, Lieutenant Foulois, and Wilbur Inspecting the Aeroplane.

Wilbur Gets Busy, While Orville Takes Things Easy.

Orville Climbs Into His Seat Alongside Lieutenant Foulois.

All Set and Ready For Signal from Wilbur.

Final Turn As the Aeroplane Head For Alexandria.



—Photos by J. S. Reid, Times Staff Photographer.

WRIGHTS PREPARE TO SELL PLANES

Brothers to Train Number of Machine Operators for Demonstrations.

(Continued from First Page.)

they have some business with the German government. This trip is to be made soon, because it is necessary that one of the aviators be in Germany in September.

One will return to Washington to be head instructor of the Signal Corps college of aeroplane operation. Since it isn't known which one is going abroad, it seems probable that it isn't known who is going to come down to Washington again to do the instructing.

Probably both brothers will leave Washington for Dayton tonight. Certainly one of them and Miss Katherine will go, and there will be no flying at Fort Myer or thereabouts for several days, at least. The brother who stays here will have as long as he wants to take to instruct the officers, and will have all of each good day in which to do so, consequently there needn't be any rush about it.

Government Now Owns Plane.

On behalf of the United States Government, Brig. Gen. James Allen, chief signal officer of the army, today formally accepted from Wilbur and Orville Wright, the Wright aeroplane the first heavier-than-air machine to meet the Government requirements framed over a year ago. The Wright brothers will receive a check for \$30,000 for the machine, representing the contract price of \$25,000, and a \$5,000 bonus for a speed of forty-two miles an hour.

The official time made by Orville in his flight, according to the announcement made by the aeronautic board of the signal corps at noon today, was 42.53 miles an hour. This was the average speed, according to contract requirements with two men and additional dead weight to make up 200 pounds.

The official time, according to the completion of the flight, from Fort Myer to Shuter's Hill was 57.35 miles an hour, and the time from Shuter's Hill to Fort Myer was 57.35 miles an hour. The great difference in time on the two legs is ascribed to the wind, and to the fact that Orville ran off his course going down, and had to make a long wide sweep to the westward to turn the stake balloon from the right.

Orville Earns Bonus.

The \$5,000 bonus earned by the Wrights is for the two additional miles over forty made on the flight. The contract provided for a bonus of 10 per cent of the contract price, of \$25,000, or \$2,500 for each mile made over forty an hour. No allowance was made for the fraction of a mile, the Comptroller of the Treasury having decided when the Baldwin dirigible balloon contract was closed that the Government could not, according to its contract, pay for a fraction of a mile.

Wilbur Wright called at the War Department this morning and he was notified by General Allen in person that the machine had been formally accepted, on the favorable report of the board of judges on the flight.

Herring Not Coming.

Another important action taken by General Allen today was the annulment of the contract of the Signal Corps, with A. M. Herring, of New York, to deliver a heavier-than-air machine at Fort Myer. Herring notified the Signal Corps today that he could not possibly deliver his machine before September 1. His third extension of contract time expired today, and General Allen decided that he could grant no further renewal. He made this decision on the ground that the money tied up in the contract did not belong to the Signal Corps, but that it was part of an appropriation for the use of the board of ordnance and fortification. This amount will be turned back to the board by General Allen. In consequence there will be no further money available for aeroplane work. It is the opinion of General Allen, however, that another request on the board of ordnance and fortification would not meet with refusal, if the Signal Corps wanted to acquire another machine. It is probable that the Signal Corps will enter into another contract with Herring if he can convince the aeronautic board that his machine is worth while.

Thrilling Flight.

Aside from being the most remarkable flight that any aviator has ever made, Orville Wright's cross-country dash from Fort Myer to Shuter's Hill, near Alexandria, last night was by far the most entertaining to the spectators, the most thrilling, the most inspiring that he has ever made.

More than 6,000 persons stood straining their eyes, many standing on tip-toe, towering up on chairs or benches, peering out into the haze to the south, where the near-purple of the evening sky was smudged with the soot of Alexandria's chimneys, making a lazy, dirty brown-blue curtain that not many eyes could pierce.



MISS KATHERINE WRIGHT, Watching the Aeroplane Disappear From Sight.

almost due north and south course, and swept away with clacking propellers straight over the starting line.

More than 4,000 spectators cheered again when far down the sky lanes, where the green of the treetops looked like a misty blue background of the smoke and sky, appeared a little speck, almost indistinguishable, but seeming to move, but still something upon which one could fasten one's eyes and hopes. The 4,000 saw and believed, or if any didn't see, they heard the yells of those around and joined in.

They Cheer Once More.

And when the little speck had grown and grown into a swiftly moving thing of long white wings, with a dark blur in the center like a body—when there no longer was any doubt at all—the 4,000 cheered once more. When the dark blur came out of the distance and resolved into a man in civilian clothes and a cloth cap, and another in khaki and a service headpiece, the 6,000 yelled again. After that period of cheering it was but a few seconds until the machine swept across the line, and then the 6,000 roared out once more.

And all of these cheers came from persons who felt away down in their hearts that it was pretty good to be in the center and see another American perform the most wonderful feat in the history of heavier-than-air aviation.

For part of the journey of Chevalier Orville and Lieutenant Foulois, the 6,000 were not cheering. Although the trip to Shuter's Hill and back took only 14 minutes and 42 seconds, for about two or three minutes, at the time of the turn at the hill, the aeroplane was without the view of most of the crowd. A few sharp eyes and others with field glasses saw the aeroplane make the turn; saw one little speck move westward and another little speck eastward; saw the moving speck go out—it was the ship coming back.

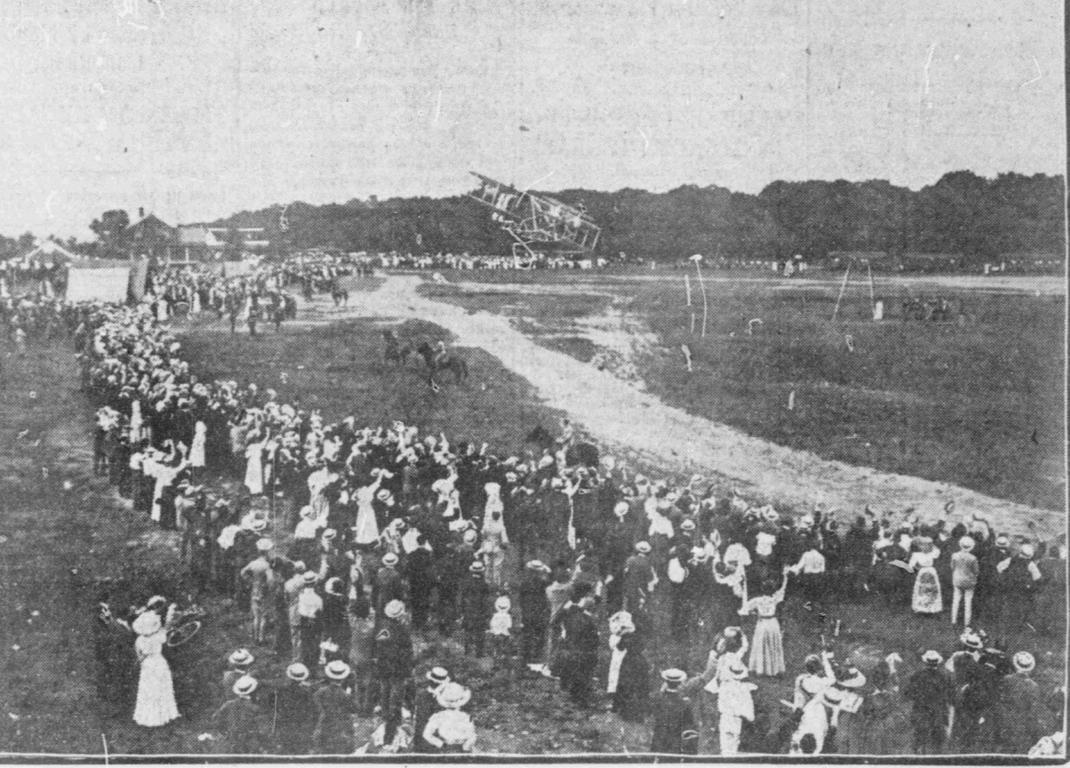
Aeroplane Lost To View.

Once again the machine was lost to view, this time to every one in the crowd. It was when Mr. Wright was within two miles of the finish line. He ran into a current of air unexpectedly and went down looking for air less adverse. This second disappearance caused a great deal of uneasiness. The first time the 6,000 expected it; they knew their own sight was at fault, but before the machine went out of the vision of man the second time it had been visible for several minutes. The crowd was getting just a bit restless; was fidgeting a bit, women hoping that nothing had happened, correspondents looking nervously at the sky-line, officers riding about trying to find better view points, and Wilbur looking cool and digging his heels into the thin soil. A collective "sigh of relief" ascended from hundreds when the biplane came climbing up over the tree-tops eminently safe and making its forty-two-mile dash, more just like the Fifty-sixth Century Limited or the Keystone Special make their eighty or less.

Both Seem Uncertain.

Engine-driver Orville was sitting up in his seat holding onto the throttle when he crossed the line and circled down to the sands. Fireman Foulois, who didn't need to fire because the patient feed was doing it for him, was looking at his watch and timing the driver. Both driver and his fireman seemed utterly unconcerned as if they had just made a dash from New York to Philadelphia over 100-pound falls in front of six Pullman swiftings, under signals, and over a roadbed that cost millions of dollars.

In the fifteen minutes the flight became an old story to them. Not an old story in the sense that they wouldn't enjoy taking another trip today, but an old story in that they expected it; they thought about it at all, disappeared entirely and the air lanes, the great untrod ways where future commerce may go, where there are no 100-pound falls, no rock ballast, no million-dollar bridges, no men to blunder and bring death and disaster, only nature to fear, and also to depend upon, seemed as



RETURN OF THE AIRSHIP TO THE FORT MYER PARADE GROUND AMID THE CHEERS OF THE CROWD.

naturally the highway of man as does the sea to a mariner.

Nothing Unusual.

Through it all the men acted as one who knew them would expect them to act. Chevalier Wilbur, the Great Imperturbable, the Undisturbed, didn't seem to know that there was anything unusual in the night's proceedings. He was the moving spirit in the post-starting operations, and after that he just sort of hung around waiting to discover whether or not his machine was to get that extra \$5,000. Near the finish line the chevalier walked down to the finish line. He carried with him a big signal flag on a long pole and might have been taken for the starter in some horse race in the sky.

Climbed At First Turn.

By the time the first turn came jumping up to meet him, however, Mr. Wright was climbing. He had more and more air beneath him all the way up the field toward the crowd and he continued to go higher on the next circle. By the time he came around to the north end the second time he was probably up 150 feet, and it took only an instant for the crowd to see that he intended to make a "go" this time.

Wright's Pretty Landing.

Mr. Wright made one of the prettiest landings that has ever been seen at Fort Myer. The line once crossed he came pounding up to the north end, turned sharply again, went south in a hair circle and brought the aero down in a series of gentle air-terraces, landing not far from where the old machine came down so directly one September day a year ago.

Over Hidden Farm Houses.

Out over the dunes of Dixie with their tops beheaded with long green creations which might be envied by all the Kaisers in the world, out over valleys where lay hidden farmhouses, where the cattle, alarmed at the unusual sound looked above, caught one glimpse of some monster flying there and fled to safer lands.

Signal Corps Besieged.

The Signal Corps officers were besieged with inquiries as to the official time, counting out the turn at Shuter's Hill, but wouldn't answer offhand. Everybody who had anything to do with the flight at all was interviewed, and the crowd trooped homeward, most of it nappy, some thinking how they would "josh" friends who hadn't come and others noncommittal.

Disappears Few Seconds.

A few minutes more, which seemed longer to many, and then out of the haze came the same old blur—the passengers sitting up beside the engine and the tanks. The crowd knew what it meant, and breathed easily once more.

slowly that its added height was imperceptible. The inexperienced in the crowd thought the machine wouldn't get up, and even those who had seen dozens of flights were a little bit dubious.

Over Hidden Farm Houses.

The noise of the propellers ceased; the long, white wings disappeared or were seen only when the operator struck a current of air, and dipped or climbed in answer to its message. The propellers were not distinguishable except as a little darker blot against the blue sky, faded out of the picture, and then the only thing that was left was the lumbered mass, the two men apparently floating up there in the sky, alone without support, like a giant hawk or eagle, so far away that the rise and fall of the wings couldn't be seen at all.

Disappears Few Seconds.

A minute passed and then even folded within the smoke of Alexandria's factories or else the aero slid down below the line of Dixie's dunes. It was then that 6,000 waited with "bated breath," anxiously, every one in all the crowd, plainly hoping that nothing had befallen or would befall.

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until I get used to this country. Then we'll show you something worth while." And it's more than probable he will.

Shuter's Hill Affords Fine View.

Taking advantage of the fine view to be had from Shuter's Hill, near Alexandria, several hundred persons witnessed the flight standing under the aerial buoy around which the aeroplane circled as it started on its return trip to Fort Myer.

Offers \$7,500 For Three Flights.

E. H. Pershing, a representative of Henry Siegel, who operates big department stores in New York, Chicago, and Boston, saw the Wright brothers at the Raleigh Hotel this morning and offered on behalf of Mr. Siegel \$2,500 each for three flights of a Wright machine, one to be made from each of the stores.

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ZEPPELIN MAKES 220-MILE FLIGHT!

In Face of Sixty-Mile Wind Aeronaut Covers It in Twelve Hours.

FRANKFORT, Germany, July 31.—Count Zeppelin landed here at 3:30 this afternoon, from his new airship, the Zeppelin II, after a splendid flight in the face of adverse winds, from Friedrichshafen, 220 miles to the south.

The trip was made in twelve hours. The airship landed in the aerial exhibition grounds and the vast crowd gave the veteran aeronaut and his seven guests a tremendous ovation. The big airship maneuvered over the city in a series of intricate movements for nearly an hour before alighting.

Spectators Fill House-tops.

Every house top in the city seemed crowded with spectators. Guns were fired and bells rung. To guard against the excessive enthusiasm of the crowds soldiers were on guard to protect the airship.

At times the big vessel encountered winds that blew from fifty to sixty miles an hour.

Count Zeppelin, in his new airship Zeppelin II, and accompanied by seven guests, left Friedrichshafen on Lake Constance at 3:30 o'clock this morning to sail to this city to attend the aerial exhibition being held here.

Among the count's guests were Director Coleman and Captain George. The airship passed Ulm at 6:15, when it encountered a heavy wind which carried it to tremendous height and over the mountain range into the Neckar Valley.

Here a wind of between fifty and sixty miles velocity was encountered, but the ship behaved splendidly.

Great Aeronautic Feat.

The flight over the mountain range was one of the crowning aeronautic achievements of the count, when the velocity of the wind is considered.

The airship passed Gellingen at 7 o'clock, half way to Frankfort, which is 240 miles from Friedrichshafen. At the outset the ship had difficulty in getting under way, owing to the high wind. The propellers had difficulty in holding the ship to its course, and for a time it looked as though she would be driven over the lake.

The Count pointed her upward and finally, after reaching a height of 400 feet, found the wind more favorable, and sailed gracefully away.

At Gellingen the airship encountered a heavy storm of hail and was delayed for twenty-five minutes, after which it resumed its flight, without difficulty.

At 10:45 the ship reached the old town of Heilbronn, where the people gave the aeronauts a great ovation. Every bell in the town was rung, and a great shout went up as Zeppelin sailed over the church dome.

While passing over Ulm, Zeppelin dropped a message for his wife, who remained at Friedrichshafen, telling her to fear not, on account of the wind.

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