

"All the News That's
Fit to Print."

The New York Times.

THE WEATHER.

Fair to-day and probably Friday;
wind light to fresh southwest.

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ONE CENT

In Greater New York, & Elsewhere,
Jersey City, and Newark: TWO CENTS.

WRIGHT FLIES OVER AN HOUR

Follows 57-Minute Flight at Fort
Myer with One of 62 Min-
utes 15 Seconds.

AMERICA RULES IN AVIATION

Lieut. Lahm Also Makes Trip
with Wright and Record for
"Doubles" Is Smashed.

PLANES OBEY EVERY TOUCH

In Early Morning Flight Aviator Out-
does Delagrangé — Achievements
Watched by High Officials.

Special to The New York Times.

WASHINGTON, Sept. 9.—In three suc-
cessive flights in his aeroplane to-day, Or-
ville Wright broke three world's records
and wrested from France for America the
laurels of the air.

In his first flight at an early hour this
morning he drove his machine in circles
over the Fort Myer parade ground for
57 minutes and 31 seconds, beating the
previous endurance record made by Dela-
grangé by 25 minutes 48 1-5 seconds.

In his second flight, late in the after-
noon, he remained in the air for 62 min-
utes and 15 seconds, surpassing his own
previous record by 4 minutes and 44
seconds.

His last flight was made with Lieut.
Lahm of the Signal Corps in the seat be-
side him. Together they sailed for 6 min-
utes and 16 seconds, surpassing the rec-
ord for doubles formerly made in Vir-
ginia by Orville Wright and his mechan-
ician by 2 minutes and 36 seconds.

As far as altitudes attained were con-
cerned the most spectacular flight of the
day was the first. Then with few people
to watch him Wright determined to fa-
miliarize himself with the upper air.
From his normal course of some forty
feet above the parade ground Mr. Wright
turned the nose of his skimming craft
upward for little runs at a height of 150
feet from the ground.

But as a demonstration of perfect mas-
tery of his planes, and consequent mas-
tery of the air, the long flight in which
he broke his own and all other records
for endurance was unequalled. When Mr.
Wright descended from his morning flight
he said that if he had known how near
the hour limit he had come he would
have stayed up longer, and there is no
doubt that he would have done it. But
the experience he gained in his 57 minutes
of constant attention to the tricks of
aviation in his early flight told its own
story in the inventor's assurance in the
afternoon, and in the perfect response to
the slightest touch he made on his three
levers.

Landing Officials Watch Flight.

The most representative company that
has yet watched the daily experiments
gathered this afternoon, following the
report of Mr. Wright's early success. Gen.
Nelson A. Miles came to Washington for
the express purpose of watching the
flights, and studied the manoeuvres of
the inventor. Secretary of War Wright
and Secretary of the Navy Metcalf were
on the grounds long before the flight took
place, and the army was represented by
Gens. Oliver and Murray, Col. Hatfield,
and many others. The French Military
Attaché, Major Fournier, who recently
witnessed some of Wilbur Wright's at-
tempts at Le Mans, was also present.
The crowd numbered several thousands.

It was 5:17:45 o'clock when the heavy
weights dropped from the derrick and
gave the forward impetus to the airship,
waiting balanced on its monorail. Wright
had taken his seat a moment before with-
out the least apparent uneasiness, and in
a businesslike way took hold of the con-
trolling levers.

As viewed from behind at close quar-
ters the enormous planes with the large
twin propellers whirring with an irregu-
lar rattle behind them seemed to flutter
off down the parade ground like a wound-
ed bird. As the distance increased, how-
ever, the impression of irregular motion
conveyed by the propellers was lost, and
the machine seemed to be sliding over the
grass on its skids like an iceboat over a
frozen lake. The aeroplane was fully 100
yards from the starting point before it
could be seen that it had left the ground,
and was skimming the highest weeds
under its own power.

Then like a giant gull, snow white in
the sunlight, the tips of the planes tilted
to the left, and still on the rise the aero-
plane passed over the aerodrome at the
other end of the field, missing its gable
roof by only a few feet. Mr. Wright held
his planes and rudder rigid until a com-
plete half circle had been described, and
then brought the ship back to an even
keel as he sped up the field along the side
of Arlington National Cemetery.

Dips Machine to the Crowd.

The crowd, intent on watching the
start had given only a straggling cheer