

truss; as well as the first man, so far as is known, to have made a flight in a power driven machine; on the 11th and 22nd of October, 1898, at St. Joseph, Mich., he flew a distance of about 73 feet in a machine driven by two propellers actuated by a compressed air engine. This flight took place in the presence of witnesses, and an account of it appeared in a Chicago evening paper of a somewhat later date. This machine carried 162 square feet of surface, weighed 251 pounds, and was driven by a five horse-power motor. He is now under contract to deliver a two-man machine to the United States Government about the middle of August and has an order to build a similar one for Mr. McCoy of the Aero Club of America. (See Aeronautical Annual 1896 and 1897, Moedeboeck's Hand-book and the May number of the American Aeronaut).

James Means of Boston published, in 1895, 1896 and 1897 the three volumes of the Aeronautical Annual which is the best, and one of most exhaustive reviews of the fourth chapter, or period of the progress of aviation. He is one of that small coterie of prominent men, Langley, Chanute, Bell, Maxim and himself who would have rendered the art an incalculable aid by the mere lending of their names to the subject, had they been content with that alone. He is now actually and energetically working in connection with Octave Chanute, A. Lawrence Hetch and Alexander Graham Bell in raising by August 1st next a \$25,000 aviation prize for 1903.

Interest aroused by the report of Lilienthal's death in 1896, caused the Wright Brothers, Wilber and Orville, now of international fame, to take up the subject of aerial navi-