

by Farnam on January 13th, 1906, when he covered between 1500 and 1800 meters, returning to his point of departure. In March of 1905 he flew his glider as a kite, carrying a load of sand to represent the weight of an operator. It came down unexpectedly and was badly injured. Later in the same year, he built another which was flown over the waters of the Seine. It resembled closely a two-celled Hargrave kite. It flew 400 meters, carrying Gabriel Voisin, being towed by a motor boat which was traveling about 18 miles an hour. Toward the end of the flight he cut the flying line and descended gently to the water. In September this same kite was flown over Lake Geneva. Its total weight was 300 kilograms; pull 60 kilograms; speed 10 meters per second; horse-power expended eight. These experiments demonstrated beyond question the practicability of the motor-driven aeroplane in the light of recent developments in the construction of gasoline engines. Archdeacon has since given up practical experimenting on his own part and is devoting all his energies to popularizing the art, and with what wonderful success the work accomplished in recent years and still being pushed with tremendous energy in France, attests. (See *L'Aerophile* 1906 and *La Revue de L'Aviation*, 1907).

Early in 1906, Vuia of France started work on his flying machine, and during the summer of that year is said to have made a few short flights. His first public demonstration, however, took place on October 8th, when he made a flight of eight meters. He is conceded to be the first man in Europe to have left the ground in a power-driven machine, though