

graphing apparatus here. Mr. Cline was present at the disaster to Orville Wright's machine when Lieut. Selfridge lost his life and took the last photograph of the machine in the air. He had just finished the exposure and was changing his plate holder when the accident occurred. He was the first person, with the exception of two mounted soldiers, to reach the scene of the disaster and go to the aid of the injured men. When the propeller broke he was standing quite close to the aerodrome shed and had thus an exceptional opportunity of observing what happened. The account which he has been kind enough to write for us contains some new points not hitherto touched upon I think by other observers. He is decidedly of the opinion that the machine, instead of diving head down as others have led us to believe, began with a stern dive with the front control up in the air. After falling about half the distance to the ground moving backwards a short distance it resumed its horizontal position for a moment and then dived head downwards on a reversed path. He thinks that Mr. Wright was regaining control of the machine when it struck the ground and that if the accident had occurred at a considerably greater elevation in the air, he would have succeeded in averting the catastrophe.

This is an entirely different account from any other I have seen and is not corroborated by any published evidence so far as I know. Former accounts have been written by witnesses who were at a great distance away. Mr. Cline was near at hand and had a side view of the apparatus. His observations therefore are more likely to be correct than those