

## WINGED VEHICLE

### WONDERS NEVER END—WHAT NOW

The past summer has been the realization in France, after a long series of an entirely new system of mechanical traction, writes C. F. Bartelli in Leslie's. For some time attempts have been made to solve the problem of "aerial traction," as it is technically called, by which vehicles are moved not by force applied to turning the wheels, but by a propeller working in the air, which pushes or pulls the vehicles as in an aeroplane. These experiments led to nothing, it being found that the force generated was insufficient to propel a solidly built automobile, for instance, at anything like a satisfactory rate, while the propeller itself was so large as to form a serious incumbrance.

Things were at this stage when M. Fillippi, a French inventor, who has devoted years to the study of aeronautics in general, came to the conclusion that existing theories on the action of helical propellers were all wrong and perfected what he calls his "rotative wing," which although worked in the same manner as an ordinary propeller, is constructed on entirely different principles, and with which, it is claimed, the problem of aerial traction is finally solved.

It can be applied, it appears, to the traction of any vehicle—those of the automobile type, sledge, barges and other river craft, vehicles of a special build to travel over the desert in regions where no system of transportation has yet been possible, and with extraordinary advantages over the present methods in every instance.

The absolute practicability of the "rotative wing" as regards automobile traction was conclusively demonstrated by a trial run, in July last, from Paris to Lyons—distance 345 miles—in a single day, with only hasty stops for fresh petrol, made by Count Bertrand de Lesseps, on a machine designed by himself and fitted with a new apparatus. The run was a brilliant success, and the time taken—nine hours—would have been far less but for the fact that by an oversight a very small petrol reservoir had been provided, which necessitated an undue number of stops. The average speed was 60 miles an hour.

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