

Aviator Moissant Falls to His Death

Two Added to Frightful Death Roll of Aviators



The late John B. Moissant and his mechanic, Albert F. Moissant, in dark clothing.

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The neck was broken, producing death within ten seconds according to the coroner. The moment Moissant struck the earth, falling in high weeds to the right of the field, some workmen who happened to be near picked him up while the newspaper men and officials rushed to him. A special train of flat cars was standing near the scene of the accident and the body was hurriedly placed aboard and brought to the city and taken to an undertaking establishment. The expression on Moissant's face was that of a sleeping man, not the slightest trace of fear or pain being apparent.

Wind was the cause of the accident. Moissant, guided by white flags which lined the course, rounded the circle twice in an effort to find a landing place. The third time around the wind, which was blowing about 15 miles an hour across the course, drove the machine toward the earth. Moissant, in trying to get back over the grounds, swerved suddenly to the left, then attempted his famous right circle, so dangerous that it is said but one other man besides Moissant ever attempted it. At this instant the wind caught the plane of the machine, a downward draft must have caught the propeller and front planes.

The machine tipped, pointed nose down directly at the ground and came down like a flash, while Moissant was hurled from the machine head first to the earth.

While no arrangements have been made as to the disposition of the body, it probably will be sent to Chicago.

Marathon is a station on the Illinois Central Railroad, twelve miles from the center of New Orleans. On one side lies the Mississippi river and on the other a small strip of dense swamp land separates it from Lake Ponchartraine. The air currents in that section are peculiar, gales frequently sweeping westward along the lake coming down the river, causing whirls and meeting a heavy rush of

wind in the air which has been noted as dangerous by several aviators flying in that section. Harahan is accessible to New Orleans only by a road which runs along the top of the levee.

John B. Moissant was born at Chicago in 1870 and lived there until he was 19 years old. He then started for the Pacific coast, drifted down to Central America, became a soldier of fortune, and trader and finally was driven from San Salvador when the general under whom he was fighting met defeat.

Moissant at that time was wealthy, but his property was confiscated by the government. Soon afterwards he went to Spain and later turned up at Paris when the Wright brothers were there exhibiting their machines. Soon he was an avowed enthusiast, and himself making flights. From the start his career as an aviator was marked with daring exploits.

Paris to London.

He first came into world prominence as recently as August last when he started on a flight from Paris to London with a passenger, Albert Filiaux. He successfully crossed the Channel being the first aviator to accomplish this with a passenger. He landed at Deal, and from then on had a series of accidents that continued through three weeks. Undaunted, he clung to his purpose to reach London, for the air, and finally on Sept. 8, floated down at the Crystal Palace near the British capital.

Moissant arrived in New York on Oct. 8 and was one of the most interesting figures at the aviation meet at Belmont Park. He took second place in the international aviation race when Grahame-White, of England, captured the trophy. On Oct. 30, Moissant flew from Belmont Park around the Statue of Liberty and back to the aviation field thereby winning a prize of \$10,000. Moissant is the 34th to lose his life in the development of aviation. Of this number 30, inclusive of Hoxsey, who was killed late this afternoon were killed during the present year.

nette monoplane, hit derrick, near Paris.

June 2—Zogly, Hungarian, Budapest.

June 2—M. Popoff, instructor of aviation in Russian army, Gatchina, Russia.

June 16—Eugene Seyer, boy, San Francisco, experimenting with glider.

June 18—Robe, German aviator, falls 200 feet, Stettin, Germany.

July 3—Charles Wachter, in Antoinette monoplane, Rheims, France.

July 12—Charles S. Rolls, Bourne-mouth, England, fell in Wright biplane.

July 13—Oscar Erblosch and four companions, dirigible balloon exploded, Leichlingen, Germany.

July 15—Daniel Kinet, Brussels, hurt by fall, died three days later.

Aug. 3—Nicholas Kinet, brother of Daniel Kinet, fell 650 feet, Brussels.

Aug. 20—Licut. Vivaldi, Italian army near Rome after successful long distance flight.

Aug. 27—Maasdyk, near Arnheim; motor stopped.

Sept. 23—George Chavez, after flying over Alps from Briançon to Milan, rising at times 9000 feet, fell 30 feet; died five days later.

Sept. 29—Herr Plochmann, Mulhausen, Germany, fell 160 feet; died next day.

Oct. 2—Herr Haas, Wallen, Germany; fell and was instantly killed.

Oct. 7—Capt. Macievich of Russian army lost control 2000 feet up; fall broke every bone in his body.

Oct. 23—Capt. Madiot, French army, killed in practice flight at Douai.

Oct. 25—Licut. Mestue, German army, killed while alighting near Magdeburg.

Oct. 26—Fernand Blanchard, killed when machine fell, shortly after flying from Bourges to Issy.

Oct. 27—Licut. Sagliette, French army, killed while gliding to ground at Coutances.

Nov. 17—Ralph Johnstone, Denver, while turning too sharply off banked air.

December—Cecil Grace, lost in flight across English channel.

Dec. 31—John B. Moissant, killed at Harahan, Pa., by luffing of aeroplane by wind.

Dec. 31—Arch Hoxsey, killed at Los Angeles by losing control of aeroplane in contrary air currents.

TRAVIS MADE RECORD SCORE

Great Golf Played at Pinehurst With Spectacular 69 by Former Champion as the Feature.

Pinehurst, N. C., Dec. 31.—Both in class and entrance, the seventh annual holiday golf tournament which began Thursday ranks with the more important contests of the winter. The stars were Walter J. Travis, Robert E. Hunter, Paul M. Hunter and Parker W. Whittemore.

The spectacular feature was a phenomenal 69 by Mr. Travis, who won the qualification trophy by a margin of 8 strokes over Robert Hunter, C. L. Becker, of Woodland and Mr. Whittemore, the third and fourth respectively, in the final round on the latter in 82.

The field of contestants numbered 80 and only five failed to turn in scores, four divisions of 16 each qualifying for the president's governor's, secretary's and special's cup.

Mr. Travis' 69, with one exception has never been excelled here on the number one course, either by amateur or professional. At the time the visit of the British professionals, James Braid scored 67, which lowered a record of 69 made previously by Mr. Travis. Mr. Travis rounded out the day with a 73, made in a four ball match this afternoon, and playing with Mr. Whittemore as a partner against the Hunters he made a total of 142 for the day.

M'DONALD HAD EASY TIME OF IT

There was a fair crowd at the Cecil Theatre on Saturday night when Dan McDonald, the Cape Breton wrestler, took on three local men guaranteeing to throw them inside of 45 minutes. McDonald did not have very much trouble in throwing his opponents, doing the trick in short order.

He also gave exhibitions of the latest holds and wrestling movements.

POWER BOAT CLUB SMOKER HUGE SUCCESS

There were a large number of the members of the St. John Power Boat Club at the club house on Saturday night when one of those delightful entertainments that the club is becoming noted for, was given.

Commodore S. P. Gerow presided and there was a lengthy vocal and instrumental programme that was heartily enjoyed. Two handsome silver cups to be competed for were

OTTAWA WON FIRST FROM CANADIENNES

Capitals Break Through French Team's Defence for Five Goals to Three Against 6,000 at Match

Montreal, Jan. 1.—At the Arena on Saturday night Ottawa, defeated the Canadiens in the National Hockey Association's opening match by 5 goals to 3.

A crowd of about 6,000 witnessed the play. Although the Canadiens had the better of mid-ice play, they lacked system in attack. Their shooting was faulty and they were loose in defence. Ottawa took full advantage of all openings and their success was largely due to their ability to bore in.

MARYSVILLE HOCKEY TEAM HAS WORKOUT

Crescents Will Have Strong Team if Bali Players Are Reinstated—Fredericton Wants to Play College Men

Fredericton, Jan. 1.—The Marysville Hockey Club had their first workout at the Arctic rink on Saturday night. All the old players of a few years ago were out, as well as some new men; and if the club can secure the reinstatement of several players suspended for playing baseball a few years ago against the St. John team, of which Hollie Clawson was a member, Manager Stevenson expects the Crescents will have a strong team for the provincial league.

Inasmuch as Clawson has been reinstated, the Marysville club feel they will have little or no trouble in getting men back in the good graces of the M. P. A. A.

One objective of the Fredericton team in the provincial league amounting to anything, depends entirely on whether the players are allowed by the M. P. A. A. to figure in both the provincial and intercollegiate leagues.

The usual curling, horse racing and other sports will take place tomorrow, which will be generally observed as New Year's Day.

Yankees Say Young Fisher Is Jack Chesbro All Over



Roy Fisher, old Yankee pitcher, looks like Jack Chesbro, moves like old "Happy Jack" and his teammates say he is sure to be the reincarnation of the king of spit ballers, by midseason next summer.

HAPPY HOME CLUB AT ANNUAL DINNER

The fifth annual dinner of the Happy Home Club was given in their rooms No. 3 fire station, Saturday night and an excellent repast was served. Wm. Currie the vice-president of the club, presided. There were speeches given by John Kerr, chief of the fire department, R. W. W. Frink, captain of No. 1 S. C. and F. P. S. P. Gerow, Harry Ervin, Charles Percy, superintendent of fire alarms, Arthur Starkey, Herbert Alward, Harry Johnston, Harry Donohue and others. Vocal solos were rendered by Wm. Donohue and J. Fred Shaw.

During the evening the chairman on behalf of the club, presented a handsome umbrella to Supt. Piercey and gold stick pins to Drivers Donohue, Alward and Johnston.

The clubroom was very tastefully decorated with green boughs and flowers and the menu was a most tempting one.

Fisher is 5 feet 11, weighs 155, has plenty of speed and a spit ball just like Chesbro's, but he hasn't learned the control that made the old Yankee star a winner.

Last season was Fisher's first in professional baseball. He is only 20 and quit Vermont university to play the game. Last season his chief work was to finish games when other pitchers were beaten or being hit hard and he looked so good that Hal Chase expects big things of him in 1911.

IN ROPED ARENA

Porky Flynn, of Boston, has been substituted for Al Kubiak, of Pittsburgh as the opponent for Cen O'Kelly, in Syracuse, Jan. 17. Carl Morris, the Oklahoma "hope" was offered a match in Syracuse with O'Kelly, but refused it, saying that he could get a \$12,000 purse in Oklahoma. Tommy Ryan says they are all afraid of his man, both Miles McLeod and Carl Morris now having declined to meet him.

Billy Allen, of Syracuse, refused to meet "Yankee" Swartz, the globe trotting Boer, in the scheduled bout at Utica Friday night, because his share of the proceeds of a small house was only \$125. Dick Hyland, of Syracuse substituted, and the fight was stopped at the end of the second round because he was no match for Swartz.

(By Henri Farman—Written for The Standard.)

Paris, Dec. 20.—Why so many fatalities among aviators? The fault lies with the pilots, not the machines.

I consider an aeroplane less dangerous than an automobile moving at the same speed when any of the well known aeroplanes are used and the pilot remains a pilot and does not become an acrobat. At least one-half of the accidents of the past year were avoidable. In my opinion they were due to the unbelievable carelessness of the aviators themselves.

It takes but the breaking of a wire, a slight deformity of the supporting surfaces, a few grains of dust in the gasoline causing a stoppage of the engine over a clump of trees or house-tops, and there you are. Yet, among the 200 aeromats of my acquaintance, there are very few who over-haul their machines before taking a flight. Louis Paulhan is one of the few. Personally I never make the shortest flight without testing every part of my machine. When a modification is made I wait for a perfect calm before trying out the aeroplane again. I have travelled near 10,000 miles in an aeroplane, and have never had an accident.

Again, the desire to win money at

meetings causes pilots to run too many risks. They enter contests beyond their skill and beyond the endurance of their machines. Often the aerodromes are not much bigger than pocket handkerchiefs, and are dotted with trees or houses, or both, grandstands, posts and what-not. Several machines flying at the same time, causing violent air currents, further adds to the danger. Altogether, the chances for falls are so great that sooner or later the best pilots pass, one by one.

Cross-country aeroplaning is safer by far than aerodrome flights under such conditions as these.

Planning from a height with stopped motor has been blamed for many of the deaths. Planning is not dangerous nor is it difficult. On the contrary, it is quite easy to accomplish with a good machine. But when one increases the planning to almost a breakneck drop, it becomes extremely deadly. Also, when the too careful person attempts to plane too slowly the result may end fatally.

To sum up, it is my belief that providing one is careful, first seeing that the aeroplane is in good shape, then refusing to fly in the face of bad atmospheric conditions, the sport is not at all risky, even for women.

driven into sea by hurricane, three killed; Stettin, Germany.

April 10—Prof. Richard Abegg, while attempting to land with dirigible balloon near Breslau, Germany.

April 17—Dirigible, struck by lightning near Bitterfeld, Germany; four killed.

May 13—Chauvette Michelin, Antoinette

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