The Times Dispatch

THE DISPATCH FOUNDED IN 1850. THE TIMES FOUNDED 1886. | WHOLE NUMBER 18,442. | RICHMOND, VA., FRIDAY, NOVEMBER 18, 1910. | THE WEATHER TO-DAY—Cloudy. | PRICE TWO CENTS.

DR. SHAW WANTS VOTES FOR WOMEN

Suffrage Leader Addresses Large Audience of Richmonders.

RAPS COLONEL, TAFT AND OTHERS

Says Roosevelt Used Language of Ward Heeler, and That Taft "Flopped and Floundered" in Address—Magazine Writers Enrolled in Ananias Club.

With humor as delicious as it was skilful, with satire as gentle as it was effective, and with logic which seemed to be successful with her audience, whether or not it was the result of a view through but one pair of spectacles, Rev. Anna Howard Shaw, D. D., last night addressed a large audience at the Jefferson Auditorium. She was heard with the utmost attention, was greeted with merited applause, and was very evidently in the house of her friends.

Several incidental digs at "the colonel," an allusion to President Taft which did not indicate profound respect for the views of that dignitary, and a general dismissal of a well-known woman magazine were features of the address which pleased the audience. As to a recent writer in the woman's paper referred to, he qualified for the Ananias Club without a suggestion of a blackball.

Writers Castigated.

Inasmuch as Dr. Shaw spoke in Richmond not long since, and then presented her views on woman's suffrage, she devoted most of her attention last night to two articles on the opposite side of the question which have recently found their way into the magazines. Had either of the authors been present, he or she would have been utterly crumpled, wilted, "frazzled," to use a word famous as coming from one whom Dr. Shaw apparently little admires. For they were visited with the shafts of humor and of ridicule which Dr. Shaw knows so well how to employ.

The President got his in this wise. A writer named Miss Sewall has written an article for a monthly periodical, in which she visits criticism on the National Woman Suffrage Association for hissing Mr. Taft while he was making a calm and dignified address before that body. "Now," said Dr. Shaw, "Mr. Taft's remarks were neither calm nor dignified. He classed us with Hottentots and other barbarians, saying that he would not put the ballot into the hands of such people, and referred to the fear that it would be exercised by the worst groups of women. There was some hissing, which I regretted. The truth was that the President thought he was going into a meeting of namby-pamby women, and when he found out his mistake, he floundered and flopped so that he really did not know what he did say. The next day the association unanimously passed a resolution of apology."

As to the Colonel.

T. R. got in the game twice. Once Dr. Shaw, answering a point by Miss Sewall that women would have power only one day in the year with their ballots, while the government goes on all the time, said that this one day did the work for the rest of the year. "Suppose you go to Oyster Bay," she said, "and ask Mr. Roosevelt what he thinks about this year as a result of the voting over the country last week."

Miss Sewall came in for a lot of fun-making as to her lack of knowledge of facts. But it was an individual named "Dick" Barry whose work came out of the arena on a stretcher. In the first place, Dr. Shaw denied empratically that she reads the magazine to which she referred. "I have many sins to answer for," she said, "but that magazine is not one of them, thank God. I wasted 10 cents on it once. It was in Philadelphia, when I wanted a plan for a gate.

"I bought it at a news stand, after satisfying myself that there was no one I knew in sight. I also bought a newspaper to wrap the magazine in, so that no one could see I had it. It was the meanest thing I ever did in my life.

"We all know," she continued, "how accurate that magazine is. We can read there how to build a house for $3,000, and any contractor or architect will tell us it will cost not less than $10,000. Of course, the contractor is wrong. Then it tells us how to live on 15 cents a day. We all know it can be done; if you can't do it, it is your fault and not the magazine's."

Teddy's Language.

How this Mr. Barry, it seems, had said a few things in the aforesaid journal which reflected on women as voters, so Dr. Shaw proceeded to tell what she saw during an election visit to Denver. She was disappointed, she admitted, in that the women roundly criticized their opponents and said unpleasant things about them. "But when I saw," she commented, "how a man who had previously sat in the President's chair and is well known in the United States and in Africa, used language no better than that of the ward heeler in attacking his opponents during the recent campaign, I thought the women might be excused."

It must not be understood from this fragmentary account that Dr. Shaw put her opponents out of their misery with one blow from her good right arm. Instead, she prolonged their agony, burning their flesh with hot needles every few minutes, when she happened to remember that they were yet alive, and reserving the final decapitation until the very last act, just before the final curtain.

Dr. Shaw was introduced by Mrs. B. B. Valentine, president of the Equal Suffrage League of Virginia. Mrs. Valentine told how just a year ago the women of Virginia awoke to the fact they occupied the anomalous position of being completely disfranchised, while other progressive States were putting the ballot in the hands of the sex and

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SHIFTING ENGINE KILLS DETECTIVE

Dunnington, of R., F. & P., Run Down in Yards at Acca.

CAR INSPECTOR MAY ALSO DIE

Both Men Horribly Mangled in Accident Which Was Probably Due to Their Own Carelessness—Walker in Hospital, With Bare Chance of Recovery.

With both legs cut off close to the body, J. S. Dunnington, of 504 North Twenty-eighth Street, a Richmond, Fredericksburg and Potomac Railroad detective, died shortly after 11 o'clock last night at the Retreat for the Sick. Sam Walker, of 3218 West Marshall Street, car inspector for the same company, now lies in the hospital with his right foot crushed, his left leg badly broken and with internal injuries which are expected to cause his death.

The men were run down about 9 o'clock last night by an engine on the Richmond, Fredericksburg and Potomac in Acca yards. Immediately after the accident they were rushed to the city and operations performed by Dr. W. T. Oppenhimer, the railroad physician. Dunnington died from the shock and Dr. Oppenhimer after midnight held out but little hope for his companion.

Killed by Light Engine.

From what could be learned last night, the accident probably was the result of carelessness on the part of the men. The Washington train due to leave this city at 8:20 was forty minutes late. It is helped up the grade to Acca yards by a yard engine, which, on reaching that place, cut off as usual and backed into the siding. Dunnington and Walker were standing close together, probably talking, when the light engine backed down upon them and threw them both under the wheels before the engineer could apply the brakes.

As soon as the locomotive was brought to a stop it was coupled to a caboose, in which the wounded and unconscious men were laid and hurried to the city.

Died Under the Knife.

Telegrams sent ahead had the city ambulance in charge of Dr. Turman waiting at Elba Station. Without making an examination he had the chauffeur drive at full speed to the Retreat for the Sick, knowing that nothing save prompt attention under the proper conditions could save them. Meanwhile, Dr. Oppenhimer had been called and all was in readiness for the operations. Practically under the knife, Dunnington breathed his last, and Walker's chance is considered small indeed. Dr. Oppenhimer said last night that he was practically pulseless, and that he probably would not live to recover consciousness.

The accident was so quick that officers of the road, to whom the crew of the engine reported, could not tell exactly how it occurred. Dunnington and Walker were so horribly hurt that they were not able to make any statement. The engine under whose wheels the men fell, was No. 42, which is generally used as assisting engine up the Acca grade. Though an investigation will be made, as yet no blame attaches to the crew.

NEW PLAN PROPOSED

New York May Entertain Parliaments of the World.

New York, November 17.—The scheme for a world's fair in New York in 1913, the 300th anniversary of the settlement of New York, having failed to receive approval from the committee of 100 appointed by Mayor Gaynor, the Citizen's World's Fair Committee sent a letter to the Mayor proposing a new form of celebration. The new idea is that New York act as host to a joint meeting of the parliaments of the world in the year 1913. It is suggested that a committee of 600 be appointed to determine the character of the celebration, 100 to be selected by the Mayor of New York, 100 by the Governor of New York, 100 by the Governor of New Jersey, 100 by the Governor-General and the Premier of Canada, and 100 by the President of the United States.

BEYOND REDEMPTION

College Man Goes to Prison as Habitual Criminal.

New York, November 17.—Lee P. Woodward, forty-nine years old, a college graduate and a member of an old and honored Pennsylvania family, was sentenced in general sessions today to five years at Sing Sing and adjudged an habitual criminal. He is charged with cashing a worthless check. It was an affidavit from Woodward's former wife that caused the judge to give the prisoner, who has served several prison terms, the limit for his offense.

Mrs. Carrie Woodward, the man's former wife, said that during their married life Woodward was in constant trouble.

"In my belief," she added, "he is beyond redemption. Nothing can induce him to lead an honest life."

THEY'RE "CAFES" NOW

And Bartenders in Jersey City Become "Servers."

New York, November 17.—The saloon has gone out of existence in Jersey City. By edict of the Hudson County Liquor Dealers' Association, it became known to-day, the word "cafe" is hereafter to be substituted for the name heretofore commonly employed in connection with places devoted to the purveying of alcoholic liquor refreshments. Further yet, the bartender has been done away with, now being known officially as a "server."

TERRILL APPOINTED

Will Take Place in Senate Made Vacant by Death of Clay.

Atlanta, Ga., November 17.—Governor Brown to-night announced the appointment of former Governor J. M. Terrill as United States Senator to succeed the late Senator A. S. Clay, who died in Atlanta last Sunday. Ex-Governor Terrill will serve as Senator until the Legislature meets in June to elect a Senator to fill the unexpired term of Senator Clay.

CARRIES HIS GUN INTO COURTROOM

"Friend" of Mrs Martin Creates Wild Excitement.

AN "EX-LUNATIC" TAKEN TO JAIL

Mrs. Martin Leaps Up and Down in Her Rage, Kicking Papers About the Room—Experts Believe That She Is Shamming Insanity.

[Special to The Times-Dispatch.]

Newark, N. J., November 17.—A theatrically scenic outbreak, in which Mrs. Caroline B. Martin, who is one of the surviving Wardlaw sisters, indicted for the alleged murder of Ocey W. M. Snead at East Orange, villified Judge Ten Eyck and practically every one connected with her case, as she leaped up and down in her rage, together with the appearance of Oliver D. Matthews, a grizzled, rough-whiskered Southerner, seventy years old, carrying a big 44-calibre revolver fully loaded in the courtroom, created plenty of excitement at the Essex county courthouse to-day. Matthews, who declared that if the Martin case was "down South the judge and prosecutor would have been shot long ago," was relieved of his shooting iron and placed under arrest.

Matthews has been an inmate of the Essex asylum for the insant at several different times. This morning he turned up in Judge Ten Eyck's courtroom, and, walking up to Constable Reid, asked when Mrs. Martin would reach the courtroom.

"I am a Southern gentleman and a friend of hers, and I have a little token here for her."

He displayed a small paper-covered package, which Reid took and opened. Inside were two faded caranations and some shriveled fern leaves.

Constables Gottfried, Kunz and Abram Lebrich joined Reid just in time to hear Matthews remark: "The delay in this case is a shame, and if it was down South the judge and prosecutor would have been shot long ago."

That was enough for Reid, and he grabbed the man and made a hurried search for weapons. In the inside pocket of the coat he pulled out a long, black, 44-calibre revolver, fully loaded. The three constables at once rushed Matthews to Chief of Detectives Weimer's office, where he was recognized as an "ex-lunatic." He was taken to the county jail and within a few days will be removed to Overbrook Asylum.

Wild Outbreak.

Mrs. Martin's wildest outbreak since the investigation into her mental condition began, occurred soon after her examination as a witness was begun by Judge Ten Eyck, behind closed doors. After five minutes of comparatively rational conduct, she yelled out that she was the victim of a conspiracy and surrounded by bribed lawyers and constables, and that an effort was being made to railroad her to prison. Then, so violent did she become, her bonnet slipped from her head as she threw papers she had brought to jail on the floor and kicked them about. All efforts to quiet her were futile, and finally Judge Ten Eyck conducted her to his private office, there to try and reason with the infuriated woman.

When the courtroom had been cleared of all but the judge, four lawyers, six doctors and the stenographer, the examiantion of Mrs. Martin was begun. She refused to be sworn and didn't take the witness stand, Judge Ten Eyck taking a chair near her and beginning to propound a series of questions he had prepared.

He first asked Mrs. Martin where she was born. She replied that she didn't know. Then she was asked what her father's name was, and she replied that she did not remember. In reply to the Judge's question as to the name of her husband, she said, "Colonel," then hesitated and said "Wardlaw." Her husband's name was Colonel Robert M. Martin.

Mrs. Martin Breaks Loose.

Soon after this Mrs. Martin broke loose. She screamed and shouted that she was not being given a fair trial. Her tirade against those about her continued for fully fifteen minutes, and even when led away to Judge Ten Eyck's office she was still protesting that she was being victimized by designing lawyers. She even declared that the constable guarding her was "bribed."

For fully twenty minutes Mrs. Martin was absolute boss of the courtroom. She called down the vengeance of the gods and everything else she could think of on those who, she claims, are persecuting her. Lawyers, judges, newspapermen, all alike were villified by the woman who is accused of the murder of her own daughter.

During all the tirade the six medical experts, four lawyers and Judge Ten Eyck watched the actions of the woman. None of those concerned would express an opinion afterward, but it is said that the general belief of those present is that the woman was shamming to a great extent during her examination.

The fact that Mrs. Martin did not answer questions that were put to her as to her early personal history is taken by the experts to show that she is shamming. Previously, Mrs. Martin has answered the same questions correctly and without hesitation.

Taken to Private Office.

After Mrs. Martin had quieted down somewhat she was taken by Judge Ten Eyck to his private office, where for twenty minutes he talked to her. Following this Dr. William V. V. Mabon, who previously had made but one examination of Mrs. Martin, had a fifteen-minute talk with her. When Dr. Babon left the judge's chamber he refused to discuss the case in any way whatever.

It was expected that Mrs. Martin would take the witness stand in her

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LOSES GAMBLE WITH DEATH, BUT HE PLAYS GAME TO END

Ralph Johnstone Is Instantly Killed on Aviation Field.

EVERY BONE IN BODY IS BROKEN

Machine Crumples, and, Fighting Grimly and Coolly to Regain Control, Brilliant Airman Falls 500 feet—Men and Women Fight for Gruesome Souvenirs.

Denver, Col., November 17.—With one wing tip of his machine crumpled like a piece of paper, Ralph Johnstone, the brilliant young aviator, holder of the world's altitude record, dropped like a plummet from a height of 500 feet into the inclosure at Overland Park Aviation Field and was, late to-day, instantly killed.

When the spectators crowded about the inclosure reached him his body lay beneath the engine of the biplane, with the white planes that had failed him in his time of need wrapped about him like a shroud. Nearly every bone in his body was broken. He had gambled with death once too often, but he played the game to the end, fighting grimly and coolly to the last second to regain control of his broken machine.

Fresh from his triumphs at Belmont Park, where he had broken the world's record for altitude with a flight of 9,714 feet, Johnstone attempted to give the thousands of spectators an extra thrill with his most daring feat, the spiral glide, which has made the Wright aviators famous. The spectators got their thrill, but it cost Johnstone his life.

Fatal Flight Was His Second of the Day.

The fatal flight was the second Johnstone had made this afternoon. In the first flight, when he was in the air with Hoxsey and Brookins, he had gone through his usual program of dips and glides, with the machine apparently under perfect control. Then Johnstone rose again, and after a few circuits of the course to gain height, headed toward the foothills. Still ascending, he swept back in a big circle, and as he reached the north end of the inclosure he started his spiral glide. He was then at an altitude of about 800 feet. The machine tilted at an angle of nearly ninety degrees, and he swooped down in a narrow circle, the aeroplane seeming to turn almost in its own length. As he started the second circle the middle spur, which braces the left side of the lower plane, gave way, and the wing tips of both upper and lower planes folded up as though they had been hinged. For a second Johnstone attempted to right the plane by warping the other wing tip. Then the horrified spectators saw the plane swerve like a wounded bird and plunge straight toward the earth.

Johnstone was thrown from his seat as the nose of the plane swung downward. He caught on one of the wire stays between the planes and grasped one of the wooden braces of the upper planes with both hands. Then, working with hands and feet, he fought by main strength to warp the planes so that their surfaces might catch the air and check his descent. For a second it seemed that he might succeed, for the football helmet he wore blew off and fell much more rapidly than the plane.

The hope was momentary, however, for when about 300 feet from the ground the machine turned completely over, and the spectators fled wildly as the broken plane, with the aviator still fighting grimly in its mesh of wires and stays, plunged among them with a crash.

Morbid Crowd Fights for Gruesome Souvenirs.

Scarcely had Johnstone hit the ground before morbid men and women swarmed over the wreckage, fighting with each other for souvenirs. One of the wooden stays had gone almost through Johnstone's body. Before doctors or police could reach the scene, one man had torn this splinter from the body and ran away, carrying his trophy, with the aviator's blood still dripping from its ends. The crowd tore away the canvas from over the body and even fought for the gloves that had protected Johnstone's hands from the cold.

The machine fell on the opposite side of the field to that of the grandstand, and there were but few persons near the spot, but physicians and police were rushed across as soon as possible. Physicians declare that death must have been instantaneous, as Johnstone's back, neck and both legs were broken, the bones of his thigh being forced through the flesh and the leather garments he wore.

Arch Hoxsey, who in a previous flight this afternoon had reached an altitude of 2,500 feet, had risen just before Johnstone began his fatal glide, and was in the air when the accident took place. As he swung down the other end of the course he saw that Johnstone had fallen, and guided his machine directly over the body of his friend. He descended to the ground and rushed to the wreckage, where he and Walter Brookins helped lift the mangled form to an automobile, which brought it to the city.

Ragtime Melody His Funeral March.

Many of the spectators were watching Hoxsey's flight and did not see Johnstone's machine collapse, but a woman's shriek, "My God, he's gone!" drew every eye in time to see him dashed to death upon the ground. The band in the grandstand never ceased to play, and Johnstone's body was taken out of the inclosure with the strains of a ragtime melody for a funeral march.

It would seem that many incidents had happened throughout the aviation meet to warn the ill-fated aviator. Yesterday, in alighting, Johnstone broke the left wing tip of his machine against the fence. It was the same tip that gave way to-day and caused his death. To-day, when he started on his first flight, one of the wheels on which the aeroplane runs along the ground gave way and had to be replaced.

In discussing his flights in this rare atmosphere yesterday, Johnstone declared that he would attempt "no tricks" here, as he considered it too dangerous. Evidently, however, he believed he had outlived the problems of this altitude when he parted with his determination.

Hoxsey's daring flight far over the foothills seemed to fire him with a determination to outdo his team-mate, for the first spiral, which he made safely, was by far the most daring of any the aviators had attempted at this meet.

Most Daring of All Wright Aviators.

New York, November 17.—Ralph Johnstone, a native of Kansas City and thirty-six years of age, had traveled all over the United States and in many parts of the world as a trick bicyclist before he became an airman. He joined the staff of the Wright Brothers at Dayton only six months ago, having been recommended by Roy Knabenshue. His ability as a bicyclist stood him in good stead in keeping his equilibrium in an aeroplane, and he learned rapidly.

Johnstone received his first introduction to an Eastern audience at Asbury Park, where the Wright team tuned up in August for its appearance later in the International meeting at Belmont Park. He was one of three young aviators, all practically unknown at that time, who came East with the Wrights from Dayton, Ohio. The others were Brookins and Hoxsey, the latter of whom soon came to be known as Johnstone's "schoolmate" and flying companion, under the cognomen of "The Star Dust Twins," a name given them by admirers at Belmont Park after their wonderful backward flight in a fifty-mile gale of wind that drove them many miles from the aviation grounds.

Johnstone's first opportunity to win fame in the air came when Brookins crashed from a height of fifty feet into the spectators at Asbury Park, smashing his machine and putting himself out of the flying for several days.

No Trick Too Daring.

The accident crippled the Wright team through the loss of the only flyer who had been trained for altitude. The youngsters, who were then just out of school at Dayton, had been given segregated tasks, and Johnstone's had been to trim the daisies in fancy roller coasting and to do tricks at an elevation of fifty and 100 feet. His training as a hippodrome bicycle rider followed him into his career as an aviator and probably had much to do with his final taking off. No trick was to him too daring, and he was always begging Wilbur Wright to let him try much more than his teacher would consent to.

"If I'd leave the boy alone for a minute he'd be in the hospital," Wilbur Wright remarked many times, while holding him in restraint at Asbury Park.

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RALPH JOHNSTONE.

FINIS IS WRITTEN IN FAMOUS CASE

Almost Without a Struggle, Standard Oil Wins Verdict in Court.

GOVERNMENT PLANS FAIL

After Four Years, Finds That Its Evidence Is Built on Sand.

Jackson, Tenn., November 17.—In a ruling which required just twenty minutes to read, Judge John E. McCall, in the United States Circuit Court this afternoon, wrote finis to the efforts of the government to have assessed against the Standard Oil Company of Indiana penalties aggregating in excess of $30,000. The ruling of the court, instructing that a verdict of not guilty be returned, came with the conclusion of the case in chief of the prosecution, and in substance holds with the contentions of the defense, that after four years the United States had failed to build its structure of evidence other than on sand.

The suit at issue was probably the most important litigation against the greater corporations ever fought out in the South. The Elkins law regarding interstate commerce was violated, it was alleged, through "cheme and device," the specific offense charged being the receiving of freight rate concessions.

Reviews Indictment.

Judge McCall, in his ruling, first reviewed the indictment allegations. Next he took up the testimony presented as tending to prove that the consignments which formed the basis for the suit were shipped on orders received from the Standard Oil Company of Kentucky by the defendant company from its refinery at Whiting, Ind., to Grand Junction, Tenn., "for rebating" on freight prepaid to Grand Junction and then taken possession of by the Kentucky corporation. Also, Judge McCall pointed out that the testimony tends to prove that there was no understanding, expressed or implied, direct or indirect, between the defendant company and the Kentucky company with regard to rates to be paid; that it was solely a business transaction between the two corporations. Judge McCall recalled that he ruled early in the trial that the Indiana company should not be held accountable for the shipments so far as the transportation beyond Grand Junction was concerned.

"The uncontradicted testimony presented by the government," the ruling continues, "is that during the period covered by the indictment there was a 13-cent rate from Whiting to Grand Junction for points beyond, and this rate was duly on file with the Interstate Commerce Commission and was the legal rate.

Taking up the much-discussed "blind billing," it was held by the court that the "blind billing" was done by the carrier, "that there is not one syllable of testimony tending to show the defendant company knew that the carrier was blind billing the shipments. But if the defendant had known this fact, how could that affect its right to avail itself of the 13-cent rate which was filed with the Interstate Commerce Commission. As to the contention that the blind billing was an effort to conceal the rate, it is contended that if even that were true, it would be an effort on the part of the railroad company which could avail but little because of the fact that the tariff was regularly filed with the Interstate Commerce Commission."

Would Become Mockery.

Concluding Judge McCall says, citing the right of the great and the small to an equal footing before the courts, "When the courts swing away from this rule and those convicted of crime are convicted by other means, the justice of our boasted jurisprudence

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HAMILTON AND MOISANT TO FLY OVER RICHMOND

Big Four-Day Aviation Meet Begins at Fair Grounds Wednesday.

NEW YORK PEOPLE SIGN CONTRACTS

Program May Include Flight to Petersburg—Five Aviators Engaged, All of Whom Will Be in Air at Once—President Taft Invited to Open Big Show.

John B. Moisant, the American, who won the prize of $10,000 offered by Thomas F. Ryan for a flight around the Statue of Liberty during the Belmont aviation meet; Charles K. Hamilton, who flew from New York to Philadelphia and return in June, and three foreign aviators have been engaged for a big meet which will be held at the State Fair Grounds next week, beginning on Wednesday, during the visit of President Taft.

Contracts for the grounds were closed last night with the fair directors by J. P. Anderson, representing the New York syndicate, which is promoting the meet. As many as five aeroplanes of different types will be in the air at one time, and either on Thanksgiving Day or Saturday, Moisant and Hamilton will make a flight over Richmond. This announcement was given out last night by Mr. Anderson after a long-distance telephone talk with Moisant's brother in New York.

May Fly for President.

The committee in charge of arrangements for the entertainment of President Taft has taken up the question of having the President motor to the Fair Grounds on Wednesday just after the luncheon at the Jefferson, where he will be greeted by all the aviators who will fly by his car and salute him. A miniature battleship will be built near the centre of the race-track infield, over which the machines will fly while "bombs" are dropped from a distance of 500 to 1,000 feet in the air.

In addition to Moisant and Hamilton, M. Simon, the millionaire Frenchman, known as the speed demon of the air, Garros and Barrier, also of France, will be here in their French machines. Others may participate, but thus far the five named are certain to perform.

Mr. Anderson said last night that the Fair Grounds offer every advantage and every facility for spectacular work. Various prizes will be offered for altitude and speed, and races around the track in full view of the crowds will be arranged, along with a five-mile race with a motor car. This event was on the program at the State Fair in October, but had to be called off when rain practically closed the show two days ahead of time.

Big Thanksgiving Program.

Ralph Johnstone, who was killed yesterday in Denver, gave this town its first aeroplane show, and what he did merely whetted the popular appetite. Because of the advertising which aeroplanes got on that occasion, and the large attendance, the Moisant brothers and Hamilton were persuaded that they could come to Richmond and give an exhibition which would draw thousands of people.

The idea of the promoters is to give a show on Wednesday which will show exactly what people may expect on Thanksgiving Day, on Friday and on Saturday, which is a half-holiday. A flight over the city, to start and end in front of the grandstand, is calculated to stir the sluggish blood and enthuse thousands of people who cannot get to the meet.

Two Famous Aviators.

Even without the others, Moisant and Hamilton are among the foremost American aviators, much of Moisant's flying having been done in Europe, which led to the impression that he was a foreigner. He was the first to succeed in crossing the English Channel with a passenger in a heavier than air machine, this feat bringing him international glory. He came over to the Belmont meet to go after the prizes, and flew from Belmont over Brooklyn, around the Statue of Liberty and back forty-three seconds faster than Grahame-White, and in a machine of half the horse-power. Grahame-White has protested the race on the ground that the Belmont management refused to give him another trial after the meet had been officially closed. Moisant will come to Richmond direct from Havana, where he gave the Cubans a touch of high life in the skies.

Hamilton a Wonder.

Hamilton first got fame for himself by his spectacular performances around New York, where he introduced the glide—cutting off his motor a thousand feet in the air and suddenly starting it again within a few feet of the earth. He established a record by his flight from New York to Philadelphia and return, landing at Governor's Island, his starting point, just after dark. He did not add to his fame at Belmont because of an accident which put his Hamiltonian car out of commission during the greater part of the meet. The Hamiltonian is a 100-horsepower flyer, built for speed and staying qualities.

The Little Demoiselle.

But Simon, Garros and Barrier will not be lacking in hair-raising work. While they are not so well known in this country as Moisant and Hamilton, their performances abroad have been duly chronicled. They will operate the "Demoiselle," a tiny machine which