

# AVIATORS LOSE HEART IN WORK

### Refuse to Fly Against Wind and Put Up Tame Performances

### Hoxsey's Tragic End Shortens the Contests at Los Angeles

machine never accomplished more than a series of spurts, darts and circles upon the ground; but today it rose and flew a distance of 150 yards at a height of 15 feet.

The spectators laughed a bit at the little machine spun and darted about before rising; then they relapsed into a silence which was never broken except when an aviator seemed in danger of suffering Hoxsey's fate.

#### MONEY FOR MOTHER

Mrs. Hoxsey, the mother of the dead aviator, will receive approximately \$10,000, it is said, from the aviation committee, as the winnings of her son during the present meet. The altitude prize of \$3,000 was won by him last Monday. His American endurance record of 3 hours 17 minutes, made the day before his death, undoubtedly will stand, and this will add \$3,000 more to the purse. Then Hoxsey's winnings in daily altitude and endurance prizes will amount to \$4,000 additional, according to estimates made by the judges.

After being removed from aviation field yesterday Hoxsey's body was brought to this city. Today it was removed to Pasadena, where it will lie in a mortuary chapel until Roy Knabenshue, manager of the Wright team, completes his plans for the funeral.

All funeral expenses will be borne by the Wright brothers and a competent sum will be given Mrs. Hoxsey. She said that she had depended for some time on the earnings of her son for her living, and now that he had every promise of making greater earnings, she had been counting on passing the remainder of her days in comfort. It was learned last night that every cent which Hoxsey had made during his aviation work has been given to his mother.

Mrs. Hoxsey is a quiet little woman, 63 years old. She has been a widow 19 years, all of which time she has lived alone with her boy.

#### HOSXEY A FATALIST

Hoxsey was a fatalist. He believed that when his time came to die that he would die, no matter where he was or what he was doing. He talked of this so much to his mother that she came to believe the same as he did, which accounts for his fearlessness and for the contentment of the mother.

"My neighbors always worried me and wanted me to have Arch stop flying," she said. "But somehow or other I had no fear. When Ralph Johnstone was killed in Denver my neighbors rushed in to see me and coaxed me to have Arch stop, but I did not because I always thought he would not be hurt. It seems impossible, but, of course, it is so."

"When I saw him fly last Saturday for the first time, I had no fear. I loved my boy dearly, but I do not believe I had any more fear than any one else on the ground. But I did ask him not to attempt those awful dips and slides; I always did fear them."

Mrs. Ora D. Hoxsey, the sister of Hoxsey, is in San Francisco. She is Hoxsey's senior in years, and was married when he was 4 years old.

#### LOSS A SAD BLOW

"The loss of Hoxsey is the saddest blow that we could have received," said Knabenshue. "Of all the aviators on the field he was the one we least expected to see suffer an accident. He was one of our most careful men who has ever flown; he was extremely cautious about the condition of his machine and was always testing it to make sure that it would respond when put to the test."

"I can not explain the accident, but it appears to have been due to the gusty 20 mile an hour wind that swept over the field. Apparently Hoxsey had come down from a calm and rushed into a wind strata about 800 feet above the earth at a terrific pace. The wind caught his machine and before he was able to combat it, the biplane turned over."

"That is the only way I can account for it. It would be difficult to tell precisely how it happened, for one can never judge the action of an airplane accurately at that distance."

#### TRIED TO RIGHT MACHINE

"Hoxsey's last effort seemed to be to adjust his machine and keep on flying," said Phil Parmalee, the speed aviator of the Wright camp, after he had viewed the wreckage in which Hoxsey rode to death.

"The indications from the way the airplane moved are that Hoxsey made a mighty effort to right himself. If he had had 50 feet more between himself and the earth he might have succeeded. The machine struck almost on its bottom. This indicates that it was being righted even while the aviator was being whirled in a series of somersaults."

"Hoxsey worked with a cool head to the very last second of his life. He never lost his nerve for an instant. When he went up a few minutes after 1 o'clock there was a light wind blowing. In the intervening hour and fifteen minutes this had increased to a gusty, deceptive gale. Hoxsey was unaware of this and he glided down from an altitude of 7,000 feet with his motor shut off and anticipating no danger. He was unprepared for the windstorm into which he ran, and though trying desperately to adjust himself to the new condition, he was too close to the ground to make this possible."

"It may be Hoxsey had scented trouble high up and was hurrying down. As to that we shall never know. Certain it is that he came down at a terrific rate. The wind was his undoing."

#### STARTED A SPIRAL

Robert Lee, who had helped to bring out Latham's Antoinette and was watching Hoxsey dive, says that the aviator apparently attempted to start a spiral into the wind to check his rapid descent. From what he saw he figured that Hoxsey could not bank into the wind as he had expected and that the air threw up one end of the plane and then tipped the whole machine over. None of those near the scene of the accident is sure of what might have been the cause. Some say the motor had stopped and then started again as the biplane made its dip. Others say the motor was smoking all the way down on the long dive, and it appeared as though Hoxsey's machine was in trouble high in the air and he was taking the dive to reach the heavier atmosphere lower down.

Several saw Hoxsey working his levers desperately in the effort to regain control; others saw the wings being warped violently; others seemed to notice the rear of the planes bulge up as though the air rushed it upward. The wreck of Hoxsey's biplane was burned last night.

#### CURTIS SECURES CUP

With the expiration of the year 1910,

# "AERIAL EXPERIMENTS MUST GO ON," SAYS THEODORE ROOSEVELT

[Special Dispatch to The Call]

NEW YORK, Jan. 1.—Theodore Roosevelt said today: "I am more grieved than I can say over the tragedy that came to Hoxsey. He was courageous and a splendid type of fellow. I wanted to make the trip in the air with Hoxsey because he was an American aviator and had an American machine. I admired Hoxsey for the skill he had displayed in handling his aeroplane. I felt that it was entirely safe to trust him when I ventured into the air with him."

"It is important that aviation be carried on. The Wright brothers have performed an incalculable service to this country in the realm of aviation."

"There should be no let up in aerial experiments. It would be as logical to say that exploration should have ended when Livingston met his death in Darkest Africa or Franklin in his quest of the north pole as that the air machine should be abandoned because of the unfortunate killing of Hoxsey or of the other flyers. Hoxsey gave his life as a noble sacrifice."

Glenn H. Curtiss became the perpetual holder of the Scientific American cup for the aviator making the longest cross country flight during the year. This trophy is the first ever offered in this country for flights in the air by any type of heavier than air machine. In 1908, the Scientific American, watching the attempts of the aviators to make their first flights, and to encourage these trials, offered a cup, the conditions being that it should go to the aviator making the longest flight in any one year, and that it must be won three years in succession to become the personal property of the winner.

Curtiss won it in 1908, 1909 and 1910, and at midnight last night it became his personal property. When it was first offered in 1908, Curtiss was struggling with his first machine, but made his entry for the cup and invited a number of scientific men, navy and army officers, as well as New York newspapermen, to witness the attempt. The trial was made July 4 at Hammansport, N. Y., and Curtiss flew a distance a little short of a mile.

Again in 1909, Curtiss entered for the trophy, and won it by going over a triangular course on Long Island, N. Y., remaining in the air 53 minutes.

In the year just closed, Curtiss announced his intention to try for the cup on his great flight from Albany to New York city, and that flight of 150 miles not having been surpassed by anyone regularly entered for the prize, the trophy becomes his for all time.

"I came to California prepared to defend the cup," said Curtiss today. "I thought that inasmuch as the Scientific American had been advertising the fact that the trophy would become mine on January 1, 1911, unless some one would beat my Albany-New York flight, that there would be a contest for it. If anyone had beaten it, I should have loaded up with gasoline and gone out to win it back again here in southern California."

MOISANT WAS WITHOUT FEAR

Aviators Say Death Was Due To Accident to Machine, Not Mismanagement

NEW ORLEANS, Jan. 1.—That John R. Moisant believed himself reasonably safe in an aeroplane under any circumstances was made known by a statement made tonight by Alfred S. Levine, connected with international aviators. A few days before his death Moisant said to Levine:

"I think there is no danger in making an aeroplane flight if the machine is properly adjusted before the ascent."

I do not expect to die in an aeroplane flight."

Other aviators and A. J. Moisant, brother of the dead man, believe Moisant was dashed to his death only because something suddenly happened to his machine and not because of mismanagement.

The funeral of the aviator took place this morning at 10 o'clock. Rev. James Malone of St. John's Catholic cathedral officiating. The body was placed in a receiving vault at Metairie cemetery, where it will remain until it is decided where it will permanently rest. The funeral was marked by simplicity.

#### TEAM MATES PALLBEARERS

Among the large list of honorary pallbearers were the team mates of the dead aviator: Rene Simon, Rene Barrier, Roland G. Garros, Charles K. Hamilton, John S. Fribble, Edmond Audemars and Joe Seymour.

Great banks of flowers, including handsome offerings from the aero clubs of France and of Great Britain, another from the team mates of Moisant and many from admirers all over the country rested about the casket.

No arrangements have been made regarding the permanent burial. It is probable the body will occupy a tomb in Alameda, Cal., where Moisant lived for eight years.

His two sisters and his brother, Alfred Moisant, left tonight at 5 o'clock for Jacksonville. From there they will go to Havana, Cuba, arriving there about January 12.

Moisant left an estate. It was said today, worth from \$100,000 to \$150,000. This will be held in trust for his son, now in school at Hotchkiss, Cal.

#### SOMETHING WENT WRONG

The following statement was given tonight just before the party departed for Florida by Levine:

"A thorough examination was made today of the machine which Mr. Moisant used Saturday, and all witnesses were asked to describe in detail just what they saw the monoplane do. Every statement agreed upon two points:

"First—That Moisant attempted to land when, apparently, no necessity arose for his landing at that particular moment or at that particular point."

"Second—When he started to land he was flying with the wind."

"Mr. Moisant had repeatedly said that landing with the wind was one of the most dangerous experiments that a pilot could try."

"It will remain impossible to ascertain just what went wrong with Mr. Moisant's machine, and why he started to descend when he did, particularly because he realized how highly dangerous it was to descend flying down with the wind."

"The inevitable conclusion is that something went wrong inside of the Bleriot, something of such a serious nature that regardless of the danger of landing with the wind, Moisant was compelled to immediately seek the ground."

"The machine Mr. Moisant used was the same one in which he won second place in the international cup race at

Belmont park, October 29, 1910. In this race he carried twenty gallons of gasoline in a tank located in the same place. It was in the same place under his machine as it was Saturday.

The reserve tank was not invented by Mr. Moisant, but by Louis Bleriot."

The 50 horsepower Bleriot monoplane from which Moisant fell to his death will be reassembled, put in perfect order, but will never carry another driver.

The machine will be presented to an institution, probably the Smithsonian Institution at Washington.

Moisant's 50 horsepower Bleriot, known as the "Red Demon," in which he won the Statue of Liberty prize and which he used during the fatal flight, will go to Roland G. Garros, the French aviator, who was a close personal friend and made the flight over Paris with Moisant when they had been acquainted only two days.

#### COMMERCE SUFFERS IN STRICKEN MESSINA

Scattering of Enterprises in Wooden Shanties

A painful commentary on the completeness of the disaster wrought by the earthquake is to be noted in the current commercial directory of Sicily only three thin printed pages devoted to Messina, which the year before commanded so large a bulk.

There is but a scattering of the leading commercial enterprises housed as is the returned population in ephemeral wooden shanties. Still an active life on a great scale again animates the place. It is estimated that there are not less than 50,000 people in the vicinity. The ruins have not yet been largely excavated, owing to unworked difficulties, such as the rights of real property, the unearthing of valuables and corpses, and even the decision as to the proper site and types for new buildings. The definite official return gives 27,523 as the number of bodies recovered, and 32,477 as the number of those still remaining beneath the ruins, the total number of victims being 77,383.

Thousands of the more well to do class go in and out by train every day, having established their abode in the less damaged villages and towns, and some even conduct their business from as far away as Palermo. There is a great outcropping of small industries. The demand for labor is so active that hands enough can hardly be secured; wages have about doubled; those who once received 50 cents a day now easily command \$1.20 to \$1.40. In the new military quarter alone \$400,000 is being expended. The rebuilding in permanent form has barely commenced; when it is really under way it may have an influence on the emigration problem. Along the Calabrian coast from Reggio to Palmi drainage works have been undertaken to combat the prevailing malaria, and on these thousands of women are employed. Women and even children who were once paid 16 to 18 cents a day now receive 60 to 80 cents.

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LOST! A wonderful bargain opportunity if you fail to attend Bunster-Saxe Removal Sale. SEE PAGE 8

# NEW YORK'S EAR TUNED FOR DIX

### Governor's Message Is Straw to Show Direction of Political Wind

ALBANY, N. Y., Jan. 1.—Republican rule, which has held sway in New York for 18 years, will give way to a reign of democracy.

Monday noon John A. Dix, who was sworn in privately at his home last night, will be publicly inaugurated.

Tuesday evening members of the new legislature, democrats and republicans, will caucus to choose their leaders.

Wednesday noon the legislature will formally organize, listen to the message of Governor Dix and adjourn for a week or 10 days to permit the leaders to agree upon committee assignments.

But of larger importance will be the election of a United States senator to succeed Chauncey M. Depew, whose term expires March 5.

Not in years has a governor's message been awaited with such intense interest as the forthcoming one by Governor Dix. The governor has worked on it for weeks. He has promised that his administration will be one of businesslike economy and retrenchment. With an estimated budget of \$50,000,000 in prospect, his task is not easy.

The legislative caucuses Tuesday will be interesting. Charles F. Murphy, the Tammany leader, has announced that Senator Thomas F. Grady, whose legislative services date back to 1877, will not be a candidate for the majority leadership, a post which carries with it the temporary presidency of the senate. Senator Grady, who for years has led the minority, declares he is a candidate. Whether the Tammany organization or Dix will win out remains to be seen.

Exporting the soja beans of Manchuria in the raw state to England is profitable to grower and exporter. The Mitsui company of Japan made \$48,000 profit out of the exporting end last year.

# GUMP'S

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# City of Paris

## Great White Sale

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<h4>White Linen Sale</h4> <p>SLIGHTLY HANDLED SAMPLES</p> <p>From John S. Brown &amp; Sons, the great linen manufacturers of Belfast.</p>	<h4>White Curtain Sale</h4> <p>IRISH POINT, BATTENBERG, CLUNY, BRUSSELS, SCRIM and other Lace Curtains—LACE and MUSLIN BED SETS—BATTENBERG, IRISH POINT, CLUNY and SCRIM, shown in Bed Spreads and Bolster Rolls. A SURPLUS CLEARANCE.</p>	<h4>White Handkerchiefs</h4> <p>Made for the "City of Paris." MEN'S ALL PURE LINEN HANDKERCHIEFS—HEM-STITCHED—full size, at unusual values, only in half dozen lots.</p> <p>MEN'S 19½-inch—6 for...90c MEN'S 19-inch—6 for...\$1.40 MEN'S 19½-inch—6 for...\$1.70 WOMEN'S 13½-in.—6 for 45c WOMEN'S 13½-in.—6 for 70c</p>	<h4>White Lingerie Sale</h4> <p>GOWNS, CHEMISE, PETTICOATS, DRAWERS, CORSET COVERS, COMBINATIONS; also the entire line of FRENCH HAND MADE and EMBROIDERED LINGERIE SETS and SINGLE PIECES. This sale is a yearly occurrence with us and always draws large crowds, as the French garments are made by the peasantry from advanced orders especially for our house.</p>
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