

PLAZA WAITERS FIRED; IMPORT NEGROES

Veterans March in Thin Ranks, Cheered by Thousands

WEATHER—Fair to-night and Friday. Cooler.

WEATHER—Fair to-night and Friday. Cooler.

FINAL EDITION.

The



World.

FINAL EDITION.

"Circulation Books Open to All."

"Circulation Books Open to All."

PRICE ONE CENT.

Copyright, 1912, by The News Publishing Co. (The New York World).

NEW YORK, THURSDAY, MAY 30, 1912.

10 PAGES

PRICE ONE CENT.

WILBUR WRIGHT IS DEAD AFTER BRAVE STRUGGLE AGAINST DEADLY TYPHOID

Pioneer Airship Man Passes Away Following a Rally That Gave Hope.

CHILL PROVED FATAL.

Great Vitality Helped to Hold Off End for Several Days.

DAYTON, O., May 30.—Following a sinking spell and a chill that developed soon after midnight, Wilbur Wright, the noted aviator, died of typhoid fever at 3:15 A. M. to-day. Wright had been lingering on the border for several days, and although his condition from time to time gave some hopes to members of his family, the attending physicians, Drs. D. B. Conklin and Levi Spitzer, maintained throughout the latter part of his sickness that he could not recover.

When the noted patient succumbed to the fever that had been racking his body for days and nights he was surrounded by the members of his family, which included his aged father, Bishop Milton Wright; Miss Catherine Wright, Orville, the co-inventor of the aeroplane; Reuchlin Wright and Lurin Wright. All of the family reside in this city except Reuchlin, who lives in Kansas.

UNUSUAL CHILL PUZZLED THE DOCTORS.

The most alarming symptoms in Wright's sickness developed yesterday shortly before noon, when his fever suddenly mounted from 104 up to 105 and then quickly subsided to its former stage. At this juncture of the crisis the patient was seized with chills and the attending physicians were baffled by the turn of events. Chills were unusual in a patient suffering from fever this high and the doctors at Wright's bedside were puzzled. The condition of the aviator remained unchanged throughout the rest of the day and there was no improvement up until last midnight.

Then Wright began to show an improvement and the watchers at his bedside were reassured. After resting for a few hours after last midnight Wright took a sudden turn for the worse and his principal physician, Dr. D. B. Conklin, was called. The doctor arrived at 3:25 and learned that Wright had breathed his last ten minutes before.

The noted patient was seized with typhoid May 4 while on a business trip in the East. On that day he returned to Dayton from Boston and consulted Dr. Conklin, the family physician. He took to his bed almost immediately and it was several days before his case was definitely diagnosed as typhoid.

Throughout the early part of his illness Wright attributed his sickness to some fish that he had eaten at a Boston hotel. He explained to his physician, however, that he had no particular reason to believe that the disease originated from this source.

Arrangements for the funeral of the aviator have not been completed.

ILLNESS YEARS AGO LED HIM TO FLYING.

Wilbur Wright, who, with his younger brother, Orville, made flying in a heavier-than-air machine possible, was born in Millville, Ind., in 1867, and a short time later was taken by his parents to Dayton, O., where he had since resided.

Rev. Milton Wright, a bishop of the Methodist church and came from Puritan stock.

The Wrights—they share equally in all their inventions—began to receive the attention of the public when they got out of knickerbockers. When mere boys they invented a wood lathe. Later they opened a printing office and built a machine to fold a newspaper. Still later they built and repaired bicycles.

They first turned serious attention to aeronautics in 1890, some years after the invention of the airplane by the late Count de Zeppelin had begun their experiments. Wilbur Wright was ill and it was to provide some work of interest which would keep him out of doors that the Wrights said little concerning their endeavors, but the word got around Dayton that they believed they could fly and they were looked upon as harmless cranks.

The first airplane, constructed largely out of bamboo, flew in a room as long as

WORKING HORSES IN FINE FEATHERS PARADE AVENUE

10,000 Steeds Contest for Prizes in Great Annual Exhibition.

REVIEWED BY MRS. SAGE

Six Platoons of Mounted Police Lead Procession of the Various Grades.

The sixth annual parade of New York's work horses filled Fifth avenue to-day from Washington Arch to Madison square for four hours. There were nearly ten thousand horses in line. Headed by six platoons of New York police cavalry they ranged through varying occupations in public and private service from moving vans to peddler's wagons, all groomed and curried and with harness buckles scrubbed to dazzling brilliancy.

A committee of fifty men, all of them expert students of horses, inspected the animals before the start and picked out the prize winners. The horses were judged on their condition, on the signs they showed of good treatment and on the neatness of their turnout. Each winner received a ticket calling for the award of one of eight grades of prize ribbon and an order for a sum of money varying from two to twenty-five dollars.

MRS. RUSSELL SAGE REVIEWS THE PARADE.

The parade did not start quite on time, because Mrs. James Speyer, who sits Mrs. Russell Sage in the leading spirit of the annual work horse procession, stayed on the reviewing stand of the civil war veterans on Riverside Drive until it was all over and was consequently late in getting downtown.

With her on the stand when the horses began to come along were Mrs. Charles B. Felt, Pauline Frothingham, Mrs. Maria Parrell, Mr. and Mrs. James W. Wadsworth, Miss Beatrice Jones, Mrs. Granville Parker and officers of the New York Women's League for Animals, among them Miss Ella Maxwell Clark, Mrs. C. C. Cuyler, Mrs. Gordon Knox Bell and Mrs. J. H. Dickson. Police Commissioner Waldo and Street Cleaning Commissioner Edwards and Capt. L. C. Andrews, U. S. A., were also among the spectators. The horses received their ribbon decorations at the stand from men who took the ribbons from the parade.

The parade was especially notable for the number of horses owned by the city departments which were in line. The police horses were magnificent as all ways, but they aroused no more enthusiasm than the Fire Department horses harnessed into every type of apparatus used in the department at the street cleaning horses with their white carts and white duck clad crews.

"Wyck," ridden by Policeman J. P. Mehan, an eight-year-old black horse, took the first prize for all entries. Nearly every horse in the police and other city divisions took one of the eight grades of prizes. Robert Malloy, fifty-two years, a driver for one concern, got a prize of \$25.

A small tragedy marked the very start of the parade. Commander S. H. Mil-

Prize Winners in Workhorse Parade on Fifth Avenue and Committee of Admirers at the Reviewing Stand



CROWDS CHEER 1,000 'VETS' IN PARADE OF 9,000 TROOPS

G. A. R. Thinning Ranks March on Riverside Drive Under Honor Escort of Younger Warriors—Platoon of Women and Girl Descendants of Heroes a Feature.

The march of the veterans of the civil war on Riverside Drive to-day was as brilliant as it was with color. For many years the nation has regarded the annual appearance of the survivors of the war between the North and South with a tender dread of the pathos of the thinning ranks and the increasing feebleness of the one time soldiers. The prevailing note to-day had little of sadness in it. Almost a thousand veterans were in line, bearing their bullet-riddled and wind-torn battle flags. They were escorted by nine thousand men of the regular army, sailors from the battleship Delaware and national guardsmen.

The people who packed the sidewalks and overflowed the lawns along the Drive from Seventy-second street to Eighty-ninth street were full of patriotic enthusiasm. Every line of old soldiers was cheered and cheered again. Many of the old men had little children with them in line leading them by the hand. There were cheerers for the youngsters, too, and especially for a toddler about three years old, who hopped and skipped around a bent, gray-haired member of John A. Dix Post.

WIVES AND DAUGHTERS MARCH IN THE LINE. In the rear of Naval Post No. 53 was a platoon of wives and daughters and granddaughters wearing semi-military uniforms and campaign hats. They smiled cheerfully when asked from the curb from time to time if they were guffragettes and blushed unanimously when their excellent and precise marching was cheered.

A small tragedy marked the very start of the parade. Commander S. H. Mil-

STORM DRENCHES BIG HOLIDAY CROWD; LIGHTNING HITS ONE Bolt Tears Trousers Off Victim on Drive, but He Is Uninjured.

A thunderstorm with cloudburst trimmings and electrical accompaniments played havoc with holiday plans this afternoon, and caused many uncomplimentary things to be said about the weather man and his prophecies. Ball games had to be postponed and many athletic meets suffered.

While there was no heavy play of lightning, there were occasional sharp flashes followed by sharp thunderclaps and a man was struck while walking along Riverside Drive in the downpour. It was a freak bolt that did little damage to the victim besides stunning him and stripping him of his trousers.

The man, William Whalen, a laborer, of No. 222 Washington street, was walking by the park wall, opposite the Hundred and Eleventh street, on his way to the memorial exercises at Grant's Tomb. The sky overhead was lumpy black and the rain was falling in a solid mass. Opposite the man Patrolman Thomas Maher was standing in a doorway.

PLAZA WAITERS FIRED WILL BE REPLACED BY 200 VIRGINIA NEGROES

Manager Fred Sterry Anticipates a Strike by Discharging Entire Floor Service and Importing Dusky Servitors From South.

MAY GET COLLEGE BOYS TO TAKE WAITERS' JOBS

In Various Hotels Service Somewhat Crippled, but Guests Get Meals Somehow and Are Good Natured.

Manager Fred Sterry of the Hotel Plaza injected a new element into the dispute between the International Hotel Workers' Union and the hotel and restaurant owners to-day by announcing that a special train carrying 200 skilled negro waiters was on the way from Virginia Hot Springs and that these waiters would take the places of such of the white union waiters in his hotel as were under obligations to the union.

The announcement was made after Mr. Sterry had discharged his entire force of floor waiters when they admitted to him that they were members of the union and would strike if ordered to do so by the union officers.

DE PALMA BREAKS ALL AUTO MARKS UP TO 400 MILES

Dare Devil Driver 26 Minutes Ahead of Record in 500-Mile Race.

(Special to The Evening World.) INDIANAPOLIS, May 30.—With every prospect of breaking all records for speed in a 500-mile race on the Speedway here, Ralph De Palma, driving a Mercedes car, finished his 500th mile in 4 hours, 56 minutes, 24 seconds, beating the best previous record by 26 minutes and 42 seconds.

Twelve out of the twenty-four cars that started had withdrawn because of breakdowns, but De Palma, leading the National, driven by Bruce Brown, and the Fiat car, second and third respectively as the race approached the end, had experienced little trouble.

(Continued on Second Page.)