

May Happiness and Prosperity be yours for the year 1911. The Store Will Be Closed All Day Monday, in Honor of New Year's Day Tuesday Will Be the Opening Day of Our JANUARY CLEARANCE Of All Winter Apparel. BINSON & THORNE CO. 1518-1520 FARNAM STREET.

DEPOSITS made on or before January 10th in the SAVINGS DEPARTMENT of the UNITED STATES NATIONAL BANK will draw interest from January 1st. THREE PER CENT interest is paid on savings deposits and COMPOUNDED SEMI-ANNUALLY. United States National Bank of Omaha, Nebraska.

Pure Sparkling SKYROK direct from the Rocky Mountains. Will aid wonderfully in bringing you health for the new year. 6-gallon bottle 50c, delivered. The Rocky Mountain Water Co. 1224 Chicago Street Omaha, Nebraska

Start The New Year Wisely by deciding to do all your drug store business with the Sherman & McConnell Drug Co. You Will Save Time. You Will Save Money. You Will Save Anxiety.

COMPARE FOR YOURSELF. Measure The Bee against other local papers in respect of quality as well as quantity of timely news and interesting articles from day to day and The Bee's superiority will be demonstrated.

HOW MOISSANT MET HIS DEATH

American Aviator Thrown from His Car at New Orleans.

HE FALLS ONE HUNDRED FEET

Machine Turns Head Down and Flashes Operator from His Seat—Machine is Badly Wrecked.

NEW ORLEANS, Dec. 31.—John B. Moissant, daring American aviator, confident of adding to his many laurels of the air the Michelin cup record for 1910, fell to his death at 3:35 this morning while making a preliminary flight.

While preparing to make a landing on a special field selected for the Michelin cup trial twelve miles west of New Orleans and along the bank of the Mississippi river, Moissant was thrown from a Bleriot monoplane and landed on his head thirty-five feet from where the machine struck the ground. His neck was broken, producing death within ten seconds, according to the coroner.

A moment after Moissant struck the earth, falling in high weeds to the right of the field, some workmen picked him up. A special train of flat cars was standing near the scene of the accident and the body was placed aboard and brought to the city.

Wind Cause of Accident.

Wind, apparently, was the cause of the accident. Moissant, guided by the 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 fifteen miles across the course, drove the machine into the air. Moissant in trying to get back over the grounds swerved suddenly to the left and then attempted his famous right circle, considered so dangerous that there is but one other man who ever attempted it.

At this instant the wind caught the machine. It tipped, pointed its nose directly at the ground and came down like a flash, while Moissant was hurled forward and fell head first.

Moissant was in Renee Barrier's fifty-horsepower Bleriot monoplane, a machine which he had used but two or three times. At the front of the machine, almost directly beneath the engine, was strapped a thirty-five-gallon brass gasoline tank, built especially for the Michelin cup trial.

Flight from City.

Moissant ascended at the City Park aviation field at 3:25 p. m. and flew across the city and along the banks of the Mississippi river to the special four-mile course. He appeared to have perfect control of the machine and probably no one will ever be able to explain just what caused the accident. He had inclined his monoplane toward the earth for a landing before it took the fatal plunge. It fell like a plummet and buried the propellers in the soft earth.

Moissant had a sister, married, living in San Francisco; two sisters were with him here, Marida and Lulu. One brother, Alfred J., was the president of the International Aviators' association. He was not present when the accident occurred. Moissant also has two brothers in Salvador in the banking business.

Body Will Be Taken to Chicago.

No arrangement has been made as to the disposition of the body, but it probably will be shipped to Chicago.

The report that Moissant, who had endeavored himself to thousands of New Orleans citizens, had met a serious accident, spread rapidly, and when the special bearing his body arrived at the Union station, there was a vast crowd surrounding the train shed. An ambulance and several surgeons were in waiting, and as the train drew in several men leaped to the platform and, running to the ambulance, told the surgeons that Moissant was unconscious, but still alive. The first surgeon, however, who reached the flatcar saw that the aviator was dead.

Moissant Was Popular.

NEW YORK, Dec. 31.—John B. Moissant, who was killed in New Orleans, was the heart of every lover of the daring sport when on October 20 he flew from Belmont park around the statue of liberty and back to the aviation field, thereby wresting from the Englishman, Claude Grahame-White, one of the most highly prized of the trophies offered for aerial feats.

Interest in the young man became so intense locally at that time that the news of the fatal accident caused a universal sorrow in this city. Expressions of grief followed an announcement of the news in the local headquarters of the Aero Club of America.

Moissant was born in Chicago in 1873 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 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 afterward he went to Spain and later appeared in Paris when the Wright brothers were there exhibiting their machines.

Many Daring Exploits.

From the start his career as an aviator was marked with daring exploits. He first came into the world's prominence so recently as August last, when he started on a flight from Paris to London with a passenger, Albert Peleaux. He successfully crossed the English channel, being the first aviator to accomplish this feat with a passenger.

Moissant arrived in New York on October 5, and was one of the most interesting figures of the aviation men in Belmont park. He had a narrow escape from death last Tuesday in New Orleans. After being blown five miles from his course by a forty miles an hour wind, he glided down from an altitude of nearly 2,000 feet and barely escaped a rough landing in a clump of trees.

Thirty-Fourth Aviator Killed.

Moissant was the thirty-fourth man to loose his life in the development of aviation. Of this number, twenty-nine were killed during the present year; four were killed in 1909, and one—Lieutenant Thomas E. Selfridge, U. S. A.—in 1908.

The death roll includes George Chaves, the Peruvian who flew over the Alps only to be fatally injured in landing; Ralph Johnson of Kansas City, who had just before broken the world's altitude record; Charles H. Rollé, the popular English sportsman; Leon De La Grange, the Frenchman, and Cecil Grace of New York, who, after flying from Dover to Calais, was lost, probably in the North sea, during his return trip.

MOISSANT AND HOSSEY DIE IN FALLS

(Continued from First Page.)

came to have a name for fearlessness in the air. Today a sudden puff of wind caught him within 500 feet of earth, turned his machine over and a broken neck terminated his career.

Arch Hoxsey, after a year of uniform success with the Wright aeroplane, in which he had come to have a name for fearlessness and in which, only within the week, he had set a new world's altitude record

of 11,774 feet and then had sailed more than 4,000 feet above the highest mountain in California, ran afoul of the same kind of whiff, treacherous wind when a minute later a horrified crowd, aroused from its school, was catching madly to where a broken mass of humanity lay beneath a torn bit of canvas and some broken spars.

Meet Death in Same Manner.

Both met death in almost the same manner. Each machine was headed for the earth and suddenly seemed to stop, hover, then sweep over onto its nose and dive headlong to the earth—and in destruction Moissant's aeroplane was a Bleriot monoplane and in addition to the heavy engine in front of the main planes, he had fastened a tank holding thirty-five gallons of gasoline. Aviation experts believe a puff of wind stopped his machine in the air and the heavy weight he dragged the light framework behind it, flipping the then useless elevator toward the zenith in derision.

From his position partly back of the main planes, Moissant was flipped out, clear of the machine and struck the ground breaking his neck. He died on a flat car on which he was being rushed to New Orleans.

Hoxsey, likewise, was returning from a journey into the clouds. He was within 300 feet of the earth and cheers were going up to meet him, when his machine, likewise, seemed to stop still, shudder and whirl over and over to the ground. As in the morning's tragedy the rear elevator, rendered useless when the momentum was gone, flopped around useless.

Hoxsey's Efforts Useless.

Hoxsey vainly endeavored to right his craft by warping the main planes and by the use of the rudder. Vain attempts they were for before sufficient momentum was gained, the structure crumpled upon the earth, the heavy engine being torn loose.

Only a few farm hands saw Moissant tumble to his death, but Hoxsey's end came before the horrified gaze of thousands who had come out during the pleasant afternoon to watch the birdmen darting here and there through the air, shaming the birds themselves. In a few moments an announcer, sadly lifting his megaphone, dragged out the discouraging news to the still hoping crowd: "Arch Hoxsey has been killed. There will be no more flying today."

Mrs. C. M. Hoxsey of Pasadena, Cal., missed by a mere accident seeing her son meet his death. She had arranged to attend the tournament and to take her first aeroplane ride with her son. Some detail of importance in her household kept her at home and word of the accident was taken to her by Roy Knaebusch and Thomas Jackson of the Wright Exhibition company.

Previous Forecasts.

Forecasts of a fatal accident were made in both instances. A fifteen-mile wind with gusty intervals caused hangar attendants to shake their heads at Moissant, but he laughed at them and sallied up for a try at the long distance sustained flight and the Michelin cup with its attendant \$4,000 prize. Death was the victor in the long contest. It has fought with the Earling Chicagoan.

When Walter Brookins and Hoxsey, who, with Parmelee, alone were left of the Wright exhibiting teams, wheeled their machines out, warnings were offered by half a score of other flyers, each of whom bore a record for daring in the air.

"They all agreed to hold us a Swiss cheese, better stay on the ground," Hoxsey, smiling as he had done on a day in a similar wind when he had gone up into the blue to a new world's record for height, again took the air. His barograph still, running when the crowds reached the heap of humanity at Lincoln and over a steek, showed the fatal drop started when the aviator had come down to within 267 feet of the ground.

Hoxsey met with one of his first accidents during his visit to Lincoln the first week in September, while he was making an exhibition flight for the state fair crowds. He fell on a speed bump and his machine was wrecked. It was not long after this that he first came into the limelight by taking Colonel Roosevelt for a flight at St. Louis.

Details of Hoxsey's Fall.

LOS ANGELES, Dec. 31.—Arch Hoxsey had been the star performer at the big meet that began here last Saturday. Day after day he took out his machine and ascended to invisible heights. In fact there has not been a day when the airman had not gone beyond the range of human vision, disappearing behind fleecy clouds or swinging in ever widening circles until he crossed the mountains or hung over the sea. His prolonged absence from the field day after day gave rise to the salutation of one friend to another on the grounds: "Has anybody here seen Hoxsey?"

No one felt free to say "No," however, as he always came back returning toward earth in a spectacular and terrifying series of spiral dips until he would land directly in front of the grandstand. He was the favorite of the crowds and was always greeted with applause when he came out and with a wave of his hand started on his altitude trials.

Held Altitude Record.

On Monday last Hoxsey broke the world's altitude record, ascending 11,774 feet, almost 1,000 feet greater than the previous record. This feat was his supreme record and when he returned to the field after nearly three hours absence he was carried before the grandstand on the shoulders of his admirers.

But Hoxsey was not satisfied with this record. Ever since Monday he had ascended daily for another try for altitude. He found the conditions favorable, but could never reach Monday's height. On Tuesday he made 8,000 feet, Wednesday 8,500, Thursday 10,000, when he crossed 4,200 feet above the summit of Mount Wilson, some twenty-five miles from the aviation field, and yesterday, 10,073.

When he came down, Hubert Latham, the French aviator, had just essayed a flight in his bird-like Antoinette. He came down rapidly but cautiously when he saw Hoxsey fall. He landed within a few feet of the spot, where the Wright biplane fell. Leaping out of his machine the little Frenchman was among the first to reach the wreckage and lift the dead aviator out.

Body Badly Mangled.

It was found that Hoxsey's body was terribly mangled and broken. His left jaw had been fractured, his goggles had been shattered and the fragments of glass driven into his eyes and all of the ribs of his right side had been crushed. A broken strut, one of the wooden struts between the upper and lower planes, had been driven through his body under the lowest rib.

One leg was bent almost double below the knee and the other was broken in two or three places.

Hoxsey's barograph instruments were absolutely un injured. They were running as if nothing had happened when the judges took charge of them. The charts showed that Hoxsey fell a distance of 267 feet. He had been up 7,147 feet and had begun the fatal glide, while at an altitude of 6,923 feet.

Latham said he was watching Hoxsey when he entered the vortex of the counter current that caused his fall. "It was the same hole in the air," that caused me to alight," said the Frenchman.

"From the actions of Hoxsey's machine, the conflicting currents were warring 1,000 or 1,800 feet up. When Hoxsey started his last glide one current caught the right end of his planes and lifted the machine up and turned it over.

"At best in these spiral glides an aviator has but a dangerously narrow margin of air bank to support him. Hoxsey seemed to slip out of the bank entirely and he fell like a brick. In my opinion the fall was due entirely to the treacherous air currents.

Sorrow Manifested.

After the announcement that there would be no more flights today hundreds of spectators, both men and women, remained in the grandstand.

Members of the aviation committee were stunned by the tragic accident.

Within a few minutes after Hoxsey's body had been borne to the field hospital, the American flag flying over his hangar was lowered to half-mast and the curtains were drawn before the entrance.

James Radley, the English aviator, sprang on the roof of his own hangar next door and climbing the flagpole likewise half-masted his St. George's cross.

All the flying machines standing on the field were drawn into their shelters, curtains were drawn and the members of the camps withdrew into their own quarters and sat about with bowed heads in their hands. Many of them wept and were unable to speak.

Aviator Charles E. Willard, who had predicted an accident just a moment before the tragedy, burst into tears.

Glenn Curtis, habitually taciturn, gave just one laconic order: "Tear down the bunting; lower all the flags." He instructed his mechanics, and all the gay trimmings disappeared speedily from the Curtis hangar.

All the amateurs who had been experimenting with flying machines made immediate preparations to quit the flying game. Two tents were removed within a few minutes after Hoxsey's crash to earth.

NATIONAL DEFICIT TAKES BIG DROP

(Continued from First Page.)

ably been offset by decreases in others, have gradually worn it down.

The working balance is now \$4,000,000 better than the close of the first month's business for it and when it is considered that several times since the fiscal year began the ready cash has sunk as low as \$26,000,000 and the general fund as low as \$84,000,000, the present condition gives satisfaction to those treasury officials who have been predicting that the government's finances would right themselves in the face of an abnormal drain.

OMAHA'S PROUD RECORD FOR 1910

(Continued from First Page.)

1910, due to the phenomenal run in October. The announcement was made during the year that the executive staff of the Cudahy company would be removed to Chicago some time during the present year. The plant will be continued as at present in South Omaha. This company opened in September its new hog house, erected at a cost of \$75,000 and which is described as one of the best equipped in the country.

Eyeglass Stops Spent Bullet.

PITTSBURGH, Dec. 31.—William Rosser, aged 11 years, was probably saved from death today when a spent bullet struck a lens of his glasses as he walked along a Hineswood street. The glass shattered and to powder, but the boy closed his eyes and the bullet and glass fell to the sidewalk.

The Weather.

FOR NEBRASKA—Snow flurries. FOR IOWA—Snow or rain. Temperature at Omaha yesterday:



Hour, Deg. 5 a. m. 24 6 a. m. 24 7 a. m. 24 8 a. m. 23 9 a. m. 23 10 a. m. 23 11 a. m. 23 12 m. 23 1 p. m. 23 2 p. m. 23 3 p. m. 23 4 p. m. 23 5 p. m. 23 6 p. m. 23 7 p. m. 23

Breaks a Cold in a Day

And Cures any Cough that is Curable. Noted Physician's Formula.

Get from any druggist "Two ounces of Glycerine and half an ounce of Concentrated Pine compound. Mix these with half a pint of good whiskey. Take one to two teaspoonfuls after each meal and at bed time. Smaller doses to children according to age. Any one can prepare this at home. This is the best formula known to science. There are many cheaper preparations of large quantity but it don't pay to experiment with a bad cold. Be sure to get only the genuine (Globe) Concentrated Pine. Each half ounce bottle comes in a sealed-in screw-top case. If the druggist does not have in stock he will get it quickly from his wholesale house.

Wonders Will Never Cease

The Greatest Wonder Is Our KRYPTOKS. The only one-piece double vision lens which will stand all climates and the only one for men who require two pairs of glasses. No trouble to slip you.

Huteson Optical Co., Inc., No. 213 South Sixteenth Street.

START '11 RIGHT

If you have had bad bowels and liver last year—you don't have this. CASCARETS will make your bowels and liver act right, and keep them so. Many a sick, tired head and body comes from bad bowels. CASCARETS—the best—work's treatment, all druggists. Biggest seller in the world—Millions because it's natural.

1910 A Happy New Year to You All. We thank you most heartily for the generous patronage with which we have been favored during 1910. Through-out the year to come it shall be our earnest endeavor to merit your utmost confidence and a continuance of your valued patronage. Nebraska Clothing Co. Our store will be closed all day Monday.

Brandeis Stores Close All Day Monday. With the advent of the New Year, we desire to congratulate the people who are fortunate enough to live in a city offering such splendid opportunities for Success and Prosperity as Omaha. We feel every confidence that the year 1911 will bring great commercial advancement and building expansion to this city and we hope that every Omaha citizen will enjoy a just and generous share of the increased Prosperity. May the Happiness and Contentment that come of personal success be the portion of every deserving Omaha man and woman.

FINANCIAL STATEMENT OF THE Omaha Loan & Building Association ASSETS. Loans \$3,651,288.43 Interest due from members 3,360.91 Real Estate 6,586.12 Foreclosures pending 11,362.62 Furniture and fixtures 1,469.25 McCague Building 71,100.59 Contract sale Douglas Block 40,000.00 Sundry person and accounts 980.93 Cash 111,662.66 Total \$3,897,811.51

Dividends for the year at 6% per annum amount to \$187,595.80. The year 1910 has been one of exceptional prosperity with the Association; our gain in Assets being \$763,907.87.

- OFFICERS AND DIRECTORS GEO. W. LOOMIS, President W. S. WRIGHT, Vice-Pres. G. W. NATTINGER, Secretary and Treasurer. W. E. ADAIR, Asst. Secretary. John H. Butler E. A. Parmelee H. J. Penfold Chas. E. Black M. M. Robertson W. Scott King

We wish our customers A Happy & Prosperous New Year. Rosenblatt's Cui Price Coal Company.