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BURNED TO DEATH WHILE IN MIDAIR

LIEUT. DE GRAILLY MEETS IN AWFUL FATE.

CAPT. DE CAMINE KILLED

Well Known French Aviator Dies When Monoplane Crashes to Earth With Frightful Violence—Frisby Victim.

By Associated Press

PARIS, France, Sept.2.—Lieut. de Grailly, of the Eighth Cuirassiers, while making an aeroplane flight from Troyes to-day, was burned to death in mid-air.

The disaster was probably caused by the explosion of the fuel tank, the burning fluid being scattered all over the machine. The blazing aeroplane fell with its pilot at Rigny-Le-Nonneuse, about 21 miles from Troyes and was completely incinerated.

Death of de Camine.

Capt. de Camine was one of the most experienced aviators in the French army, fell with his monoplane while flying at Nancy and was instantly killed.

The machine crashed to earth with frightful violence and the aviator was found lying with his head, which was crushed in.

Capt. de Camine ascended from the aerodrome at Toussus le Noble early this morning with the intention of making a long flight and had not been taken moderate or excessive in the air.

FRISBIE FALLS TO DEATH.

Could Not Stand for Jeering Crowd Calling Him Fake.

NORTON, Kan., Sept. 2.—John J. Frisbie, aviator, was killed by a fall at the Norton county fair. Frisbie met with an accident Thursday and went into the air again yesterday only when driven to do so by the taunts and jeers of the crowd.

Frisbie fell about 100 feet and his engine fell upon him, crushing his left side and chest. He lived about an hour.

Frisbie had been giving exhibitions at Elmwood park for several days. Thursday his machine acted badly and he had a fall of about 40 feet, but beyond bruises and a shaking up, was not injured.

He was skeptical about the ability of his machine to make another flight and declared he would not take the air but when the statement was communicated to the crowd there was an angry demonstration. The spectators hooted and shouted "fake," and refused to leave the grounds.

Frisbie then said that rather than have the crowd go away with the impression that he was not willing to fly his best, he would attempt a flight with the machine. He did so with difficulty and attained a height of 100 feet, but in attempting to make a turn the plane tipped, and Frisbie lost control.

As he came crashing to the earth the spectators could see the aviator trying to right the machine, but as it approached the ground one of the wings crashed into a turn and the biplane plunged forward into the earth with frightful underneath.

Physicians who hurried to the aviator's assistance expressed the opinion at once that his injuries were fatal.

Frisbie's wife witnessed the accident and was almost prostrated when she saw her husband fall. She bitterly denounced the spectators for forcing her husband to make the flight with a disastrous result.

Frisbie was well known among the aviators, having flown at the recent big meet in Chicago.

ARRANGE FOR SUBSTITUTE.

Lieut. J. P. Anderson, of Missouri Aviators, Arrives in City.

Following the death of Capt. J. J. Frisbie, in Norton, Kan., yesterday, Lieut. J. P. Anderson, of Chicago, general representative of the Missouri aviators arrived in the city this morning to make arrangements with J. F. Gordon, the man on the ground, for a substitute, to make the flights with Rene Simon in this city Sept. 8, 9 and 10.

It is not yet certain which of the nine aviators under contract to the company will be sent here. There are three anyone of whom is likely to come, Lieut. Foulois, Lieut. Lahm Hempsey, Lieut. Tyson and Rene Barrier. If the latter is sent the meet will be held with two monoplanes, as Barrier does not fly a biplane.

The death of Capt. Frisbie came as a great surprise to the Missouri aviators who had left Chicago Thursday. The man who was killed yesterday was billed for an exhibition in Freeport, Ill., but the company had been required to send a substitute, having contracted for three aviators in the exhibition there. His death is regarded as almost unbelievable by Mr. Gordon at first. Capt. Frisbie was not flying the Bazzoffoy machine in which he was to give an exhibition here, but in a Curtiss machine. Nor was he flying under the auspices of the Missouri aviators.

A substitute to Capt. Frisbie here will be selected soon, and the biplane will arrive in the city next Thursday.

CUMMINGS HAS CLOSE CALL.

Falls 200 Feet into Dorchester Bay But Swims Ashore.

By Associated Press

BOSTON, Mass., Sept. 2.—Joseph Cummings fell 200 feet into Dorchester bay at Neponsett early to-day but managed to free himself out and start to swim ashore. He was badly bruised but expects to resume flying next week.

Cummings had not figured in the three days' flying at Squantum as his machine lacked several important parts. He was flying a biplane and the sun was halfway in the south and the wind was light. He made a flock of the field and then started up for the water. He said afterward that the sun got in his eyes and before he realized it the monoplane was diving for the water.

He did not seem to make the plunge and a whaleboat pushed out and was soon on the scene. Cummings had worked himself free of his machine, but one of the flying blades of the propeller struck him before it stopped while the swimming for the shore when the whale boat reached him and took him in.

SEVEN MEN DROWNED.

Small Launch is Struck by Big Freighter.

By Associated Press

TOLEDO, Sept. 2.—Seven men were drowned in the Maumee river about one half mile north of the Red Can buoy this morning at 1:30 o'clock when the 35 foot launch Nemo, owned by Michael Mayer, 1016 Norwood, was struck by the 400 foot freighter, Philip Minch, bound for the Cincinnati, Hamilton and Dayton docks.

The list of the dead are:

HARRY BATCH, city councilman.
JAMES WILKER, superintendent of water works.
JOHN J. PURCELL, master mechanic of the water works plant.
FRED SHANE, secretary of service director Cowell.
WILLIAM BLATT, water works inspector and machinist.
WILLIAM CARROLL, 24, bookkeeper for Mayer.
RUDOLPH TURNER, 16, Derr street.

The party was bound for Kelley's island where they expected to fish over night and return to the city Sunday. Michael Mayer, owner of the launch, all were drowned. Mayer was saved by members of the crew of the Minch. None of the bodies has been recovered.

The Nemo was cut in two when struck by bending the Nemo sharply at the side night from the Ferry street dock near Swan Creek, where the craft was tied up. Captain L. B. Cummings of the Minch, and his brother, Edward Jr., who was engineer, rushed to the wreckage, and August Swan, the wheelman, were on the forward deck of the freighter, and were witnesses of the accident.

Capt. Cummings says that the Nemo was throwing the searchlight across the river channel looking for channel stakes when they first spied the launch, which he thought was about a mile and a half distant. The Nemo was crossing the river in the course of the channel in the westward.

The steamer blew the danger signals but before the boat could change its course the freighter crashed into the launch, cutting it in two and throwing the occupants into the water.

BLACK HAND IS FEARED.

Appeal for Aid Sent to Department of Justice.

By Associated Press

PUEBLO, Col., Sept. 2.—An appeal for aid in combating "black hand" blackmailers was sent to the department of justice at Washington by local authorities yesterday, following developments whereby that gang are controlling the Italian colony here and extorting "blood money" entitled by an organized gang of criminals.

Difficulty is presenting "black hand" cases to the local authorities, the members of the local authorities to induce the persons victimized to give information against those who have them terrorized are the principal reasons for appealing to the Federal government, the chief.

KENTUCKY HAS ANOTHER FEUD TO CONQUER

Law and Order League Will Now Be Organized.

JACKSON, Ky., Sept. 2.—"If you don't want to be killed, don't work the tramway any more," a warning nailed by night on the door of the farm of Jeff Brown, Slaughter creek, Morgan county, has put a stop of extensive lumber operations following a feud between the Brown family and the Hatfield family over the dividing lumber rights in their farms.

Two men were killed in the feud last spring, and several more in the development of the feud. Shortly after the nailing of the warning, an unknown man was shot from ambush in the vicinity of Slaughter Creek in true feud fashion.

A meeting has been called for Oct. 9 to form a law and order league, at which a body of citizens will be organized to patrol the feud district, and enforce the law in it.

AVIATORS ARE TO FLY.

Youngstown, Ohio, Youths to Make 200 Mile Trip.

By Associated Press

DAYTON, O., Sept. 2.—Favored by ideal weather conditions, H. F. Jacquinton and A. Elson, two Youngstown, O., amateur aviators, will soon time to-day leave here in an attempt to reach their home city in a biplane before night. If they succeed in the attempt they will be the longest aeroplane flight ever achieved in Dayton. Mr. Elson of the Wright biplane which they recently purchased from Orville and Wilbur Wright and Quinton will be his passenger.

TAXICAB OWNER BURNED.

Gashen Man is in Serious Condition as Explosion.

The Tribune's Special Service.

GOSHEN, Ind., Sept. 2.—Thomas Burkhardt, owner of a taxicab, was badly burned this morning when his machine exploded. The taxicab machine exploded, burned his way into the kitchen at his home at Goshen. His wife and children saved him. The auto and garage were slightly damaged.

Edwards Will Tryout.

By Associated Press

SUNWOOD, Ind., Sept. 2.—John Edwards, a long distance walker, will start on a tour of the United States to-morrow. He will walking every state capital in the Union and will push a wheelbarrow. He is making the trip on a wager of $1000 and must complete his journey and be back in this city within three years.

BEATTIE DEFENSE SCORES HEAVILY

MUCH EVIDENCE OF STATE IS NEUTRALIZED.

NEW WITNESS IS HEARD

Charles Kestleberg, of Richmond, Va., Says Was the Mysterious Auto Seen Passed by High School Boys.

By Associated Press

CHESTERFIELD COURT HOUSE, Va., Sept. 1.—Charles Kestleberg, of Richmond, the mysterious witness whose discovery yesterday caused counsel for the defense in the Beattie trial to interrupt its examination of witnesses for nearly an hour, came forward to-day with the declaration that he was the man motoring on the Midlothian turnpike on the night of the murder and stopped his machine to get some water while the woman with him stood on the running board.

The testimony of Kestleberg, if accepted by the prosecution in many respects by the Commonwealth has held that it was Henry Clay Beattie Jr., who was crouching in front of a machine on the turnpike while his wife, was standing on the running board and was shot, her fall causing the big blood stain on the dress of Beattie Jr. Kestleberg said he was coming