

SOCIETY WOMEN ENJOY PERILOUS BALLOON ASCENT

FAIR PASSENGERS DECLARE
THEY FELT NO FEAR

NO MISHAPS ATTEND FLIGHT OF
BIG GAS BAG

Postponed Sports of Tournament of
Roses Are Viewed by 10,000 Per-
sons—English Wins Four-
Horse Chariot Race

PASADENA, Jan. 8.—In the presence of 10,000 persons Clifford B. Harmon of New York and Chicago made a successful balloon ascension this afternoon, taking with him Miss Jean French and her sister-in-law, Mrs. Alvin French, winter visitors in the Crown City, who have passed much of their time at the fashionable watering places of Europe and America. The balloon left the earth at 2:55 o'clock and landed about a block from Casa Verdugo in a vacant lot at 4:47 o'clock.

So still was the air when Mr. Harmon pulled the valve releasing the gas to allow descent the balloon rope, trailing 600 feet below, coiled like a snake. Eager hands quickly seized this rope, the work being directed by Alvin French, who, in an automobile, had followed in the direction taken by the balloon in which wife was sailing. It was but a few seconds until the gas bag, holding 80,000 cubic feet of illuminating gas, was drawn to the earth and the two women with exclamations of delight at their pleasant trip, leaped quickly from the basket.

"It was simply fine," said Miss Jean French. "I have been high in the air before, but I never have had a pleasanter time."

"Frightened? Of course we were not frightened. Why should we be? We were perfectly safe. No, I was not frightened, not for a minute. Why, it's just heavenly, floating in the air as though one were riding on a cloud."

"What were the sensations?" "Why, that's hard to tell. It's not like anything else in the world. The sensation is not similar to going up in an elevator for there is something with which to draw a comparison. In a balloon you simply feel the rush of air and the earth seems to glide away from beneath you."

Experienced No Fear
"I have made five other ascensions and I do not remember of ever having been afraid. Yes, I was, though. The first time I climbed into a balloon basket I was half frightened to death. It took more nerve to get into that balloon basket than it has taken in all the other ascensions put together. I could not want for a pleasanter day than we had today. It was just as clear as it could be, cool but not too cool, and we could see the country for miles in every direction. I did not move very fast at any time and simply drifted along, whichever way the wind took us. The basket was just as steady as it could be and the landing was simply ideal, the best I have ever made."

Mrs. French was just as enthusiastic. "It's my first time to make an ascension, but I hope it will not be my last," she said. "I was just the least little bit disturbed when we first started, but I got over that in a few minutes and enjoyed every second of the time we were in the air. Yes, it did take some courage to smile those first few seconds when we started, but I wasn't so very frightened; no, really, I wasn't."

"I would go again even if the weather wasn't as pleasant as it was today, for I think there is not the least bit of danger. I am so in love with ballooning that I would like to own one of my own, but I should be afraid to attempt to come down. That's where the skill comes in, I can easily see."

Course of the Balloon
The balloon trip, the first made in 1910 by a woman anywhere in the world, was rather zigzag in course. First the balloon went west for a few thousand feet, and then it turned due north, and it looked as though it would go through the Millard canyon gap and over Camp Sierra in the foothills, as the balloon six feet last year.

However, before the foothills were reached the balloon turned almost due west and for a few minutes the only reasonably rapid time of the flight was enjoyed by the five in the car.

On swept the big gas bag, across the Arroyo Seco, into La Canyada valley and thence northerly toward San Fernando. Again a shift of wind was struck and the course became southward. Here the crossing of the foothills into the Eagle Rock valley was made and in a few minutes the big basket hung over Casa Verdugo.

The sun was nearing the horizon, and so Mr. Harmon, George B. Harrison of the aviation week executive force (himself an experienced navigator of the air with half a dozen trips to his credit), and George Duesler, Mr. Harmon's assistant, decided the time had come to alight. Slowly the cord governing the outboard was pulled, and slowly, yet steadily, the big balloon began to drop toward the earth. An ideal spot, about a block southwest of Casa Verdugo itself, was selected for the landing. Not a miscalculation was made and the landing was as near perfect as it is possible to have one.

While in the air Mr. Harrison discussed with Mr. Harmon the question of becoming an international pilot. Mr. Harrison has passed most of the requirements and it is probable that he will ask the Aero club for a license in the near future. Four or five more flights, one at night and one by himself, will complete the requirements for membership of the Los Angeles aviator.

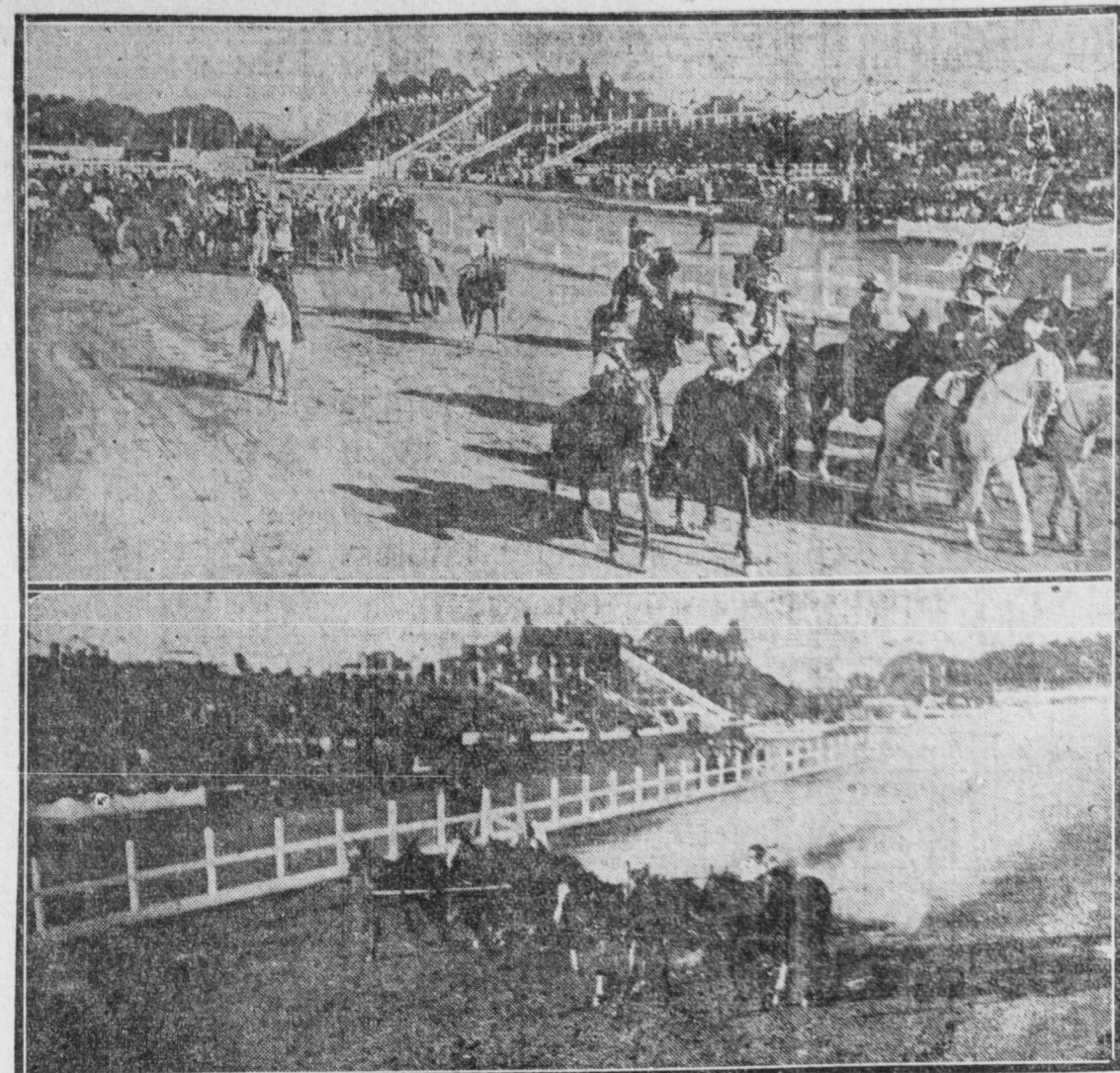
English Wins Chariot Race
In a driving finish Revel Lindsay English of Pasadena won the third and deciding heat of the Roman chariot race at Tournament park, the thousands of people lining the track literally shouting themselves hoarse as the favorite captured first place by about six feet. The people were for English because he is an amateur driver, while his opponent, fine sportsman though he is, is a semi-professional. Ed Levengood, the lower, took his defeat gracefully, and his plucky drive was heartily cheered as he drove back before the grandstand after the finish.

The track was a bit heavy, being new and scarcely dried since the recent rains. Levengood drew the pole for the first heat and held it throughout, all efforts on English's part to force him out failing. The first time the two fours passed the grandstand they were neck and neck, but on the second time around the half-mile track English was not able to hold up quite so close and Levengood nosed him out at the finish by about four feet.

This heat was the slowest of all three, being done in 2 minutes, 43 seconds.

In the next heat English had the

Noted Society Women of New York Make Balloon Ascension at Pasadena Tournament



Upper—Out West Club passing in front of grand stand
Center—Finish of chariot race
Lower—Balloon New York a few moments before ascension. Left to right, Mrs. Alvin French, Miss Jean French, George B. Harrison, George Duesler. Duesler's place was taken by the millionaire aeronaut, Clifford Harmon, who piloted the balloon

pole. He kept Levengood from passing him both by fine driving and by the speed of his madly dashing four. This heat was also neck and neck, and it was in doubt until the finish line was crossed, when it was decided that English had won by about half a length in two minutes flat. This is the record for the finish line, and it is shown by the fact that Levengood had made it in 1 minute and 56 seconds before the rain softened the ground.

Chances to Win Seemed Slight

English's chances in the last heat were thought slight, as Levengood had the pole. At the first turn it was seen that English was doing a little stunt all his own. Heretofore the inside chariot had hugged the inside rail on the turn, but in this heat English cut out a little, not enough to give his opponent a chance to nose inside of his four, but still sufficient to make the drive around much faster than had an attempt been made to hug the four with the pole close. This brought both four neck and neck when they turned into the stretches.

Even at that it looked as though English would come when it came time to make the run down the back stretch on the last lap. Levengood had half a length the lead and the pole. In this position the eight rushing horses rounded the last turn into the home stretch. Suddenly a change was noticed in English's manner of driving. Until this time he had held his lines well, but on the turn he allowed his lines to sag, and, picking up his whip, began to flick his four into a still greater burst of speed.

Inch by inch his four gained on the four of Levengood, and it was but a question of distance before the outside four would be in the lead. Both drivers applied the whip, but the English four had made its start for the sprint first, and with one of the most magnificent bursts of speed ever seen on a chariot race track the English four came in winners by half a dozen feet, the time being 2 minutes 1 1/2 seconds.

This remarkable drive won the first prize of \$1000 for English, Levengood getting the second award of \$500.

Minor Events of Program

Balloon flights and chariot races were not the only attractions at Tournament park, for a varied program was presented by the Out West club of Los Angeles. The first event on the program was a horse quadrille by twenty-four members of this club. The dance was done in time to the music of two bands, the following taking part in the three sets:

Set one—Messrs. Giddings, Brindens, Gill and Rogers; Misses Kinch, Gregory, Parks and Hendrickson.

Set two—Messrs. Brown, Lenone, Theelman and Morris; Mesdames Starbuck, Garrett, Verleyn and Groff.

Set three—Messrs. Roberts, DeLong and Graves; Mmes. Brahm, Roberts, DeLong and Kolb.

The quadrille was followed by lancer evolutions, directed by George Van Webber, and the next of the strictly equestrian events was the polo relay race, which was won by the Fred Hill entry, Dell Blanchette up, with Peck and Browning second.

Fast time was made in the dash for horseback riders, which was won by the Huston horse, La Chata. William See riding, with Levengood's horse,

Glenard, Louis Garcia up, second, and the Robbins Little entry third. The same actors who presented the realistic stage coach holdup last year were in doubt until the finish line was crossed, when it was decided that English had won by about half a length in two minutes flat. This is the record for the finish line, and it is shown by the fact that Levengood had made it in 1 minute and 56 seconds before the rain softened the ground.

At the conclusion of the program Secretary Kingsley N. Stevens of the Tournament of Roses association stated that he believes enough money was realized to pay every bill without making a call on the guarantee fund.

**AVIATION IS FEATURED
IN WINDOW DISPLAY**

New York Store Shows Dirigible and
Biplane Air Craft in Full
Flight

Two good sized airships, each carrying passengers, are featured in the windows of the New York store in South Broadway. One is a reproduction of the biplane which Aviator Glen Curtiss will sail next week, the other being the miniature likeness of Harmon's big dirigible balloon New York.

The two ships sail or appear to sail lightly through the air in the windows of the New York store, propellers going rapidly and the rudder handle of each in the hand of a charming wax figure of a woman. The dirigible carries two passengers besides the aviator and appear to be enjoying the ride.

W. L. Newcomb, the designer of the display, deserves credit for his work. Not only do the airships look the part, but Mr. Newcomb studied up on aerial navigation and has constructed his ships as near like the real ones as possible.

Each ship is twenty-four feet long. The dirigible is so light that one man can easily lift the whole affair. Electric motors form the propelling power for them.

**SWINDLERS PLANNED TO
PREY ON AVIATION VISITORS**

Detective on Trail of Gang That Figured Clean-Up on Fake Glasses

BAKERSFIELD, Jan. 8.—N. B. Harris, chief of detectives for the California state board of optometry, is in this city in pursuit of a gang of swindlers, seven in number, who, the board had information, were planning to clean up \$25,000 or \$30,000 by the sale of fake telescopes and glasses of all sorts in Los Angeles during Aviation week.

The board received information that the gang, who are well known in the state, intended to make their headquarters in this city for their spurious goods.

Occidental college moves to Eagle Rock. See the Edwards & Wilsey company adv. on page 6, part 2.

ORDER PERMITS CURTISS TO FLY

WRIGHTS NOT TO INTERFERE
WITH AVIATION MEET

Attorneys Representing the Aeroplane
Makers Come to an Agreement
Pending Appeal in Patent
Suit

[Associated Press]

BUFFALO, Jan. 8.—An order was granted in the federal court today suspending, pending immediate appeal, the temporary injunction recently obtained by the Wright company prohibiting the manufacture and sale of aeroplanes by the Herring-Curtiss company and Glenn H. Curtiss in alleged infringement of Wright patents. This order followed a conference of attorneys representing the Wrights and Curtiss, and is conditioned upon the filing of a bond for \$10,000 by the Curtiss interests.

It is stated that the order is effective merely as permitting exhibitions and flights by Curtiss at Los Angeles or elsewhere pending further disposition of the case. The bond and deposit with the court of all money realized from exhibition is said to have been agreed upon as security for any possible damages ultimately awarded to the Wrights for alleged infringement.

OFFICIAL ROUTE FOR AUTOS GIVEN

HIGHWAYS PUT IN PINK OF
CONDITION

"AVIATION PARK" WILL BE EASY
OF ACCESS FROM ALL SIDES

Parking Spaces for Machines Have
Been Arranged and Auto Club
Also Has Taken Hand
for Members

AUTO ROUTE TO DOMINGUEZ
South in Central avenue to Slau-
son avenue.

Turn to left one block and then
turn to right.

Follow main marked road to
Compton through Watts.

Four miles past Compton take
right angle turn to left.

Cross bridge and take marked
branch road to Dominguez ranch.

Road will be marked from Slau-
son avenue, by large white banners.

In anticipation of the visit of thousands of persons to Dominguez field in autos, a special committee headed by William M. Humphreys of the Merchants and Manufacturers' association, has laid out an official route to the aviation grounds. County supervisors have had the roadway put in excellent condition, so that travel over it will be exceptionally easy. The road from Long Beach also has been put into good condition. It is expected that practically every auto owner in the beach city will go to the field.

The road from Los Angeles is south for Central avenue, through Watts and Compton, across the Dominguez bridge, and directly into the aviation field. By auto it is about fifteen miles from Sixth and Main streets to the field. The road will be plainly marked with sign boards so that it will be almost impossible for anyone to leave it by mistake.

Watts and Compton are gayly decorated for Aviation week. Huntington park, where the balloon and dirigible camp is located, also is decorated. Residents of that city bought 5000 banners and aviation buttons for distribution to visitors.

The auto route to the aviation camp is paved along Central avenue as far as Slauason junction. At the junction, the road turns to the left and leads up a slight grade past an old adobe fort and across the Bixby ranch. The main road is left a short distance beyond the fort, and a branch road parallel to Central avenue, at Slauason avenue the road turns to the right and leads through Watts and Compton along the Southern Pacific tracks. Four miles south of Compton the road turns at right angles to the left and leads up a slight grade past an old adobe fort and across the Bixby ranch. The main road is left a short distance beyond the fort, and a branch road parallel to Central avenue, at Slauason avenue the road turns to the right and leads through Watts and Compton along the Southern Pacific tracks.

Arrangements have been made for parking autos at the grounds. A charge of \$1 will be made for each space occupied by the autos. A free parking place also has been provided for this one, however, does not give as fine a view of the field as the other.

Two routes have been provided for machines leaving the field. This was arranged so as to prevent confusion in getting away.

Garage space has been provided for the Automobile club of Southern California.

TEXAS MAN READY TO SAIL TO NORTH POLE IF "ANGEL" IS FOUND

SAN ANTONIO, Texas, Jan. 8.—Dr. Frederick J. Fielding of this city offers to build a hydrogen dirigible balloon, capable of carrying several persons and all the necessary outfit, and to sail to the north pole, provided some responsible parties convey his outfit to a point in the far north and furnish him with a scientist to take observations. Fielding, who is holder of the world's record for balloon flights, made in the race from Chicago in 1908, has compiled some figures.

He estimates that such a balloon, with engine and gas generating outfit, will cost him about \$15,000; that the bag must be capable of lifting about 2000 pounds, that a gas tank must be carried to replenish the bag for the return trip, and that he needs three or four months for preparation.

California, under whose direction the logging of the road has been done. Cards for the use of the club's garages at the grounds may be had by calling at the club headquarters, 923 South Hill street. The cards will be issued to members only.

AVIATORS ENTHUSED OVER LATHAM'S HIGH FLIGHT

Attaining of 3500 Feet Altitude Be-
lieved to Presage Great Things
for 1910

PARIS, Jan. 8.—Hubert Latham's high flight of yesterday, when he attained an altitude of approximately 3500 feet, or nearly three-quarters of a mile, has aroused the greatest enthusiasm among aviators, who consider that it presages great things for 1910. Latham says there is no reason why he could not have mounted still higher. Bleriot declares that the aeroplane is destined to surpass the dirigible balloon as an engine of war. Artillery officers agree that an aeroplane having a speed of fifty miles an hour and flying at the height reached by Latham, would be invulnerable.

The machine used by Latham yesterday was an Antoinette monoplane, used by H. S. Harkness of New York.

OAKLAND TO FOLLOW WITH AVIATION MEET

Northerners May Get Foreign Talent
from Local Event if Action
Is Taken in
Time

OAKLAND, Jan. 8.—The third aviation meet to be held in the world will probably take place in Oakland next month, according to statements made before the progress and prosperity committee of the chamber of commerce at last night's meeting by Robert Martland of the Oakland Aero club, who stated that plans were already under way for the affair.

According to Martland money for the meet has already been furnished by local capitalists, whose names he refuses to divulge at the present time. The meet if announced in time, will possibly draw a large number of the Los Angeles contestants to this city, and, according to Martland, a number of French aeromats will be likely to hold their machines in California to take in both meets. Money is being collected today to defray the expenses of the proposed meet.

SEE BENEFIT TO CITY IN AVIATION

BIG WEEK OF GREAT VALUE AS
PUBLICITY MEDIUM

Prof. Twining Addresses Club Diners
on History of Aero Club and
Possibilities of Aerial
Travel

The civic benefit that will accrue to Los Angeles because of Aviation week was the subject of an address by Prof. H. La V. Twining before the City club at its regular weekly luncheon at 12 o'clock yesterday afternoon. But Professor Twining did not confine himself to the benefits of the meet and told a big audience more about airships of all sorts than they had ever dreamed. Professor Twining is president of the Aero Club of California and is an enthusiast on the subject.

"About eighteen months ago a few men with a little money and more brains organized the Aero club here," said Professor Twining. "From a handful the membership rapidly increased to 200, but only a few of this number were actually interested in aeronautics. The rest were impelled by curiosity, and soon the membership dwindled to thirty, and we are at this point now. But these thirty men are deeply interested in the subject and are trying to do what some other people consider the impossible."

"Probably not a Los Angeles man will fly at the meet next week, but the civic benefit to Los Angeles will be immense. This is the second meet of the kind to be held in the world, and the eyes of the world are on Los Angeles. It really is a matter of international interest and importance. It will be worth all it costs to bring the meet here, even if every man in the city has to dig down into his own pocket to pay the expenses."

"Every live citizen owes it to Los Angeles to boost this proposition. Los Angeles is known the world over for its boosters. That is what has made this city what it is today. We hope to interest the government to such an extent that it will establish an aeronautic station at San Pedro, and that is only one of the many benefits Los Angeles will receive if its inhabitants take the proper interest in this meet. I need not tell you of the immense benefit that will result from the advertising this meet gives."

Professor Twining told the club of the history of aerial flight from the time of its inception to the present, and explained the difference between the monoplane and the biplane, both of which will be seen at the meet this week. He declared the Curtiss and Wright machines had been developed together and that Curtiss deserved as much credit as the Wright brothers. The speaker gave an interesting scientific explanation of air currents, pressure, inertia, gravity and all the natural obstacles that must be overcome by the aviator.

"Of course flying is dangerous," said Professor Twining. "But it is only in its infancy, and with its development will come safeguards that will remove the dangers until flying will be as safe as riding in an automobile, if not more so."

Following the address Professor Twining conducted a question box, during which he answered questions on the cost of flying machines, stating that the motor was the most expensive part and cost about \$125, while the rest could be easily constructed for about \$200.

WEATHER STATION AT VENICE

A weather bureau has been installed at Venice by the Abbott Kinney company in the tower of the Venice auditorium. Regular weather statistics may be had from the station. Mr. Innes Kinney is in charge of the station.

THE FAMILY SHOE STORE

428 SOUTH BROADWAY.

We Stand for Shoe Economy

Better Values at Every Price for Every Member of the Family

We are building business on the solid rock of perfect satisfaction to every customer. Satisfaction to one customer today means the welcoming of new ones tomorrow. We solicit your business because we deserve it—because at every price we KNOW that we have a better value to offer.

Shoes for Men---\$3.00 to \$6.00

No store in the west can show an equal assortment at \$3.00, \$3.50, \$4.00, \$5.00 and \$6.00. It is not necessary for us to "force" any style on any customer. We have the last that you want in the leather you prefer at the price you want to pay.

MAIL ORDER DEPARTMENT

We are splendidly equipped to care for the shoe wants of out-of-town people. Your orders will receive prompt and careful attention.

Shoes for Children 75c to \$3.00

Shoes that we can recommend because they are built according to our specifications. We know the leather quality is right. We know the workmanship is thorough. We know they will stand the hard knocks.

Shoes for Women \$2.50 to \$5

We are simply reflecting the sentiment of a host of satisfied customers when we say that we have the most satisfactory stock of Women's Shoes ever put on shelves in this city. Plenty of exclusive novelty lasts and all the staples. Every size in every style and leather.

We Give the Popular
"S. & H."
Green Trading Stamps