

Nearly 800 See Opening Contest at Aviation Meeting

CURTISS DEFEATS WRIGHTS IN RACE

Hammondsport Aviator Triumphs Over Ohio Rivals in First Speed Events

BIRDMEN DO ALL AIR TRICKS

Crowd Gasp as Ten Dare Devils Toy with Four Different Types of Machine

(Continued from Page One)

events, fired the shot that opened the meet at 1:05 yesterday afternoon. Radley in his Blériot monoplane and Ely in a Curtiss machine quickly followed. Previous to the official opening, the first brush of the day between the Wright and the Curtiss camp developed when Curtiss beat Brookins in a race by tuning his machine up for a preparatory flight.

REMAIN IN AIR BUT SHORT TIME

"I think I'll take a little spin over the course myself," said Curtiss as he hauled out his racer. In a few seconds he was off, beating Brookins into the machine and waving of hats greeted the aviator as he left the machine and the band played a diana as its meed of praise.

It was not long after Hoxsey came down with his Wright craft, the acknowledged superior of most other types of aeroplanes in sky climbing, that the Wrights were compelled to share their glories with the inventor-aviator who is fighting the Wright claim in the courts for patent recognition. Curtiss has declined to recognize the Wright claim of priority of invention, and yesterday he backed up his stand by refusing to concede superiority which has been claimed for the Wrights.

Radley inaugurated the speed contests which was to bring out the keen rivalry of the opposing camps of aviators. In his lightning-like Blériot monoplane Radley shot around the mile and three-quarter course in 1:50 3-5, best time, or at the rate of fifty-five miles an hour.

Radley had but three seconds the best of Curtiss, whose best time was 1:53 3-5, or fifty-six miles an hour. Philip Parmelee in the "Baby" Wright, which a speed of from sixty to seventy-five miles an hour was expected, finished third. His best time for one mile was 2:00 1-2, or at the rate of fifty-one miles an hour.

"I am confident that both the "Baby" Wright and the Blériot can develop a more speed than has been shown yesterday," said Curtiss last night. "Both machines are built for speed, and they were not put to the limit yesterday."

SHIP-SHAPED LIKE TO VESSELS

For an hour he was a bright spot in the sky. With the sun's rays striking the silver painted craft and propellers the aeroplane looked like a gray ship on the blue sea, gradually moving out farther and farther until it disappeared. A dozen times as he circled into the higher air levels he became more and more like a vessel because of the sun's glare. Men and women took off their coats and hats in the stand and patted the poor aviator in the shade of the sun. But just at this time Hoxsey's propeller caught the air currents that made him shiver. The white cloud rifts that he penetrated were cold and damp and a strong, uneven wind blew in and around the banks.

At a distance of a mile the sky was encircled with the filmy appearing cloud and a great crowd of people went trying to pierce the cold strata and get up to a higher level. After he had reached 500 feet his progress in climbing was slow and he began to descend.

MAKES TWO GREAT CIRCLES

Returning to a point over the aviation field he made two great circles but still failed to make much headway in climbing. He was now in a white streak against the sky and many watchers could not see him.

After he had been in the air an hour and a half he gave up the job and cutting short his flight, slowly began to drift down.

Reaching the 100-foot level, he made a series of the famous Wright spirals, coming down in short turns, first in one direction and then reversing. Within a hundred feet of the ground he shut off the motor and drifted noiselessly to the ground.

Brookins and Knabenshue were the first to reach the side of the machine.

"Did you get it?" asked Brookins excitedly.

"Couldn't do it," replied Hoxsey in a tone that plainly showed his disappointment.

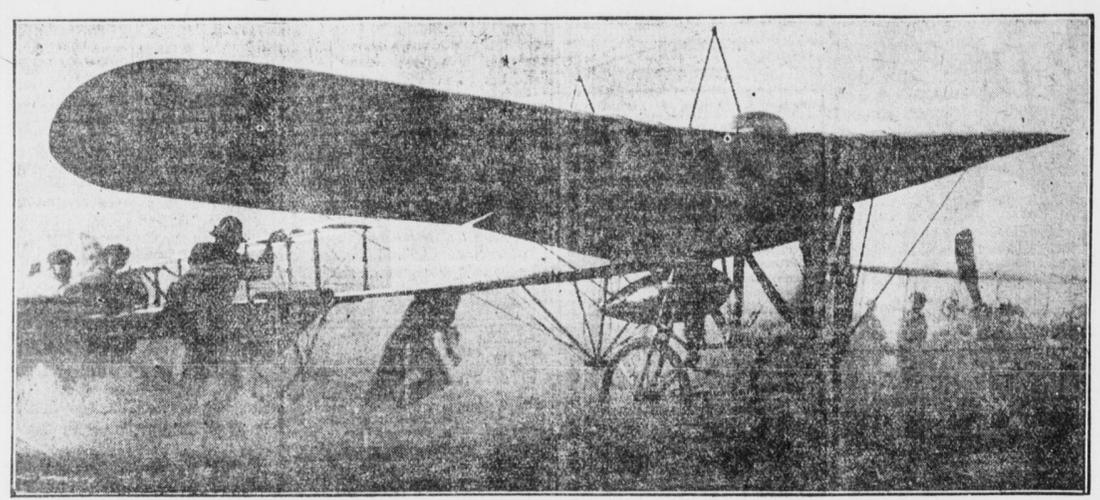
"My arms are thumping still," he said. "It was too cold."

"See," he said, brightening up, "that's the first time I've heard that much noise from a motor since I started."

"How far did you get?" asked Brookins, still not satisfied.

Hoxsey then explained that he had run into a steady wind that shipped in and out of the stand rifts in such a manner that it was difficult to make progress.

James Radley, English Aviator, Winning Rapid Start Event with His Blériot



James Radley, English Aviator, Winning Rapid Start Event with His Blériot

out of the cold winds and cloud banks he would have gone on, he said, till his barograph showed two full miles. "I'll get it yet," he said as he left the machine and walked to the stand.

Applause and waving of hats greeted the aviator as he left the machine and the band played a diana as its meed of praise.

It was not long after Hoxsey came down with his Wright craft, the acknowledged superior of most other types of aeroplanes in sky climbing, that the Wrights were compelled to share their glories with the inventor-aviator who is fighting the Wright claim in the courts for patent recognition. Curtiss has declined to recognize the Wright claim of priority of invention, and yesterday he backed up his stand by refusing to concede superiority which has been claimed for the Wrights.

Radley inaugurated the speed contests which was to bring out the keen rivalry of the opposing camps of aviators. In his lightning-like Blériot monoplane Radley shot around the mile and three-quarter course in 1:50 3-5, best time, or at the rate of fifty-five miles an hour.

Radley had but three seconds the best of Curtiss, whose best time was 1:53 3-5, or fifty-six miles an hour. Philip Parmelee in the "Baby" Wright, which a speed of from sixty to seventy-five miles an hour was expected, finished third. His best time for one mile was 2:00 1-2, or at the rate of fifty-one miles an hour.

"I am confident that both the "Baby" Wright and the Blériot can develop a more speed than has been shown yesterday," said Curtiss last night. "Both machines are built for speed, and they were not put to the limit yesterday."

LATHAM FLIES HIGHEST

Parmelee in his "Baby" flew higher than any of the speed contestants, with the exception of Latham who did not attempt to capture a speed prize.

Latham kept 400 or 500 feet above the ground and traveling at a smooth rate of about forty miles an hour he did a spiral or two and indulged in other tricks while the other airships were whizzing by above, below and on all sides.

Another prominent figure near the judges was Mrs. Hoxsey, mother of "Aunt" Hoxsey, one of the Wright company aviators. Deeply interested in the work in which her son is engaged, her eyes scarcely left the sky during the contest.

There was little trouble experienced in getting to and from the grounds, the Pacific Electric company made excellent provisions for handling the crowds. The lobby of the station at Sixth and Main streets was lined with ticket windows, and five gates were devoted to bringing passengers for the aviation field only.

TRAINS LOSE NO TIME

Trains of two and three cars were kept in the rear of the station all day, and as fast as a trainload accumulated in front of the gates one of these specials was ordered out, loaded and sent away to the field without loss of time.

On the return trip the gates at the entrance to the field were closed and the same methods of handling the crowd prevailed as at the Sixth and Main streets station.

The Pacific Electric, the Southern Pacific also ran special trains to and from the aviation field, a fact which insured rapid and comfortable transportation to all. Its trains were largely patronized.

The program started off promptly at 1:30, the hourly duration contest being the first number offered. At that hour activity could be noticed at both the Wright and Curtiss hangars, and two machines were wheeled out near the course. Although the Wright machine was the first to reach the field, Glenn Curtiss in his new biplane, with which he hopes to beat the Blériot monoplane driven by James Radley for the world's speed record, was the first to mount into the air. As Curtiss came flying up the field from his camp a cheer burst from the crowd which recognized last year's champion.

Following closely behind Curtiss came Walter Brookins, the entertainment and spectacular "stunt" man for the Wright company. Brookins wheeled in behind Curtiss, seemingly being

Hoxsey's Mother, Fear and Pride Mingling, Sees Him Soar Over Clouds

Manbird Escapes from Plaudits of Crowd to Join Parent in Grandstand. After Flying Out of the Sight of Over 8000 Wildly Cheering and Pleased Spectators

With the perfect weather conditions which have made Southern California famous the world over and a crowd in attendance which surpassed even the most sanguine hopes of the committee in charge, Southern California's second annual aviation meet opened successfully at Dominguez field yesterday afternoon.

Between 7000 and 8000 persons journeyed to the field to see the world's greatest manbirds in their first flight in Southern California. Above them all those same people boarded the cars for home, marveling at the wonders they had seen performed in the air. Astonishment prevailed when the first flying machine left the ground and soared away at the mid-winter meet held last year. It seemed supernatural—almost like a dream. But yesterday the spectators, educated to the flying game as they were, showed the same astonishment while Brookins made his famous spiral dip. Hoxsey soared out of sight, Radley raced past the grandstand at a rate of seventy miles an hour, Latham flew for many minutes, this way and that, and the Curtiss operators wheeled and turned with the utmost ease.

The thousands assembled to see the aviators, educated to the flying game as they were, showed the same astonishment while Brookins made his famous spiral dip. Hoxsey soared out of sight, Radley raced past the grandstand at a rate of seventy miles an hour, Latham flew for many minutes, this way and that, and the Curtiss operators wheeled and turned with the utmost ease.

Gradually the machines began to come down. Brookins landed first, having been in the air but fourteen minutes. He was followed by Parmelee a few minutes later, and then by Hoxsey, who landed to don warmer clothing. The Pasadena boy climbed into his machine, gave the signal and sailed off, heading east. Rapidly he climbed, changing his direction somewhat, until finally he was lost to view in the sky in the direction of Long Beach. The grandstand forgot what was going on in front of it. All eyes were fixed on the spot where Hoxsey was last seen.

THE "BABY WRIGHT" IS SEEN

There was a lull in proceedings for a few minutes, and then the famous "Baby Wright," piloted by Phil Parmelee, sailed around the course in two minutes and six seconds.

Next came Hoxsey's attempt at the altitude record of the world. With lightning speed he climbed into the air, heading east. Rapidly he climbed, changing his direction somewhat, until finally he was lost to view in the sky in the direction of Long Beach. The grandstand forgot what was going on in front of it. All eyes were fixed on the spot where Hoxsey was last seen.

QUICK START CONTEST

The quick start contest followed the altitude flights, this event being called almost as soon as Hoxsey reached the ground. Curtiss, Parmelee, Ely and Radley entered the contest, the latter coming off victorious, having left the ground within five seconds after starting and with a run of only 142 feet. Ely was second, and Curtiss third.

MINNEAPOLIS POLICE HEAD QUILTS AFTER VICE PROBE

MINNEAPOLIS, Dec. 24.—Col. Frank T. Corrison, superintendent of the Minneapolis police, resigned today, to take effect January 1. Capt. Michael Moxley, at present assistant superintendent, on day duty, will succeed him.

AVIATORS DISSATISFIED WITH RULE OF CONTEST

Objection Made to Clause That Three Must Qualify to Hold Any Event

While the aviators have refrained from saying so, it is understood that a satisfactory arrangement has been reached as to the clause in the rules which states that in many respects it was the best program under which they had ever worked.

BARRIER FLIES 6130 FEET HIGH AT NEW ORLEANS

Moissant Hakes a Cross-City Flight of 46 Minutes

NEW ORLEANS, Dec. 24.—In establishing the first local altitude record—6130 feet—this afternoon in the opening day of the ten-days aviation meet here, John B. Moissant, flying from the Blériot 50-horsepower monoplane type over the business district. This made the second cross-city flight of the day. John B. Moissant flying from 46 miles in 46 seconds.

VATICAN ORGAN COMMENTS ON SPANISH SITUATION

Newspaper Declares Padlock Bill Effects No Change

ROME, Dec. 24.—The Osservatore Romano, the Vatican organ, comments on the statement made by Premier Canalejas that the approval of the Spanish chamber of deputies of the "padlock" bill was necessary in order that the Vatican in a more decisive manner, says it does not understand what it means.

BOARD PAYS AND AVERTS SCHOOL JANITORS' STRIKE

NEW HAVEN, Conn., Dec. 24.—Members of the board of education had the unique experience last night of averting a strike by the school janitors by voluntarily subscribing the amount of money demanded by the janitors as extra compensation.

BOARD PAYS AND AVERTS SCHOOL JANITORS' STRIKE

NEW HAVEN, Conn., Dec. 24.—Members of the board of education had the unique experience last night of averting a strike by the school janitors by voluntarily subscribing the amount of money demanded by the janitors as extra compensation.

BOARD PAYS AND AVERTS SCHOOL JANITORS' STRIKE

NEW HAVEN, Conn., Dec. 24.—Members of the board of education had the unique experience last night of averting a strike by the school janitors by voluntarily subscribing the amount of money demanded by the janitors as extra compensation.

BOARD PAYS AND AVERTS SCHOOL JANITORS' STRIKE

NEW HAVEN, Conn., Dec. 24.—Members of the board of education had the unique experience last night of averting a strike by the school janitors by voluntarily subscribing the amount of money demanded by the janitors as extra compensation.

BOARD PAYS AND AVERTS SCHOOL JANITORS' STRIKE

NEW HAVEN, Conn., Dec. 24.—Members of the board of education had the unique experience last night of averting a strike by the school janitors by voluntarily subscribing the amount of money demanded by the janitors as extra compensation.

TODAY'S PROGRAM AT AVIATION PARK

Altitude—Brookins and Hoxsey in Wright biplanes; Latham in Antoinette; Radley in Blériot machine.
Quick start—James Radley, Eugene Ely in Curtiss machine; Philip Parmelee in Wright machine.
Passenger carrying—Curtiss, Hoxsey, Wright, Willard, Ely.
Fast speed—Radley, Curtiss, Parmelee, Willard, Latham.
Accuracy in landing—Radley, Latham, Curtiss, Hoxsey, Brookins, Ely.
Bomb throwing—Participants are not named.
Perkins' kites.
Local aviators may also compete in any of the above contests.

AVALON TO FALL IN AERIAL BATTLE

Luna Park to Present Spectacle of Destruction of City by Aeroplane

While society in its furs and hobbles leans back on cushions or benches at Dominguez during the coming week, merely amused at the great spectacle of flying men, the management of Luna park will be presenting a vivid demonstration of the serious side to aerial navigation.

This will be an elaborate scenic production of possible "war in the air," and it is billed as "The Inevitable Wars of the Future."

Luna park for the present has been turned into a replica of the familiar Bay of Avalon, and at its back rises, in metallic models, the familiar buildings of Catalina's only town, from the Metropole hotel to the aquarium—all made to scale and all in the familiar shapes and coloring.

Yet back of this is a very large drop, fifteen feet in height and ninety feet in length, representing the hills of Avalon and the distant Catalina mountains.

For the purposes of this mimic play a mimic fleet of United States war vessels is at anchor in the harbor—cruisers, battleships, torpedo boats and tenders. There are nine vessels in all, and the largest is the dreadnought "Albatross," twenty-five feet in length and of five-foot beam—actually afloat and bearing a crew of two men to manipulate her signals, electric searchlight and very realistic gun.

Aviator "Billy" Clark, who is one of the best known western birdmen, has been employed with his Blériot machine, and at the close of a peaceful evening he is supposed to appear from the sea. He begins to attack the town by dropping explosives in its midst and the warships answer in kind, but quite unavailingly.

THE DESTROYER BUILDINGS

One by one the familiar buildings of the little resort city pass in flames. The big hotel, the pavilions, the stores, the cottages—all give up their wooden spirits in the fiery shroud woven by the overhead destroyer.

The latter part of the conflict centers between the battered dreadnought and the Blériot—which all this time, glowing, will be actually flying and humming about over its scene of miniature devastation.

The honor of Old Glory is finally avenged and the Blériot, crippled, is brought to anchor—or rather, the sea-far back in the shadow.

This is probably the first pyrotechnic spectacle employing the aeroplane which has been put on anywhere in the world. So far the big displays of the sort have dealt with ancient rather than modern subjects, such as "The Last Days of Pompeii," and the utilization of a very probable implement of future war is a startling innovation.

Each evening, in addition to the conflict itself there will be a military drill, a band concert and in conclusion an elaborate display of fireworks.

The opening performance will be given this evening and performances will be given on the evening hereafter until further notice.

AVIATORS DISSATISFIED WITH RULE OF CONTEST

Objection Made to Clause That Three Must Qualify to Hold Any Event

While the aviators have refrained from saying so, it is understood that a satisfactory arrangement has been reached as to the clause in the rules which states that in many respects it was the best program under which they had ever worked.

BARRIER FLIES 6130 FEET HIGH AT NEW ORLEANS

Moissant Hakes a Cross-City Flight of 46 Minutes

NEW ORLEANS, Dec. 24.—In establishing the first local altitude record—6130 feet—this afternoon in the opening day of the ten-days aviation meet here, John B. Moissant, flying from the Blériot 50-horsepower monoplane type over the business district. This made the second cross-city flight of the day. John B. Moissant flying from 46 miles in 46 seconds.

VATICAN ORGAN COMMENTS ON SPANISH SITUATION

Newspaper Declares Padlock Bill Effects No Change

ROME, Dec. 24.—The Osservatore Romano, the Vatican organ, comments on the statement made by Premier Canalejas that the approval of the Spanish chamber of deputies of the "padlock" bill was necessary in order that the Vatican in a more decisive manner, says it does not understand what it means.

BOARD PAYS AND AVERTS SCHOOL JANITORS' STRIKE

NEW HAVEN, Conn., Dec. 24.—Members of the board of education had the unique experience last night of averting a strike by the school janitors by voluntarily subscribing the amount of money demanded by the janitors as extra compensation.

AEROPLANES URGED ON U. S. WARSHIPS

Report to Secretary of the Navy Favors Equipping Scout Cruisers with Flyers

NAVY NEEDS AIR SAILORS

Captain Chambers Suggests a Training School for Aviators on Coast

(Associated Press)

WASHINGTON, Dec. 24.—Two aeroplanes, or at least one two-seated machine, should constitute part of the equipment of each of the scout cruisers of the United States navy. This recommendation as the initial step of the government in the actual development of aerial navigation from the standpoint of the navy is made in a report to Secretary Meyer by Captain Washington L. Chambers, who was delegated by the secretary to study possibilities of the aeroplane in warfare.

"Whatever may be the results obtained from the future development of aeroplanes and related to a certain extent Captain Chambers, a type or types especially adapted to the navy service is yet to be developed. For this reason I recommend the purchase of only such of the existing aeroplanes as are needed for the tentative and progressive instruction of our personnel in their use."

Aeroplanes in the navy in the opinion of Captain Chambers, should be placed in the same category as boats and be acquired in like manner, as equipment. The subject of aviators should be mastered by members of the naval service, says Captain Chambers, in order that the science may be advanced from a nautical standpoint and that the navy may have a correct understanding of the conditions and problems which are of special importance to the navy.

AIR SAILORS ARE NEEDED

"We are fortunate," he declared, "in being able to get at a certain extent upon the United States aeronautical reserve for trained aviators, many of them equipped with aeroplanes, to expand the service in the navy."

"But it would be folly to depend entirely upon this cause, and for that reason we urge the training of the navy personnel in aeronautics."

Overseas Pacific coast, the report continues in this connection, suitable facilities probably could be found near the coaling station at San Diego for the training of aviators.

In order that the progress of the aviation Captain Chambers recommends that a school of naval aviation be established. The school department to be composed of the representatives of the bureaus of construction and repair, steam engineering and navigation, all of which are concerned in the development of aviation in the navy. This board would be charged with the responsibility of recommending the personnel to be established in the department to be composed of the representatives of the bureaus of construction and repair, steam engineering and navigation, all of which are concerned in the development of aviation in the navy. This board would be charged with the responsibility of recommending the personnel to be established in the department to be composed of the representatives of the bureaus of construction and repair, steam engineering and navigation, all of which are concerned in the development of aviation in the navy.

GARLAND IS DELIGHTED WITH SUCCESS OF MEET

Chairman of Committee Believes 75,000 Will See the Flights Today and Tomorrow

"It is the most wonderful aviation meet ever held," said Chairman Garland of the aviation committee last evening, when the last birdman alighted and sent his machine to its hangar.

He was at Belmont park every day during the week, and he has seen it all held there, and while what I saw was wonderful it does not compare to this afternoon's program any more than last year's meet here compares with the Belmont meet. Never have the people of the United States been given the opportunity to see such flying as has been done here this afternoon. I do not mean the records broken, or the records broken. I mean the entertaining kind of flying which the aviators have furnished this afternoon.

"I expect record crowds to attend the meet tomorrow and Monday," continued Mr. Garland. "Today we were agreeably surprised. It being the day before Christmas—when thousands are busy shopping, we did not expect much of a turnout. In fact, this first day was rather to give the members of the committee an opportunity of seeing what the program would be like. After seeing it, however, and after the great number of people who were out here have seen what is doing, I have not the slightest hesitancy in stating that 25,000 people will attend the meet tomorrow and fully 40,000 people Monday. Those may sound like large, over-optimistic estimates, but I am of the opinion that when the people of Southern California realize what is being done out here—realize that history is being made at Dominguez field—it will be impossible to keep them away."

"There have been skeptics—there have been those who thought a successful meet impossible. Possibly, after witnessing the program, they have changed their mind. At any rate the aviators have made good—they are delivering the goods in abundant measure and the people will respond to such treatment."

BOARD PAYS AND AVERTS SCHOOL JANITORS' STRIKE

NEW HAVEN, Conn., Dec. 24.—Members of the board of education had the unique experience last night of averting a strike by the school janitors by voluntarily subscribing the amount of money demanded by the janitors as extra compensation.

Cooking classes have been held during the fall for young women who could not receive day instruction. The janitors have objected to working overtime and the school board was unable to obtain increased compensation for them. The ultimatum came yesterday, and either the classes had to be given up or the janitors paid.