

WEATHER FORECAST:
Fair, frost; light north wind.

LOS ANGELES HERALD

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HOXSEY SOARS 11,474 FEET; WORLD'S RECORD

CALIFORNIA GETS PART OF MILLIONS FOR RECLAMATION

Southland Shares \$1,200,000 Fund with Arizona: \$600,000 for Northern Plans
TAFI DIVIDES \$20,000,000 Report of Engineers Apportioning Money Given by Congress Approved by the President

(Associated Press)
WASHINGTON, Dec. 26.—President Taft has approved the report of the special board of army engineers, recommending the apportionment of the new \$20,000,000 fund, provided by congress, among the following reclamation projects in the west:
Salt river, Ariz., \$495,000.
Yuma, Arizona and California, \$1,200,000.
Grand valley, Colo., \$1,000,000.
Uncompaghe, Colo., \$1,500,000.
Payette-Boise, Idaho, \$2,275,000.
Milkey river, Mont., \$1,000,000.
North Platte, Wyoming and Nebraska, \$2,000,000.
Truckee-Carson, Nev., \$1,135,000.
Rio Grande, N. M., Texas and Mexico, \$4,500,000.
Umatilla, Ore., \$225,000.
Klamath, Ore. and California, \$600,000.
Strawberry Valley, Utah, \$2,275,000.
Sunnyside and Teton, Yakima, Washington, \$1,250,000, and \$665,000 respectively.

The \$20,000,000 is to be expended within the next five years and the interest on the loan is to be charged against the projects.

The following projects, completed or nearing completion, carry a recommendation for funds from the general reclamation act sufficient only for maintenance and operation:

CALIFORNIA PROJECT INCLUDED

Orland, Cal.; Carlsbad, N. M.; Hon-do, N. M.; Garden City, Kas.; Kittas, Wapata and Benton, units of the Yakima, Wash. project, in the report of the special board of army engineers, President Taft says, in part:
I hereby approve the report of the board of engineers in respect of the reclamation projects to which they have made allotments from the \$20,000,000 loan; but this approval so far as the amounts of the allotments are concerned, is not final and absolute, but is intended to be subject to change by adjustment and modification of the amounts as may be necessary for the intelligent and proper prosecution of the work, and to the advantage of the service.

"You are authorized to call on the secretary of the treasury to issue the certificates of indebtedness needed to furnish the funds in accordance with the allotment recommended by this board and approved by me as herein set forth, and to be needed from time to time in pursuance of the terms of the act."

In its comprehensive report on reclamation work in general, the engineers' board says:
"The engineering structures of the various projects are as a whole well designed and well built. Some of them, as the Pathfinder dam, the Shoshone dam, the Roosevelt dam, and the Gunnison tunnel, are monuments reflecting credit credit on both designer and builder."

SIX HURT IN AUTO WRECK
JEFFERSON CITY, Mo., Dec. 26.—A taxicab in which six young men of this city were taking a ride went over an embankment four miles west of here today. All were injured, one, Warren Goodell, seriously.

WHAT'S GOING ON TODAY IN LOS ANGELES

AMUSEMENTS

Auditorium—"The Man of the Hour," 8:15 p. m.
Burbank—"The Battle," 8:15 p. m.
Grand—"The Tenth Muse," 8:15 and 9:15 p. m.
Levy's Cafe Chantant—Continous vaudeville, 2:30 p. m. to 12:30 a. m.
Luna park—Outdoor amusements, hand concert and vaudeville, 12:30 to midnight.
Majestic—Musical comedy, "A Man's World," 8:15 p. m.
Mason-Lillian Russell in "In Search of a Sinner."
Olympic—"Mr. Santa Claus Jr.," 7:45 and 9:15 p. m.
Orpheum—Vaudeville, 2:15 and 8:15 p. m.
Pantages—Vaudeville, 2:30, 7:45 and 9 p. m.
Princess—"On the Quiet," 7:45 and 9:15 p. m.

OF INTEREST TO WOMEN

Highland Park Ebell club children's Christmas party, 2:30 p. m.
Woman's Symphony orchestra; invitation rehearsal, Blanchard hall, 3 p. m.
Woman's Press club musical and reception, Friday Morning Club house, 8 p. m.
Senator and Mrs. Eugene Ives give reception and dance introducing two daughters at country place near Shorb, 9 p. m.

SPORTS

Third annual high jumps of the Los Angeles Athletic club tonight.

MISCELLANEOUS

Last Y. M. C. A. brotherhood meeting of 1910 tonight. Prof. House and Frank Pratt, an attorney, will speak. The brotherhood will meet at 8 p. m. and go at once to dinner. All men, especially strangers, invited.
Pennsylvania society meeting. Fraternal Brotherhood hall, Figueroa and Lincoln streets, 8 p. m. Election of officers and program of music and speaking. Pennsylvaniaans invited.
Council meets at 9 o'clock a. m. in small chamber.
Fire commission meets at 8 a. m. in room 200 B. F. Coulter building.
Police commission meets at 7:30 p. m. in small chamber.
Third aviation meet, Dominguez field, afternoon, starting promptly at 1 o'clock. First aviation derby. Altitude, speed, endurance, quick start, bomb throwing, obstacle jumping and target shooting by the aviators.

OFFICERS SHADOW NEW SUSPECTS IN IRON WORKS PLOT

Police and Members of Llewellyn Company Confer Over Mystery of Explosion
FACTORIES TO BE GUARDED Detective Force Will Direct Energies Almost Exclusively to a Search for Culprits

Though every move is being surrounded with secrecy, there were evidences yesterday that the investigation of the explosion at the Llewellyn iron works Sunday morning has already opened several promising leads. Several persons are under surveillance and the shadowing of them will continue until there is a prospect of results. Numerous conferences were held yesterday. They resulted in a division of the work. Captain Plummer, head of the detective department, and Chief Galloway will supervise the investigation by the city. Earl Rogers and the

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Admirers of Hoxsey Carrying Him Past the Grandstand and (Below) Aviator Walking to Warm Benumbed Body



ACTRESS NAMED IN GOODWIN SUIT

Edna Prepares a Thanksgiving Surprise for Nat and Gets One Herself

(Special to The Herald)

NEW YORK, Dec. 26.—Nat Goodwin, former actor and erstwhile partner in the mining firm of B. F. Scheffels & Co., now defunct, has been sued by Edna Goodrich Goodwin for divorce. The facts became known only a few days ago, when Goodwin entertained a number of select friends at dinner to celebrate what he termed "fourth service."
The circumstances leading up to the suit occurred in Toronto, Canada, last Thanksgiving. It appears that Goodwin, anxious to escape the annoyances resulting from the arrest of Graham Rice, the mining promoter, had gone to Toronto and proposed returning in time for Thanksgiving dinner. At the last moment he wired his wife that he would be unable to come back.
Determined that her husband should dine with her on Thanksgiving, Edna Goodrich prepared a basket of turkey, jellies, cakes and other delicacies, and, without informing Nat of her intention, took the first train for Toronto. Reaching that city, she hurried to her husband's hotel and was shown to his apartment. Her knock at the door at first did not meet with response, but a few moments later Goodwin appeared on the threshold. What Edna saw is carefully told in a secret divorce suit filed by her. Her attorney, H. L. Roth, declares that the allegations are sensational in the extreme, but will not divulge the name of the correspondent.
Goodwin's attorney, R. H. Grossman, is equally reticent, but from a reliable source it is learned that the woman is prominent in the theatrical profession of this city.

GIRL SERIOUSLY BURNED WHEN CLOTHES CATCH FIRE

Hazel Mooney, 18 years old, living at the Hawthorne apartments at Third and Hill streets, was probably fatally burned shortly before midnight last night when, while passing an open gas stove, her nightgown became ignited and burned almost off of her. She suffered burns on the stomach, breast, face, arms and back.
Miss Mooney was preparing to retire and had lighted the gas stove to warm the room. The stove, an open contrivance, was on the floor and the flames were unextinguished. In passing the stove her nightgown swished over the flame and immediately she was a pillar of fire. Before she could smother out the flames the garment was burned from her body.
The unfortunate young woman was taken to the receiving hospital, where the police surgeons swathed her in oiled dressings and pronounced her condition critical.

R. R. OFFICIAL'S SON KILLED—ON WAY TO HOLIDAY FEAST

REDLANDS, Dec. 26.—Roy Cherrier, son of Secretary H. A. Cherrier of the Burlington railroad, was thrown from a horse and killed this morning while riding to the home of Mrs. S. J. Miller, where President Darius Miller of the Burlington and a large company of relatives were to have a Christmas dinner.
Cherrier was 16 years of age and a high school student.

DUKES AND PRINCE TO HUNT

ST. PETERSBURG, Dec. 26.—Grand Duke Nicholas Nicolaevich, Michael Nicolaevich and Serge Mikhailovich today departed for Skierskovic, Russian Poland, where they will hunt with nine Austrian personages, among them Archduke Rudolph, crown prince of Austria. The highest importance is attached to the meeting.

75,000 SEE PASADENA MANBIRD BRING ALTITUDE RECORD TO U. S. AFTER REMARKABLE EXHIBITION

Mild Mannered Daredevil of Wright Team, Carried Miles Over Ocean in Gale, Wrests Honor from France

LATHAM, TOSSED IN WIND, WRECKED

Aviator Whose Country Loses Height Glory, by Irony of Fate, Crashes Into Fence as American Descends Triumphant

Official Results in Contests Held Yesterday on Field at Dominguez

World's altitude contest—Arch Hoxsey, in Wright biplane, won; altitude, 11,474 feet—the world's record. Phil O. Parmelee, in Wright biplane, second; altitude, 6625 feet. Eugene Ely, in Curtiss biplane, third; altitude, 600 feet.
Daily speed contest—Eugene Ely, in Curtiss biplane, won; time for five laps on 12-mile course, 16 minutes 50 3-5 seconds; best lap, 3 minutes 14 2-5 seconds. No second—only one contestant.
Bomb throwing contest—Phil O. Parmelee, in Wright biplane, won; score, 11 points out of possible 25. No second—only one contestant.
Daily duration contest—Arch Hoxsey, in Wright biplane, won; time, 2 hours 15 minutes. Hubert Latham, in Antoinette monoplane, second; time, 2 hours 2 minutes 45 seconds. Phil O. Parmelee, in Wright biplane, third; time, 1 hour 58 minutes 40 seconds.

THE world's altitude record for aeroplanes was brought back to America yesterday. It came on the wings of a Wright biplane. Lifted from the soil of France, it was set down on the shores of Southern California for the approval of 75,000 frantic spectators. The record was snatched out of the teeth of a fifty-mile an hour northern gale, pulled from the icy heights, plucked from the virgin blue that heretofore has been a stranger to man, and brought back to solid earth by a stiffened figure in a rubber suit, a fur collar, a great, black hood and a pair of spectacles.

The man who did the stunt is Arch Hoxsey, age 24, home Pasadena, Cal.; a big man with a pair of steel blue eyes, a firm set jaw and a kindly face—the gentlest and mildest mannered daredevil that the world has ever seen.

For two preceding days he had gone after the same prize, and yesterday held the third time's charm.

LATHAM'S MONOPLANE IS SMASHED

While Hoxsey was smashing the altitude record in a way that gives promise of staying smashed for some time to come, hovering more than two miles beneath him was another aviator who skinned over Dominguez field in the face of a terrific gale vainly trying to bring his machine to the ground. Time and again he tried, only to find the gale increasing and destruction threatening.

Finally, just as Hoxsey reached the zenith of his climb and was returning with a new honor in aviation to write opposite America's game, this other manbird, fighting to the last against stern odds, with his fuel running short and finding himself in desperate straits, was caught in a gust of wind that flicked down the bluff from aviation field.

In a twinkling he had lost control, and his splendid Antoinette was a mass of splinters, a torn heap at the foot of the bluff.

This man was Hubert Latham, the daring Frenchman, who was the first man to go duck hunting in an aeroplane.

FRENCHMAN NOT DAUNTED BY ACCIDENT

While he coolly smoked a cigarette and surveyed the ruins of what has been admittedly the most beautiful of all aeroplanes, he learned that Hoxsey, the American, had beaten the world's altitude record, held by another Frenchman, Legagnieu.

Thus it was that while fate conspired to deal one misfortune to a Frenchman yesterday, American pluck and grit combined to wrest well earned glory from another.

"I am glad Hoxsey has been successful," said Latham, "even though our country loses the honor."

Then to show that there is resoluteness under the most adverse conditions, Latham assembled his mechanics, had the giant bird that had floated majestically past the stand to the applause of the great crowd taken to pieces and announced that he would have new parts replacing the old and would be flying again inside of three days.

AVIATOR SETS FIRE TO WRECKAGE

The few spectators who remained at the spot where the machine fell, a great dragon astride a barbed wire fence, were astounded a minute later to see the Frenchman pull away a part of the one smashed wing and set fire to it.

"It will be cold working here. We may as well have a little fire," he said. By this time a number of men were working on the craft and Latham directed them to pile the broken parts on to the bonfire.

But the sensations were not over for the day. Hoxsey, the hero, was down. The crowd did him all the honor that crowds can do. Millionaire members of the committee who have planned the aviation week carried him about on their shoulders, walked him up and down, clapped him on the shoulder, grabbed hands, beat him and pounded him, and laughed and wept, while the band played "America" and the hoarse voiced megaphoners carried their glad message to the thousands of cheering people in the stands.

"Here's Hoxsey, the man who broke the world's record for altitude," they shouted, as Millionaires Perry Weidner, Isaac Milbank and M. C. Neuner, all members of the aviation committee, grabbed Hoxsey in their arms and, placing him on their shoulders, carried him along the cheering, hat waving stands of people.

"Where's he from?" asked one announcer with a great megaphone. "Is he an American?"

"Tell 'em he's from Pasadena," shouted a member of the com-

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Daring Aviator Tells Difficulties Overcome in Setting Altitude Mark

BY ARCH HOXSEY
IT WAS the most terrifying cold I have ever felt, but I wanted the record, and I knew that I must face stern conditions to get it.
All the way yesterday, from the time I left the ground, it was a fight against a cutting north wind and cold clouds that seemed to be fine ice.
Saturday and Sunday I had met these same conditions, so yesterday I was prepared for them, and I knew that the world's record could not be pulled down without braving hard and possibly dangerous conditions.
But still I felt confident. No, I was not reckless, but I realized that if the record of 10,499 feet was to be broken soon, it would have to be during this meet here in California. So I deliberately set out to get it.
When I found the wind growing colder and faster, I thought I might find better conditions out over the ocean.
I traveled about fifteen or twenty miles south of the field in the face of the most biting wind and circled high over Redondo Beach and Playa del Rey. Here I was about a mile out over the ocean. But the wind was still the same and if anything the air was colder. I continued on down to Venice.
The trip against the wind was made slowly. It took forty-six minutes for me to go from Redondo to Venice. Finding conditions no better out there, I came back and determined to keep climbing over the aviation course, no matter how cold it was, till I got the record.
Of course, I often wanted to come down. My hands and feet and half my body were numb, but I had no difficulty in operating the machine. That's the easiest part of it when one knows how.
Finally I reached a point where the grandstand was just a speck to me. I have made altitude flights before and can judge distances very well without the aid of a barograph. This time I knew I was over 10,000 feet high. But I didn't care to take a chance and just kept on.
I could tell that my barograph registered above 10,000, but I did not know just how much. I made another broad circle that pulled me 200 feet higher, then another, then another. Then, finally, I made a few circles to make error in my calculations impossible.
I wanted to go still higher, and know I could have stood it a while longer, but it was intensely cold. Making a final lap for good measure, I started down.
My, but the warm air felt good!
Aeroplanes will go much higher than I went, but there will have to be better protection for the aviator from the cold.
Had it not been for the sharp wind and the lincness of the atmosphere, the flight would have been much like skimming around over any aviation field.
Of course, two miles high, one feels the lightness of the atmosphere, but with a good, strong heart and a good pair of lungs, that isn't to be minded.