

Glen Martin, Local Amateur, Wrecked After Flight

Hoxsey Goes 100 Miles in Flight

Pasadena Manbird Reports Snow and Plenty of Cold at the Top of Mt. Wilson

(Continued from Page One) from center of square; Parmelee second, by 23 1-4 feet short of center of square, and three feet to left of center.

Arch Hoxsey actually accomplished yesterday what Walter Wellman, Count Zeppelin and other "explorers" have been doing on paper for several years. He made a trip into the icy north in an airplane. He made scientific observations to the general effect that it was very cold there and returned with a frozen nose and an anoroid barometer registering 10,000 feet as proof thereof to offer to 20,000 assembled aviation fans.

The "icy north" of this exploration trip was Mount Wilson, thirty-eight miles northwest of aviation field as the crow flies. So far as aviation was concerned until yesterday it was an unknown region of ice and snow, reaching its peak 6000 feet above the sea. Now it is what railroads would term a "common point" for the pilgrim birdman, and it will be charted on the aerial maps of the world in the future something like this:

"Mount Wilson—Explored by Prof. Archibald Hoxsey December, 1910; choppy currents; safe for cautious aviators; temperature varying but cold; nearest landing, Los Angeles."

Explorer Hoxsey, without the fuss or ado that is generally made over trips of such a nature, left aviation field in a black rubber suit, the inevitable spectacles, a black, fur-lined cap with its flaps pulled tightly over his ears and his eyes fixed on a dim outline in the far distance.

CIRCLES OVER MOUNTAIN

Swinging about a dozen times over the field, he pulled himself up to the 5000-foot level and pointed his nose into the bleak regions of the unknown. Leaving the field at 1 p. m., he was sighted by Manager Ross of the Mount Wilson hotel at 2:28 far overhead.

What the aviator did was to drive his craft straight for the mountain, circle around until he was 3000 feet higher than its topmost point, and then with the curiosity of a boy, or rather the scientific inquisitiveness of an exploring mind, he swooped down a little bit to the other side to see what nature had hidden there.

"Ugh!" he exclaimed as he saw that the hidden thing was a blanket of snow, and like a frightened bird he flew away. On his way back he reached an altitude 1000 feet higher than when he was over the mountain.

It was around 3 o'clock that the thousands in the stand at aviation field had their first glimpse of the aviator again. Then they saw a silvery speck in the sky that moved eastward at a terrific pace. Hoxsey was having his genuine frolic. He had shut off his motor and like a boy on a sled coasting down a long hill of snow he glided down from the heavens in

Photographers Snapshotting Arch Hoxsey After His Return from Flight to Point Above Mt. Wilson's Crest



the most wonderful kind of a sleigh. A mile he glided with the engine at his back making not a sound, the two silver propellers silent and still. The birdman was as noiseless as the birds in their flight, and the dethroned sovereigns of the air fled from him as unvoluntary subjects would flee from the wrath of a new king.

Nearly equals his record. To make sure that fate was not putting a meddlesome hand into his afternoon sport, the manbird pressed a lever and the engine responded true, the propellers resumed their work.

Gliding gracefully again, with motor shut off, Hoxsey came to a point about 400 feet over the field. Then he set his engine to work and passed in front of the cheering stand three times before descending.

A remarkable feature of the flight is that Hoxsey came within 1500 feet of equalling his world's record for altitude, made Monday. His barograph showed that he had traveled 10,000 feet above sea level.

"I went around Mt. Wilson," he said calmly. "There was a choppy wind up there and it was very cold, but the view was fine. There's snow on the other side of the peak. Yes, I glided down for about three miles. The longest glide was a mile. I came down pretty fast. I didn't go after the record but think I might have got it."

The aviator had traveled 100 miles approximately, including time above the field, and he had remained in the air two hours, thirty-one minutes. He left the seat in his car as reluctantly as a man gives up any cherished sport, and could have gone on the entire afternoon.

This was not the only thrilling spectacle for the visitors to aviation field yesterday.

Brookins and Parmelee gave a remarkable demonstration of the stage

of efficiency that has been reached in the control of aeroplanes in starting and landing. Both were able to rise into the air after gliding 80 feet and Brookins brought his craft squarely to the point of starting, apparently as easily as though he had been driving an automobile.

Brookins took William M. Garland, chairman of the aviation committee, into the air for a ten minute spin at a height of 200 feet, and landing him, carried up Frank A. Garbutt, also of the committee, for a brief outing.

Parmelee took up Roy Knabenshue, the Wright team manager, as a passenger, and Hubert Latham carried his mechanic into the air. The first of the day came at the finish when Glen Martin, the Santa Ana inventor-aviator, after a flight of about five miles, came up in front of the stand, and unable to stop his motor in time, pulled up against the barbed wire barrier, smashing his machine and falling, a frightened heap, across the fence.

Three or four thousand persons stood up and gasped as they saw the aviator dive headlong from the wrecked craft, but an instant later they cheered as he pulled himself out of the mass and the finest aviation that has been rendered to any aviator during the present meet was bestowed on Martin for displaying what the spectators called "gameness."

Martin was unhurt, but the smashing of his craft deprived him of \$150 prize money that would have been his had he landed safely.

Has any one here seen Hoxsey? Hoxsey has become such a will 'o' the wisp figure to the crowds attending the aviation meet that he is seldom looked for on the field an hour after the daily program has been under way.

At intervals, the crowd peers up at the clouds and the question, "Where's Hoxsey?" runs from end to end of the big stand.

In fact, so fleeting is he that a former popular query has been paraphrased to suit his case "where's any one here seen Hoxsey?" is the revised version and the megaphones were shouting it yesterday to the amusement of the crowd.

Many would like to know what a great aviator wants most after coming down from a long sustained flight. The thing that Hoxsey asked for yesterday was something that he is seldom looked for on the field an hour after the daily program has been under way.

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GARLAND AND GARBUTT SOAR WITH BROOKINS

Aviation Chairman Yells 'Goodby, Boys,' at Start—'Great Stuff,' Says Millionaire

William M. Garland, millionaire realty dealer, and chairman of the aviation committee, and Frank A. Garbutt, millionaire yachtsman, skinned the skies and looked from dizzy heights yesterday with Walter R. Brookins, the daring young aviator, as passengers on two of the aviator's trips in his Wright biplane at Dominguez field.

Brookins was forced to swear by all that was manly that he would "cut out" all "dips and curves" on the trips before he secured his distinguished passengers.

Garland climbed into his seat beside Brookins without a smile on his face, and as the motor purred and the propellers began to buzz glanced anxiously over his shoulder.

"It's all right," said Brookins; "that's just the buzzer." "Good by, boys," cried Garland to his friends cheerfully. "If I don't come back, keep up the good work," and they were off.

Brookins called into space, straight ahead, without so much as the suggestion of a spiral dip or curve, and rose gradually to an elevation that afforded Garland ample opportunity to see all that could be seen. He circled the course and came down with a smooth glide.

Garbutt was next to ascend. He wedged himself into his seat, first ascertained what to grip without stopping the motors, and to a chorus of good bys from his friends was off into space. He came back with a smile on his face and said it was "great stuff."

The flight of Brookins' passengers was watched with great interest by the crowd.

Brookins' flight halted a merry tea party being given in Mrs. Garland's private box until the chairman was safely landed on terra firma.

AVIATION MEET WILL REMAIN OPEN MONDAY

Visitors to Los Angeles Monday, Pasadena's Tournament of Roses day, will be able to see the aviators perform after taking in the flower festival.

The aviation committee decided yesterday to give a program that day for the benefit of the Pasadena hospital. The special features in aviation have been arranged for the day, and one of the best programs of the entire meet is promised. In order to give people the opportunity to take in both the Tournament of Roses and the aviation meet, the opening at 2 o'clock, so as not to hurt the attendance at the Tournament of Roses.

BROOKINS SAYS AERIAL GUESTS ENJOYED TRIP

Garland and Garbutt Took Most Interest in the Harbor

BY WALTER R. BROOKINS "I took Mr. Garland and Mr. Garbutt of the aviation committee up in the air with me this afternoon at their request. Garland ascended first and Garbutt afterward. Both men were cool and collected during the flight and seemed to enjoy it immensely. They took particular interest in the bay of the country and the harbor, and did not lose a moment in observation."

"I had given them my word as a gentleman that I wouldn't dive or turn short corners so that the machine would dip or slant, and we got along very nicely. Mr. Garbutt's glasses fell into my lap and I got them before they dropped to earth."

Steam Trains to Aviation Field The Southern Pacific is the only steam railroad to the grounds, direct to the main entrance, with separate entrance and exit for Southern Pacific passengers. Special trains leave Los Angeles (Arcade station, Fifth and Central avenues) daily on January 3, 1911, inclusive (except January 2, no program), as follows: 11 a. m., 11:20 a. m., 12:00 p. m., 12:30 p. m., 1:30 p. m., 2:30 p. m., 3:30 p. m., 4:30 p. m., 5:30 p. m., 6:30 p. m., 7:30 p. m., 8:30 p. m., 9:30 p. m., 10:30 p. m., 11:30 p. m. Cut this out and use it for time table and start early. Los Angeles offices: 600 South Spring street, Arcade station, Fifth and Central avenue.

MAYOR URGES PEOPLE TO SEE FLYERS SATURDAY

Alexander, Unable to Declare Legal Holiday, Wants Los Angeles Day Observed

Mayor Alexander has named Saturday as aviation day for all Los Angeles, and urges every man, woman and child in the city to visit Dominguez field and see the airships. He regrets that he has no power to declare it a legal holiday, but says the people can make it such practically by observing it as a holiday. His proclamation follows: "To the Citizens of Los Angeles: "At the request of the aviation committee I hereby declare Saturday, December 31, to be Los Angeles Aviation Day. There is no power given to the mayor to declare a legal holiday, but I would like to have our citizens celebrate Los Angeles day as a holiday, and all that can join in making it the big day of the meet. "Los Angeles should become the aviation center of the United States. We should endeavor to make this the place to which the birdmen will flock, and the place where the experiments will be made which, in the near future, we hope, will result in making navigation of the air practical. We should also help swell to the utmost the proceeds of the present meet, which will go to charitable purposes. "GEO. ALEXANDER, Mayor."

FLYING IS GREAT STUFF. SAYS INITIATE IN ART

BY FRANK A. GARBUTT "Flying is great stuff. It beats sailing in a yacht. It feels just as safe, only there is a little feeling when you begin to think seriously about it that it is something should break it wouldn't be so fine. If you can just keep from thinking about something which might happen to the motors and machinery then you will enjoy flying."

"I certainly did feel of exhilaration when they talk about, but couldn't find it. It was simply flying to me, with a feeling that if anything really did happen and Brookins and I were dumped into space we would both just float or glide to earth without injury. That's the way it affected me."

"The only mishap we had was when I dropped my glasses and they fell in Brookins' lap. For fear of attracting his attention from his work I didn't much fuss over the loss, but he calmly picked them up and gave them to me, and I put them back, just as calmly, I think."

"Brookins promised me there would be no spiral dips or shoot the chutes, and there wasn't. We just sailed along like a boat on a smooth sea. Gliding into the air and swooping like a bird down to earth is great sport and adds a thrill to the trip."

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Pure Water Drinking Most Important

Copious Drinking of Pure Water Generally Advised by Health Experts

It Has a Direct Effect Upon the General Health

Perhaps you have noticed in the various fasting experiments made of late that although the experimenters have abstained from food they have been careful to drink considerable water—sometimes in large quantities.

It will be seen from this that water is really more important to the human system than food. People can go without food for long periods, but they cannot do without water. For water has a double function. It not only quenches the thirst, but it is essential if the system is to perform its functions properly. We cannot get along without it.

Since water is so important the advisability of securing PURE WATER is doubly so. Yet many people never think of this. They drink whatever water is handiest, without any investigation. And their health is often injured by it.

All our waters hereabouts contain many impurities. These are often of vegetable or bacterial character. And almost invariably there are many mineral impurities in the water—wholly dissolved so that no mechanical device will free the water from them.

These minerals cannot be assimilated by the body, and they are not easily passed off. They become deposited in the arteries, causing ossification—a fertile source of rheumatic and kidney troubles.

Distillation is the only safe method of freeing the water from minerals that are entirely dissolved. And in distilling Puritas we have found that double distillation is necessary. So we distill Puritas twice, in order to secure a perfectly pure water.

The pure distilled water is then aerated with pure ozone, which we secure by passing a current of electricity through filtered air. Then the pure water is bottled in glass demijohns that are absolutely clean and sterile. Careful bottling is vital to water purity. Every precaution is taken to insure Puritas Distilled Water reaching you with all its wholesome purity intact.

Puritas is very inexpensive and easy to get. Five gallons cost but 40c, delivered within the old city boundary lines. At outside points the cost is a trifle more, owing to the long haul. Regular Puritas customers purchase Coupon Books, thus securing the pure water at a discount.

When you telephone, ask us about these—Home 1063, Sunset Main 319. Puritas is obtainable through dealers in most towns in Southern California. If you are unable to secure it easily, do not accept any substitute for Puritas. Just communicate with us and we will see that you are supplied. Los Angeles Ice & Cold Storage Co.

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