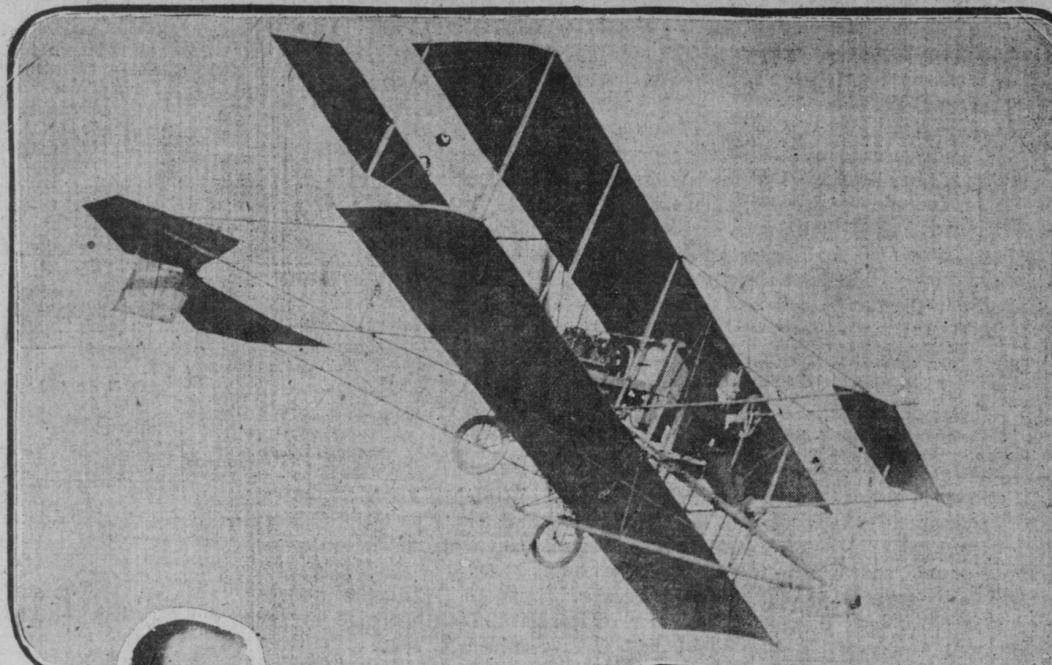


CURTISS AND RADLEY SOAR OVER FIELD AND BAY

AIR CONDITIONS IDEAL, DECLARE NOTED AVIATORS

Record Breaking Feats Promised for Today by World Famous Birdmen
Racing Biplane and Speedy Monoplane Soar Into the Heavens at Tanforan

Two noted aviators and their machines as they appeared in preliminary flights at the aviation field yesterday. At the top is Glenn Curtiss, sailing through the air in his racing biplane. Curtiss is shown at the middle left, seated at the wheel of his machine. At the middle right is James Radley, standing on his Bleriot monoplane, which is shown in flight below.

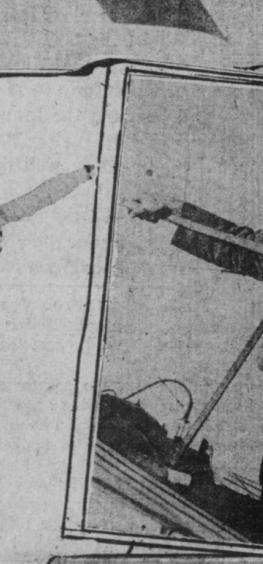
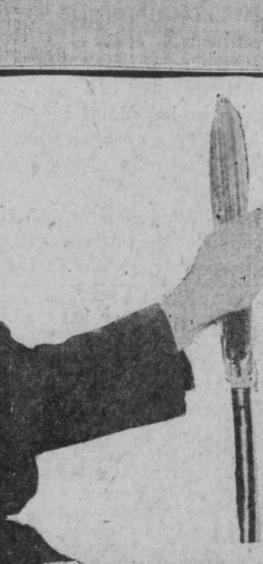


General Program of Opening Aviation Day

- 10 a. m. to 12 m.—Novice flying.
- 1:15 to 2 p. m.—Guardmount and military display by Thirtieth United States Infantry.
- 2 to 4 p. m.—Professional flying.
- NOVICE EVENTS AND CASH PRIZES.
- 10 a. m. to 12 m.—Half mile straight—\$1,000, divided into as many equal prizes as there are successful competitors.
- Two and a half kilometers, circular—\$1,000, divided as above.
- Speed, five minutes—First, \$250; second, \$125; third, \$75.
- Height—First, \$250; second, \$125; third, \$75.
- Duration—First, \$250; second, \$125; third, \$75.
- Distance—First, \$250; second, \$125; third, \$75. Total of meet to count.
- No. 2.—A novice is any aviator who never before this meet flew for cash prize or guarantee in a power propelled, heavier than air machine.
- PROFESSIONAL CONTESTS
- Daily from 2 to 4 p. m.
- 1. World's record contests.
- 2. Quick start.
- 3. Passenger carrying.
- 4. Accuracy in landing.
- 5. Rifle firing machines.
- 6. Daily speed contests.
- 7. Daily altitude contests.
- 8. First test in bomb dropping from low altitude, using real explosives.
- All professional aviators are to be in the air every afternoon. Nature of event and prizes to be indicated on announcing board. Order of events subject to change.

How to Reach the Field at Tanforan

- STREETCARS**
- The San Mateo cars will run on a 15 minute headway from 8 in the morning on.
- The cemeteries cars will run from the ferry to the field on a 5 minute headway throughout the day.
- The Mission and Polk line will run on a 5 minute headway to the field from 11:30 a. m. on.
- The Valencia street line will run to the field on a 5 minute headway from 11:32 a. m. on.
- SOUTHERN PACIFIC TRAINS**
- Trains will leave Third and Townsend streets as fast as safety will permit. The Southern Pacific is prepared to handle 10,000 passengers to the field per hour.
- AUTOMOBILES**
- Automobiles take Valencia street to Mission and out the Mission road to Mission church, a half mile beyond the race track, then turn to the left for a quarter of a mile, turn right to the left and double back to aviation field.
- Or go by the Coast boulevard and the new South San Francisco road. This route is not so direct as the one given first.



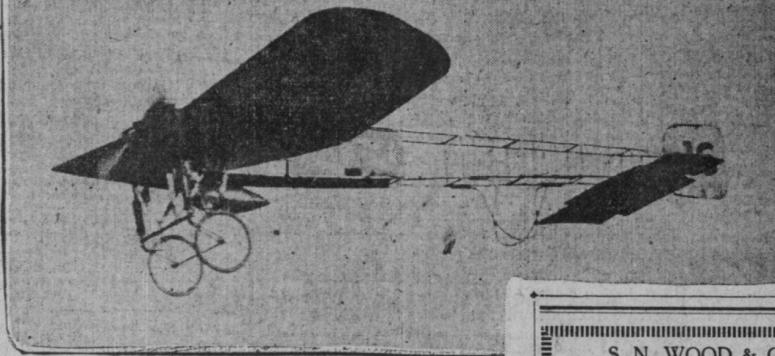
French aviator, was not feeling particularly breezy yesterday, and so he remained in his apartments at the St. Francis while his mechanic assembled his queer looking Antoinette monoplane, in which the Frenchman had established a half dozen records, in hangar No. 1 at Aviation field. The Wright machines were not totally assembled, so their first flights will be today.

FOUR CURTISS MACHINES
Curtiss has two machines ready and impatient for the meet—Willard's biplane, the craft that uses the 86 gravity gasoline—and Ely's racer, the smallest type of Curtiss machine, in which Curtiss went up yesterday. A third Curtiss biplane was being assembled yesterday and probably will be used by Lincoln Beachey, the San Franciscan who has distinguished himself as an aeronaut and is enlisted in the Curtiss camp, striving for honor as an aviator. Still another Curtiss biplane will arrive from Los Angeles this morning and be ready for flight this afternoon. The atmospheric conditions were ideal, Curtiss declared after his trip. "If this keeps up we will give this part of California some flights that will stand for a very long time. How do conditions here compare with Los Angeles? Well, you simply could not improve on today's conditions. It compares only with the ideal in weather."

NOVICE BREAKS WHEEL
Orvar Myerhoffer, the local novice, got out his biplane in the morning and tuned up for a flight. But he was too impatient to get off the ground and when he tilted his altitude plane too sharply the craft bucked like a broncho and came down on all fours so hard that one of the running wheels was crushed, several wires running to the rudder broken, and one of the main supporting rods twisted. The damage was repaired by late afternoon and Myerhoffer moved his craft into hangar No. 15.

In hangar No. 1 in Hubert Latham's Antoinette monoplane, James Radley's Bleriot monoplane occupies hangar No. 2. Curtiss has three hangars occupied now, Nos. 3, 4 and 5. Two amateurs have hangars No. 6 and 7—Porter and Bryan. In 5 with Antoinette monoplane, built on slightly modified lines and in 7 Brewer brothers in their Curtiss biplane. The craft is fitted with devices of the amateur's own invention, however. The Wright camp has hangars 8, 9 and 10, and in hangar 11 is a Chico novice, Thaddeus Kerns, with his modified Curtiss biplane. Kerns has made several short flights in his machine. Three local men, M. Giesman, C. E. Hagen and S. Leggo, had the misfortune to be assigned hangar No. 13. And yesterday was Friday, too. But they have moved in their biplane with high hopes of putting the "jinks" on other aviators, and their fateful number they regard as an omen of ill luck for others only.

AEROPLANE RESERVE
The United States aeronautical reserve has erected tent headquarters on the field and the military organization of aviators will sign up members there during the meet. Their duty will be to report to the United States as an airplane reserve in time of war. Under Major J. P. O'Neill, the Second battalion of the Thirtieth Infantry, is encamped on the field, with a machine gun platoon, 19 men from the cooks and bakers' school, and a detachment from Company E, signal corps. The machine gun platoon, under the temporary command of Lieutenant Robert Morrison, will practice aiming



AVIATORS WILL BE NUMBERED LETTERS DESIGNATE TYPE

Aviators flying in the meet will be designated by numbers attached to their machines, as follows:

PROFESSIONAL		
No.	Name of Aviator.	Type of Machine.
1.	HUBERT LATHAM.....	Antoinette monoplane
2.	JAMES RADLEY.....	Bleriot monoplane
3.	CHARLES F. WILLARD.....	Curtiss standard
4.	EUGENE B. ELY.....	Curtiss standard
5.	GLENN H. CURTISS.....	Curtiss standard
7.	J. ROBINSON.....	Wright standard
8.	WALTER BROOKINGS.....	Curtiss standard
9.	PHILIP PARMALEE.....	Wright standard
10.	PHILIP PARMALEE.....	Wright baby racer
NOVICES		
No.	Name of Aviator.	Type of Machine.
11.	THADDEUS S. KERNS.....	Curtiss standard
12.	W. C. WHEELER.....	Curtiss standard
14.	M. W. GISELMAN.....	Bleriot
15.	ORVAR MEYERHOFFER.....	Farman biplane
17.	LOUIS PORTNEY.....	V shaped biplane
19.	JOHN W. HUDSON.....	Antoinette
20.	J. P. DE VILLA.....	C. E. Lamburth's multiplane
21.	RALPH J. SHEAF.....	Curtiss standard
22.	H. B. WHARTON.....	Curtiss standard
23.	HOWARD WOERNER.....	Demouisse monoplane
24.	KARL WOLF.....	Biplane
25.	R. F. BREWER.....	Curtiss standard
26.	RAYMOND REYNSTIENS.....	Curtiss standard

at the aeroplanes as they fly. Lieutenant William A. Carlton, permanent commander of the platoon, has been detached temporarily to be recorder of the meet and clerk of the course. There are hundreds of men confined here who have never seen an airplane, and some of us probably never will unless by courtesy of an aviator who will come this way. We are waiting to ask you, with permission of our warden, if it can be arranged for the machine which is scheduled to visit San Rafael, to circle over the prison, so that the inmates may have an opportunity to see it. Reply may be addressed to the warden. Respectfully,
THE PRISONERS OF SAN QUENTIN.
Statement by Beck
Lieutenant Paul W. Beck said yesterday: "The grounds are ready. The aviators are on the field. United States troops are on the field. Major J. P. O'Neill, Thirtieth Infantry, is in command. This is the first time in the history of aerial navigation that the war department has ever permitted national

GO EARLY AND EAT LUNCH AT FIELD, URGES OFFICIAL

By FREDERICK E. SCOTTFORD
Come early. Take the Southern Pacific or United Railroads cars. The novice flying begins at 10 o'clock this morning, and the amateurs will try to fly all sorts of machines until noon. Three or four—possibly all of them—will really fly. From 12 to 1 o'clock rest and eat lunch. There are eating places on the ground. At 1:15 o'clock Major O'Neill's battalion will parade and there will be a military concert. Latham, Brookings, Radley, Ely, Willard, Parmalee and probably Glenn Curtiss will fly at 2 p. m. sharp. At 4 p. m. the day's events will close.

troops to participate in a civic aviation meet. It is done solely because of the fact that the military importance of the meet is such as to warrant such action. Glenn H. Curtiss in his biplane and James Radley in a Bleriot monoplane have already tested the field in flight and have pronounced it perfect. We are on the verge of making aerial history. **Kites to Carry Men** Samuel F. Perkins, who probably is the greatest authority in the world on man carrying kites, has been secured to increase the starting features of the aviation meet, and beginning this afternoon he will send his string of kites into the air, going up with them himself, and carrying officers of the army and sharpshooters, wirewagging and telephoning will be carried on from the slings in which the men will sit below the giant kites. Perkins has exhibited his kites at some of the greatest aviation meets in the country. He was a prominent feature of the Boston-Harvard meet, where he ascended in his carriers. His record thus far is 350 feet. A five-eighths inch cable holds the scientist's kites to the earth, for they develop a pull of one ton. The first kite to be sent up is 18 feet high. After that is up a half mile smaller kites are sent up until the monster leading the string is a mile about the earth. Then up as high as the velocity of the wind will take them. All the signal corps officers on duty at the aviation field will be given an opportunity to ascend in the man carriers. The kite scientist is famous as a balloonist, having made the 1,250 mile journey with Lieutenant Gerlicks from St. Louis to Lake Kiskisink, Ontario, in the international balloon meet October 17 last. He is a graduate of the Massachusetts Institute of technology, and first became interested in the flying of monster kites while studying there.

Aerial Newsboy
LOS ANGELES, Jan. 6.—The first delivery of newspapers by aeroplane is scheduled to be made tomorrow when Dieder Masson, in a Curtiss-Farman biplane, will fly from this city to San Bernardino, a distance of 60 miles. The start is to be made shortly after 7 o'clock and after a flight over the city the route will continue to Pomona, where a descent is to be made and papers delivered to the agent there. The remainder of his load will be carried to San Bernardino. It is expected that Pomona will be reached in 45 minutes and San Bernardino about 10 o'clock. Masson will give an exhibition in San Bernardino early in the afternoon and later in the day return to Pomona for exhibition flights at the Pomona day celebration.

Breaks Altitude Record
CHARLESTON, S. C., Jan. 6.—Jimmy Ward, the 18 year old aviator, in a Curtiss aeroplane today made a daring flight across the river, the harbor and out over the Atlantic ocean, breaking the world's altitude record for low power machines. He won \$5,000 by circling over two of the strongest fortifications on the Atlantic coast, demonstrating the efficiency of the aeroplane as a scout in time of war. It was on his return trip that he broke the world's altitude record for small machines, when he attained a height of 5,300 feet.

A word to the wives is seldom sufficient. Although there are hundreds of preparations advertised, there is only one that really stands out pre-eminent as a remedy for diseases of the kidneys, liver and bladder. Swamp-Root is not recommended for everything. A sworn certificate of purity is with every bottle. For sale at all drug stores, in bottles of two sizes—50c and \$1.00.

CONSTIPATION

MAY BE PERMANENTLY OVERCOME BY PROPER PERSONAL EFFORTS WITH THE ASSISTANCE OF THE ONE TRULY BENEFICIAL LAXATIVE—SYRUP OF FIGS AND ELIXIR OF SENNA. WHICH ENABLES ONE TO FORM REGULAR HABITS DAILY. SO THAT ASSISTANCE TO NATURE MAY BE GRADUALLY DISPENSED WITH WHEN NO LONGER NEEDED. AS THE BEST OF REMEDIES, WHEN REQUIRED, ARE TO ASSIST NATURE AND NOT TO SUPPLANT THE NATURAL FUNCTIONS, WHICH MUST DEPEND ULTIMATELY UPON PROPER NOURISHMENT, PROPER EFFORTS AND RIGHT LIVING GENERALLY. TO GET ITS BENEFICIAL EFFECTS, ALWAYS BUY THE GENUINE SYRUP OF FIGS AND ELIXIR OF SENNA MANUFACTURED BY THE CALIFORNIA FIG SYRUP CO. OR SALE BY ALL LEADING DRUGGISTS.

"Just Say" HORLICK'S

It Means Original and Genuine MALTED MILK The Food-drink for All Ages. More healthful than Tea or Coffee. Agreeable with the weakest digestion. Delicious, invigorating and nutritious. Rich milk, malted grain, powder form. A quick lunch prepared in a minute. Take no substitute. Ask for HORLICK'S. Others are imitations.

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DR. CHOW JUYAN
700 Clay St. Phone China 56. I, Jules Grand, 1032 Kearny St., S. F., am very glad to testify to the skill of Dr. Chow Juyan, who cured my wife of paralysis after she had spent many months in treatment with doctors in this city.

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