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THE CALL



THE WEATHER
YESTERDAY—Highest temperature, 68;
lowest Friday night, 48.
FORECAST FOR TODAY—Fair; light
northwest wind.

VOLUME CIX.—NO. 39.

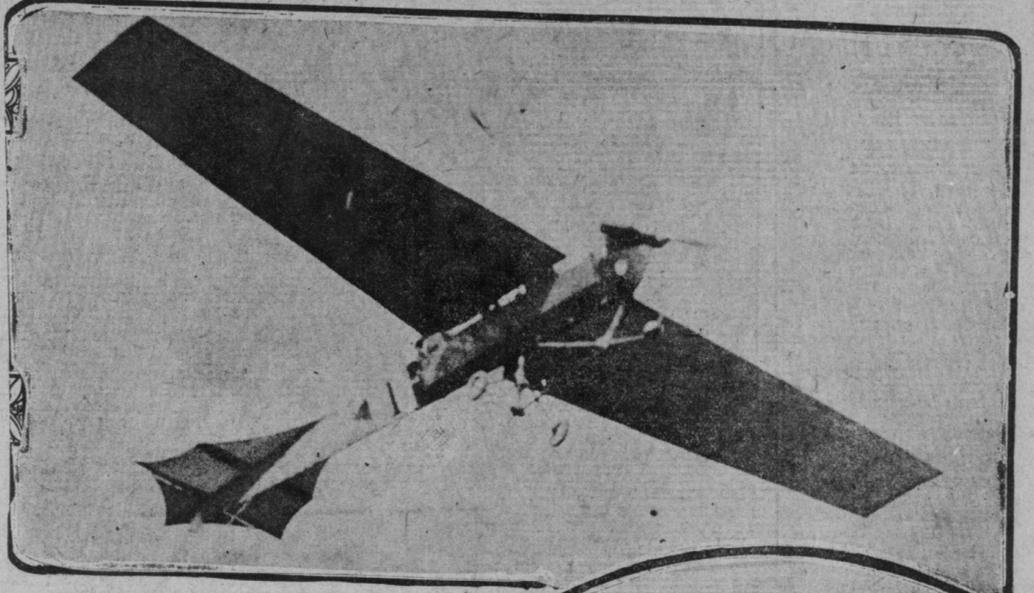
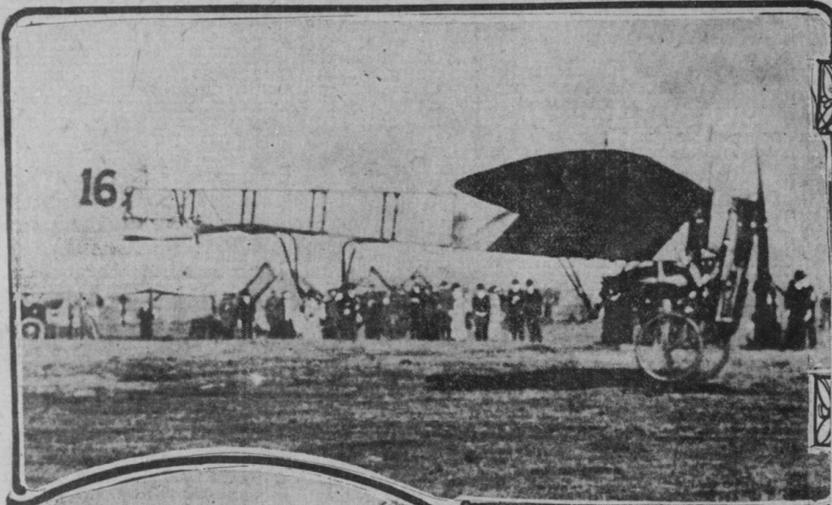
SIXTY-FOUR PAGES—SAN FRANCISCO, SUNDAY, JANUARY 8, 1911.—PAGES 29 TO 38

PRICE FIVE CENTS.

Birdmen Soar Over the Ocean and the Bay

RADLEY, STARTING ON HIS FAMOUS FLIGHT YESTERDAY IN A BLERIOT MACHINE

LATHAM IN ANTOINETTE MACHINE DURING HIS FLIGHT YESTERDAY OVER THE PACIFIC



James Radley, who circled over craft in the bay



Hubert Latham, who flew around San Francisco county

RADLEY'S SPEED IS A MILE A MINUTE

Aviator Tells How He Flew Over the Bay and Was Cheered by the Passengers on Ferries

By JAMES RADLEY

AFTER circling over the aviation field I went north out over the bay in practically the same way I flew in my test flight Friday, and then turned down the bay, keeping well out from shore until I reached the ferry track between San Francisco and Oakland. Here I came lower and circled about the ferry boats as they came and went, circling down low so that all on board could see the machine plainly. This seemed to please the people, for they cheered and waved.

After sporting around here some time I started back, and stopped to circle around each of the two war ships in the bay. The sailors gave me a noisy reception. Then I turned again, and began the course right up the bay to the spot where I had entered over it from the aviation field. By the time I reached the place in front of the grandstand from which I had started I had covered a mile for every minute I was away.

The atmospheric conditions were very good indeed, and no man could ask for a better day in which to fly. I anticipate some very enjoyable flights here during the remaining nine days of the meet.

LATHAM FLIES IN OVER GOLDEN GATE

Trip Across Peninsula to Pacific Followed By Complete Circle Around the County

By HUBERT LATHAM

EXCEPT during the start and finish of my flight in the Antoinette I was over the water all the time. I went directly from the aviation field across the peninsula to the Pacific ocean, then turned in a wide circle out over the water and came in through—or above, rather—the Golden Gate. My course was directly over the famous entrance to San Francisco bay.

Entering the bay, I continued up over the course the ships take when coming in, past the Presidio, past the city water front, and on until I reached a point on the bay shore directly opposite the aviation field. Then I came in and landed where I had started.

It was a complete circle around San Francisco county.

In every respect conditions were ideal. Over the field itself it was a bit warm, owing to the radiation from the earth, but out over the ocean and bay it was cool and delightful.

There is no reason why some notable flights may not be made during this meet, and every reason of atmospheric excellence why notable flights should be made.

POLITICAL GRAVES ARE BEING DUG FOR THOSE BEARING HERRIN BRAND

S. P. Boss Kicked Out Spalding Will Be at ---Johnson After Rear Guard the Capital on Monday

By GEORGE A. VAN SMITH

[Special Dispatch to The Call]

CALL HEADQUARTERS, SACRAMENTO, Jan. 7.—Anti-prize flight legislation is not on the administration program which is to be opened up Wednesday, unless unexpected developments result in changing the date.

The administration legislation program will not be confined absolutely to the platform planks promising legislation. There must needs be some legislation to make possible the governor's promise to kick W. F. Herrin out of the government of California.

W. F. Herrin is in the government of California and in it substantially; his presence is represented by the holders of nearly all important appointive places and by the holders of hundreds of lesser jobs.

Herrinism can be cleaned out of the great majority of the lesser places without recourse to legislation—but, well, there will be some legislation. Some of it will affect the official health of Superintendent of Banks Alden Anderson, upon the state of which a reassuring bulletin was issued by Anderson immediately after he had completed the perpetration of his governorship joke.

Grant to Resume Ranching

Other legislation is expected to assist Labor Commissioner Grant to relinquish his state duties and expedite

[Special Dispatch to The Call]

SAN DIEGO, Jan. 7.—A. G. Spalding will be in Sacramento before the balloting for United States senator begins. For the last two days he has been bombarded with telegrams urging him to recede from his original purpose to remain away from the capital. This evening he stated that he had decided to yield. "Since they will have it so," he said, "I will go to Sacramento, and I am going for a fight or a frolic, as circumstances direct." Spalding announced his purpose in the following telegram:

Mayor Grant Conard, Hotel Sacramento, Sacramento, Cal.: Your telegram of this day received. In response to your earnest request, and in deference to an expressed wish by a large number of the legislators who have asked for an opportunity to see and confer with me, and because of a duty I now feel that I owe to the voters of the 72 districts of the state carried by me at the August primary, I will gladly accept your invitation, and barring accidents will be in Sacramento next Monday afternoon.

I will leave here Sunday noon, take the "Lark" from Los Angeles Sunday evening and am due to arrive in San Francisco Monday morning. I believe that is a train leaving San Francisco about noon for Sacramento.

A. G. SPALDING.

ATTEMPT TO KISS TENANT IS CHARGE

"Blackmail," Says Wife of San Jose Capitalist "Wanted" by the Police

SAN JOSE, Jan. 7.—Accused of having forcibly attempted to kiss the pretty wife of one of his tenants, Homer Prindle, retired capitalist and a former member of the city council, is "wanted" on a warrant charging battery, sworn to by A. J. Neilsen, the woman's husband. Prindle is out of town, but his wife says he is the victim of a blackmailing scheme.

Prindle was taken in a patrol wagon from the home of Mrs. Christine Neilsen, 486 North First street, where the struggle for the kiss is said to have occurred, at 7:50 o'clock last night, but was released on his own recognizance.

Neilsen told Police Judge Thomas Dougherty today that Prindle made an appointment with his wife during the day to close business differences. After trying to arrange the engagement in a cafe, says Neilsen, it was agreed that Prindle should visit Mrs. Neilsen in the evening, when her husband was away. Neilsen and a neighbor were in hiding, and rushed out and seized Prindle when Mrs. Neilsen summoned them.

According to Neilsen, Prindle would not talk business, but seated himself beside Mrs. Neilsen on a lounge and "used force and violence" in attempting to kiss her.

The story Prindle told his wife was quite different. He said Mrs. Neilsen invited him to sit beside her to discuss business and that he heard Neilsen in the house, despite Mrs. Neilsen's assertions that he was away. He said Neilsen rushed in when his wife failed to persuade him to cancel certain obligations. The Neilsens came recently from Salinas.

JOHNSON SUGGESTS PATRONAGE BOARD

Would Have State Appointees, Except Personal Office Staffs, Under Civil Service

[Special Dispatch to The Call]

CALL HEADQUARTERS, SACRAMENTO, Jan. 7.—If a bill suggested tonight by Governor Hiram W. Johnson to a number of state senators is presented to the legislature and passed by that body patronage as it now exists in the disposition of public offices and appointments will become a thing of the past. The governor unequivocally announced his belief in the policy of eliminating patronage.

Governor Johnson made the suggestion informally to half a dozen senators, and it is probable that the matter will be taken up as a feature of administration policy. In brief, the governor suggested the enactment of a law creating a commission for the purpose of handling all patronage and appointments under civil service rule.

"I would take away from every official all right to dispense with any patronage except in the appointment of members of personal office staffs," he declared. "Put the appointive power now in the hands of the governor and other officials into the hands of a commission and bring every appointment, no matter what, under civil service. If a bill of this kind reaches me I will sign it in a minute."

Governor Johnson also said that he believed that a law should be enacted to prevent a governor from accepting the resignations of commissioners and other appointive officers for the purpose of making new "eleventh hour appointments." This could be carried out, he suggested, by the passage of an act permitting no appointment to fill a vacancy beyond the term of the original appointment, thus making it impossible for a governor to make new four year appointments just before giving up his office.

FLINT AIMS BLOW AT PACIFIC MAIL

Amendment to Bill for Regulating Panama Canal to Encourage Shipping

[Special Dispatch to The Call]

WASHINGTON, Jan. 7.—Aiming a blow directly at railroad owned steamships engaged in American coastwise trade, the senate committee on Inter-oceanic canals today adopted material amendments to the Mann bill to provide for the government of the canal zone and for the regulation of the Panama canal.

The chief amendment was one introduced by Chairman Flint, and is designed to encourage the establishment of independent steamship lines.

The amendment asks the president to fix the freight and passenger charges for using the canal, but freight charges must not be less than 50 cents nor more than \$1.50 a ton. It is provided also that no charges shall be paid for vessels in ballast nor for vessels owned or operated for or on account of the United States government nor for merchant vessels of the United States engaged in the coastwise trade of this country.

A proviso is added, however, that the exemptions shall not apply to any vessel in coastwise trade which is owned in whole or in part, or which is controlled directly or indirectly by any railroad company.

The proviso refers especially to such railroad companies as seek to avoid the effect of the amendment of the canal to reduce the effect of the competition of ocean traffic between eastern and western seaboard of the United States on transcontinental railway rates.

The effect of the amendment would be to deny free passage of the canal to the ships of the Pacific Mail steamship company, or any line which has connection with transcontinental railroads.

LATHAM AND RADLEY ARE THE STARS OF THE OPENING DAY

Flights by the Daring Aviators Cause Many Thrills

By ARTHUR L. PRICE

American built and American operated biplanes were first in the air at San Francisco's international aviation meet yesterday afternoon at South San Francisco. But to the foreign aviators in their French monoplanes went the honors of the day.

Hubert Latham, in his beautiful Antoinette, circumnavigated the city of San Francisco, flying from South San Francisco, San Mateo county, along the south boundary line of the city, out over the Pacific, past the Cliff House and Seal rocks, through the Golden Gate—the first aviator to be an argonaut—and south up the bay, back to the aviation field. He was gone from the ground 49 minutes 48.5 seconds, part of which time he was circling over the crowded stands.

Defi to Radley

Latham's trip was a deft to James Radley, the swift flying Englishman who drives the sturdy Blériot "cross the channel type" monoplane.

Radley's first flight yesterday afternoon at Tanforan—and he was the second of the birdmen to spread his wings—was as exciting as Latham's. He whirred northeast from the aviation field and flew up the bay. He reached the city front, where he flirted with the darting ferry boats, following them

More Interest Shown In Man Than His Flying Machine

By RUFUS STEELE

Flying is still mostly man. Paulhan used to say that it was half man and half machine. Paulhan's modesty made him give the machine a quarter more than its due. Anybody who spent yesterday at Tanforan knows that all the energy a flying machine possesses is stored in a motor that a man's brain contrived; that all the brains a flying machine carries are in the aviator's cap—and that at any stage of flight the machine would as lief fall as not, because it has no life to lose.

The big lesson of the first day of the aviation meet was that flying is still as individual an accomplishment as marksmanship or playing billiards. Biplane and monoplane never forget that they are heavier than air. It is the aviator alone who defies, or attempts to defy, the so called law of gravitation. That is how it came home to me as I sat in the throng of gapers at Tanforan, while aviators with single spread and double spread of wing circled and dipped and cut figure 8's between us and the zenith. It was not the machine that held us rapt; always it was the man. It was not matter that was furrowing the heavens; it was mind.

Faith Moves Man

Aviation today is a personal accomplishment, and the fact explains two

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