

American Aviators Successfully Soar in Face of Shifting Winds

PART OF THE GREAT CROWD THAT THROGGED THE AVIATION FIELD AND GRANDSTAND AT TANFORAN YESTERDAY.



FOREIGNERS FAIL TO MAKE FLIGHTS

Radley's Engine Misses Fire and Latham's Loses Quill From Wing

away down hill and landed in a gully. The front wheel and elevator were broken. The airplane was badly wrecked, and Meyerhoffer had a narrow escape from injury.

Experts Not Exempt

However, four of the professionals came to grief. Radley's engine missed fire; Latham, unable to raise with the wind, struck the ground with such force that a stay in one of his wings was broken; Ely lost a propeller when a standpipe on his gasoline engine broke and was struck by the blade with such force that a large piece was torn out of the propeller, and Willard had an accident happen to his rudder plane.

After the promising performances of Saturday before a comparatively small crowd, the limited flights of yesterday were in the way of an anticlimax. But the airplane is still much of a novelty to the people of San Francisco, and the flights of the biplanes were true flights with some dizzy dipping and high soaring. It was a good show for 50 cents, which was what most of the people paid at the gate.

GIVEN PARTING THRILL

As a parting thrill for the crowd, there was a sham battle between the United States and British aviators. Camp Seiffred on the aviation field and Parmelee and Ely in their biplanes.

The biplanes were circling high over the camp, like war eagles about to pounce down and bear off the colors, or the beautiful daughter of the commanding major general, or some vital secret of defense. A sentinel, with tip-toed head, saw the ominous wings overhead—or maybe the sentinel was standing with eyes cast to earth, thinking of his fair one in the distant Presidio heights, and saw the sinister shadow creep over the ground—and he gave the alarm. His rifle sounded. Instantly there was commotion in the company streets. Men in khaki rushed hither and yon, grabbing their trusty rifles and their trusted blank cartridge boxes. The four companies rushed to arms, each in different directions. With a bravery amounting to rashness the soldiers stood under the pitiless guns of the aviators and shot volley after volley into the blue empyrean, or up in that direction. The soldiers must have won, for the aviators sailed away—though they were unharmed, apparently.

NO RECORD THINGS

During the afternoon both Parmelee and Willard considered making trials for various records, but conditions were not satisfactory and no contests were held.

Charles F. Willard of the Curtiss team had an inadvertent clash with the police early in the day in which tempers flared a little. Willard did not have his badge with him and nonchalantly tried to enter the inner section of the field, unimpeded. A policeman barred his way. Willard started to explain who he was, but the policeman knew more about it than the aviator did, and threatened to arrest him.

This made Willard wroth. There was an unsettled condition of the atmosphere just at that time which might have led to a broken wing or a trip for Willard to the police hangar, but a man with a badge intervened and finally persuaded the incredulous policeman that Willard was really Willard.

At the little hospital conducted by the San Francisco board of health, and in charge of the surgeons of the city and county hospital and the emergency service, several persons were treated yesterday for minor injuries caused by coming too sharply into contact with barbed wire. Among those who were cared for were John Miller, F. Morris, Deputy Marshal George Kneese of South San Francisco, M. Meier and S. R. Lopez.

TROOPS FIGHT AIR WARRIORS

Crack of Firearms and Aeroplanes Foreshadow Future Battles

War and rumors of war agitated the military forces on the aviation field yesterday, but only once did the sinister crack of firearms and the ominous shadow of attacking aeroplanes speak of the clash of the nineteenth and twentieth centuries. This was when Brookings and Parmelee, the Wright brothers, with Eugene Ely, the Curtiss courier, swung in swift circles over the camp, while the soldiers shot at them from below. The aviators had no bombs, and the rifle shells were filled with blanks.

A sentry stationed out in the field gave the alarm by firing his gun, and within 15 seconds two companies of the second battalion, under command of Major J. P. O'Neill, were drawn up and ready to repel the sky attack. It was quick work, but the aeroplanes moved quickly and they were overhead by the time the troops were prepared to fire.

WORDS ARE SOMETIMES THE RESULT OF thought, but too often they are not. A woman isn't self-made just because she makes her own complexion. It doesn't require a skillful driver to drive some men to drink.

SPECTATOR FALLS FROM HIGH CLIFF

Machinist Badly Hurt While Trying to Get View of Aeroplanes

While watching the airship flights yesterday from the summit of the cliff near the Union iron works in Fourteenth avenue South J. B. Ranchevy, a machinist, 30 years old, living at 923 Minna street, lost his footing and fell to its base nearly 40 feet below. He suffered severe lacerations of the scalp and broke the little finger of his right hand. His wounds were dressed at the Potrero emergency hospital.

Ranchevy ascended the cliff early in the day to seek a vantage point, but found many there before him with the same object in view. When the flights commenced the crowd was so great he was forced to the extreme outer edge. In straining his eyes and craning his neck to get a better view he went an inch too far. The earth crumbled from under his feet and he fell, accompanied by a mass of earth and rock, into a pool of water below. This fact probably saved his life, as the water was deep enough to break the fall.

When rescued by bystanders his one regret was that he had not been able to get a good view of the airships after coming a long way to see them. "Had the crust of that cliff only when placed on the operating table, I would have got a dandy view of the first flight."

LORIMER CASE MAY BLOCK LEGISLATION

Both Branches of Congress Show Disposition to Forget Ballinger Controversy

WASHINGTON, Jan. 8.—Senators interested in getting to work on appropriation bills that have passed the house are beginning to fear that consideration of the Lorimer case may prevent them from giving the budget measures the careful study the bills merit. Indications are that the Lorimer case may consume a major portion of all the time that remains of the present session.

Either Senator Beveridge or Senator Owen will speak tomorrow in opposition to Senator Lorimer being permitted to retain his seat. Whenever speaks, an attack will be made upon the findings of the committee on privileges and elections, expurgating the senator of the charges of bribery filed in connection with his election.

This is expected to precipitate a controversy on which the senate will have to decide for or against Lorimer. As the question is one of highest privilege, it can be brought up, even to the exclusion of appropriation bills.

REPUBLICAN WHIP BUOY

Representative Dwight, the republican whip of the house, will continue his efforts to keep a republican majority constantly in the chamber this week. He is trying to carry out his promise to President Taft that a legislative program will be enacted that will prove satisfactory to the administration.

Members fear that even if the house crowds administration measures through, they will stand little prospect of enactment by the senate because of the Lorimer contest.

There seems little prospect of any decision by congress between the majority and minority of the committee which investigated the Ballinger-Pinch case. Occasionally some one suggests that the house vote on the question, but nothing whatever is heard of the reports in the senate. In both branches it is manifest that most of the members are inclined to forget the controversy.

PEARY TAKES DEFENSIVE

The inquiry of the house committee on naval affairs into Captain Peary's claim to have discovered the North pole, made in connection with the election bill to retire him as a rear admiral, is attracting considerable attention. For the purpose of bringing out any facts that might be of interest, Captain Peary announced that he would assume a defensive position, but he invited questions. Representative Macon of Arkansas is the leader of the opposition to Captain Peary.

DIRECT ELECTION PLANS

Whether the senate committee on judiciary will adopt the report of the subcommittee which recommended a constitutional amendment for the election of senators by direct vote, depends largely upon the fate of the Depeew amendment, which would allow congress to make regulations governing primaries in connection with senatorial contests.

Southern senators profess to see in it an attempt to violate the laws in several states disfranchising negro voters. The sentiment is believed to be against the Depeew amendment, but if it fails in the committee, it probably will be offered in the senate.

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MAN-CARRYING KITES TO BE TESTED AT TANFORAN

Samuel F. Perkins, who will fly by kite at the aviation field 100 feet in the air supported by 13 kites.



Army Officers to Make Practical Experiments With Invention of Perkins

For the first time in its history the army will make a practice test of the usefulness of the kite in war during the aviation meet at Tanforan this week. The two kites seen high over the field yesterday were not put to use. But beginning with today they will be thoroughly tested by Lieutenant Elvid Hunt of Company F, Thirtieth Infantry, who has been detailed for this purpose by Major O'Neill of the encampment, assisted by the inventor, Samuel F. Perkins, a noted balloonist of Boston.

Among the new things that Perkins himself purposes to do at Tanforan is to break his own record kite ascent of 350 feet, to send wireless messages from his chair and to try a two man lift. The wireless experiments are of especial interest to Lieutenant Hunt, who intends to see also what the kites offer in the way of scouting and sharp-shooting.

While the army plans can use their planes to break their descent in case of mishap, Perkins builds his kites of the strongest materials he can apply and says there is not going to be any fall. Nor are army men apprehensive on that account. Major O'Neill is an intimate friend of Captain Wise, now at Fort Leavenworth, who experimented extensively with man carrying kites several years ago. Owing to several serious accidents, Captain Wise gave up experimenting. Major O'Neill was transferred at that time to the west, and had since been awaiting an opportunity to experiment for himself.

Perkins has proved the feasibility of the man supporting kite and expects to interest the war department in his patents. His plan is not to depend on one kite, but a string of them. In all, collection consists of 300 kites. A dozen or more are used in making an ascent. They are made of spruce frames, covered with silk, and a string can develop the pulling power of a ton.

The method of ascent is first to send up a large kite 18 feet in length. Others are strung on, according to the wind pressure, when the flyer steps into his boss's chair for the ascent, the first kite is perhaps a mile or more away.

Perkins, who is only 25 years old, has had a brilliant record as a balloonist and a developer of aeronautical science. He comes from Boston, where he was graduated from the Boston mechanical arts high school and took a course for two years at the Massachusetts institute of technology. He is an active member of the Aero Club of America and the Aero Club of New England. He had charge of the kite display at the Harvard-Boston aero meet, where for the first time in America a man was sent aloft sustained by 18 huge aeroplanes kites, flown tandem, a 3-16 man rope being required to hold the 200 pound strain. He has flown his man carrying kites in other places with success.

The most perilous adventure that Perkins ever had was as the American aid in the Dusseldorf balloon in the race which started at St. Louis October 17.

Perkins gained his first experience with kites when he was working with Prof. A. Lawrence Rotch of Harvard and H. H. Clayton of the Blue Hill meteorological observatory. When Captain Thomas S. Baldwin sold to the United States government its first dirigible balloon he chose Perkins as his assistant.

He was selected as aid to Lieutenant Hans Gerike in the balloon Dusseldorf on account of his knowledge of air currents, aeronautics, and of the geography of the United States. They sailed from St. Louis and were in the air 42 hours 28 minutes. Their route was over the city of Milwaukee, which they passed at an altitude of two miles. From there their course was into Canada and they sailed into the wilderness, far beyond any railroads and 17 miles north of Lake Kiskadee. They were discovered in the wilderness by a guide for a hunting club and taken back to civilization.

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CASTORIA

For Infants and Children. The Kind You Have Always Bought



Bears the Signature of J. C. Watson

Working quietly among themselves, members of the fire department of San Francisco have raised the sum of \$1,500 for families of the victims of recent fires in Chicago and Philadelphia. Shortly after the disasters a list was compiled and circulated from engine house to engine house. The money will be taken east today by Mayor McCarthy. He will stop in Chicago long enough to leave \$1,000 with the mayor and will place \$500 in the hands of the mayor of Philadelphia.

It was on December 21 that a score of firemen lost their lives in a blaze that destroyed a leather goods factory in Philadelphia.

In both cities relief funds were raised for the families of the victims.

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