

PAULHAN BREAKS WORLD'S RECORD FOR CROSS-COUNTRY FLIGHT

BALLINGER PAID BY COAL BARONS FOR HIS ADVICE

Cunningham Admits \$250 Was Given Pinchot's Friend Who Inspected Patents

CLAIMANTS' FRIEND

While Judge in Seattle Secretary Received Fee, Is Magnate's Admission

NEW light was shed on the Pinchot-Ballinger controversy yesterday when Clarence Cunningham, one of the claimants of the Alaskan coal fields, admitted that he and his associates had paid Richard A. Ballinger for examining the patents to the lands.

Mr. Cunningham is in Los Angeles, and yesterday in the parlor of a downtown hotel told of the deal with Ballinger, declaring at the same time that the fact that Ballinger was friendly to him in no way tends to show that the secretary is doing any services for the claimants at the present time.

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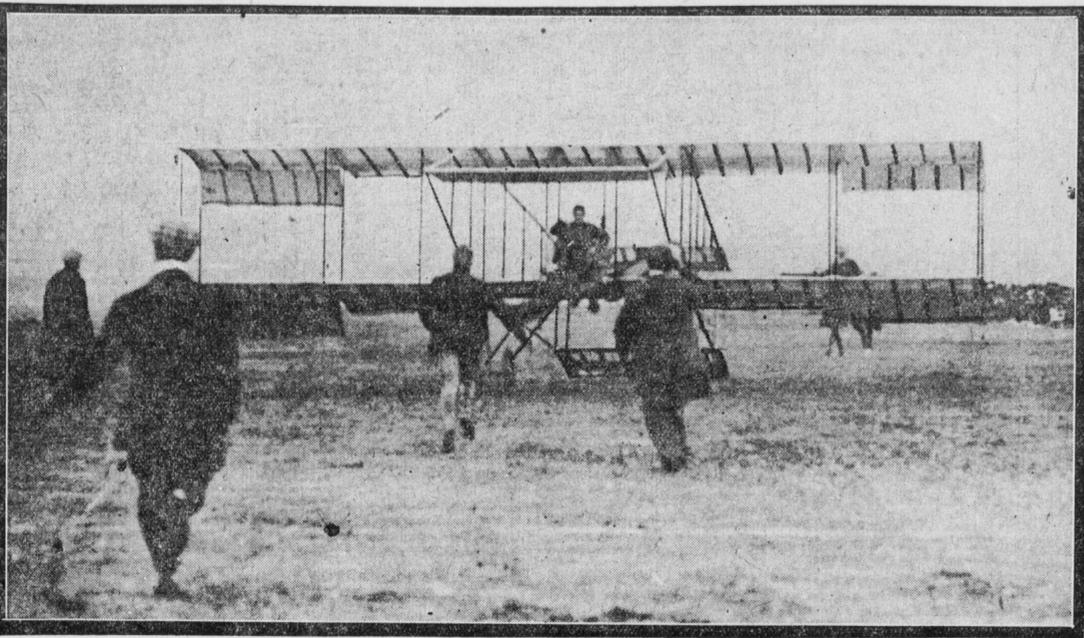
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Paulhan alighting after his world-beating cross country flight to Arcadia and return. The crowd broke into tumultuous cheers as the machine again appeared in the sky, after being lost for nearly an hour. The picture shows aides and officials on the field rushing toward the machine to embrace the aviator.

POLICE SHAKE-UP ON; 2 LOSE STARS

SERGEANTS ATTEND PRIZE FIGHT WHILE ON DUTY

Officers Summoned Before Head of Department at Midnight and Summarily Suspended—Case Will Come Before Commission

What promises to develop into a big shakeup at the east side police station, which necessarily will involve central police headquarters, was begun a short time before midnight last night when Sergeants D. L. Adams and Augustus Hartmeyer, both detailed from the east side station, were summarily stripped of their badges by Chief of Police Dismann.

The immediate cause of this sudden act of suspending sergeants supposed to be on duty is the result of a personal investigation by Chief Dismann, after the holdup of Peter H. Riggs, a Pasadena produce merchant, had been reported at the east side station. Investigation by Chief Dismann resulted in finding the two sergeants occupying seats at the prize fight in McCarey's pavilion, while they were supposed to be looking for clues that might lead to the solution of the brutal assault and robbery of Riggs.

That Captain Lehnhausen, in charge of the east side station, will be called before the police commission at its next meeting seems assured after last night's developments. When Chief Dismann arrived at the east side station he was not aware of the holdup, but went to make personal investigation of reports that conditions were not up to the standard and that it had been conducted in a haphazard manner.

According to the chief's statement, the only person in charge of the station was Desk Sergeant Cahill, and then he learned of the holdup. Efforts at first to locate Captain Lehnhausen were vain, but he was later reached by telephone at his home. In the meantime the whereabouts of Sergeants Adams and Hartmeyer had been ascertained. Captain Lehnhausen in response to a query of Chief Dismann as to why the east side station was neglected and why the two sergeants were absent from duty without authority, replied he had given Sergeant Adams permission to attend the fight, but not Hartmeyer, and that the officers, it is said, made a bluff of patrolling their beats during the fight by calling up at the stated intervals from a telephone at the prize ring.

The sergeants were the two most surprised persons in Los Angeles when they appeared before the chief at midnight, and their stars were taken from them. No attempt of an explanation of their conduct was given or asked, as it is a matter that will be thrashed out thoroughly at the next meeting of the police commission. In speaking of the surprise last night, Chief Dismann said: "It is no wonder that such holdups are possible if officers are permitted to perform their obligations, wilfully absent themselves from duty. I acted personally in this matter, and did not depend on reports or rumors. It means a shakeup and if the east side station is not properly managed I intend to learn the reason."

Sergeant Adams has been with the police department for a number of years, while Hartmeyer is still serving his probationary period, receiving his appointment at the same time that Captain Lehnhausen was promoted.

JOHN R. WALSH, AGED BANKER, GOES TO FEDERAL PRISON TO SERVE FIVE YEARS' SENTENCE

Famous Financier Who Began Life as Newsboy and Later Controlled Millions Must Don Garb of Convict, After a Desperate Struggle

CHICAGO, Jan. 18.—John R. Walsh, 72 years of age, who began his business career as a newsboy and later controlled millions in banks, railroads, newspapers and coal fields, left for the federal prison at Leavenworth, Kas., at 6 o'clock tonight to begin a five years' sentence for misapplication of the funds of the Chicago National bank, of which he had been president. His journey followed a denial by the United States circuit court of appeals of his petition for a new trial on the ground of alleged misconduct of the jurors who found him guilty.

The final chapter in the financier's long fight against a prison term is summarized as follows: Ten a. m.—Appeared at his office in the Grand Central station and conducted business as if nothing of unusual importance were pending. Eleven-fifteen p. m.—Summoned to a dining hotel, where he heard over the telephone that his petition for a new trial was denied.

Four p. m.—Heard read the mittimus committing him to prison. Four-fifteen p. m.—His wife, daughter and intimate friends good by at his Calumet avenue residence and started for the station in his automobile. Six p. m.—Left on the Chicago, Milwaukee & St. Paul railroad for Leavenworth, where he is due at 10 o'clock tomorrow morning.

Banker's Escorts On his trip to Leavenworth Walsh is accompanied by John W. Walsh, his son; by Lee Babcock and Dr. L. Blake Baldwin, his sons-in-law, and by Attorney E. C. Ritzler, his financial counsel. He is in the charge of United States Marshal L. T. Hoy and of Deputy Marshal Thomas Middleton, a lifelong friend.

After Walsh was on his way to Leavenworth a rumor was started that desperate effort would be made to get the prisoner off the train by a habeas corpus proceeding.

DECLARES INDUSTRIAL CONDITIONS KILL MORE PEOPLE THAN HOOKWORM

Learned Scientist Says Children Under Legal Age Working Twelve Hours in Cotton Mills Responsible for Diseases

CHICAGO, Jan. 18.—The hookworm is much abused, according to Prof. E. A. F. Winslow of the Massachusetts Institute of Technology. Lecturing on "Principles of Sanitary Science" in Kent theater, University of Chicago, the eastern scientist said: "Inconceivable conditions in southern factories are causing more deaths than the hookworm. Children under legal age are working twelve hours a day in cotton factories. The hookworm is mentioned when the blame really should fall on industrial conditions." Prof. Winslow named the habit of walking barefoot as conducive of the hookworm disease.

TRAIN RUNS INTO WASHOUT VANCOUVER, Wash., Jan. 18.—Passenger train No. 3, westbound on the Spokane, Portland & Seattle road, ran into a washout early today near Harbin. The engine, mail and baggage cars ran into the ditch, and it is reported that Engineer George Koontz was killed and two tramps were seriously hurt. None of the passengers were injured.

LIQUOR SALE AT PARK IS HALTED

HERALD'S PROTEST HEEDED IN AVIATION FIELD

Violators of Law Under Concessions Granted F. J. Zeelandelaar No Longer Offer In Suit to Spectators

The promiscuous sale of liquor at Aviation park has ceased suddenly. Yesterday morning The Herald protested against this violation of the law. When the grounds opened in the afternoon grandstand vendors carried out intoxicating liquors, crying these wares for sale. Only soft drinks, peanuts and popcorn were seen in their baskets.

In the main restaurant tent, back of the grandstand, a hot lunch, consisting of one wienersurst and a little hot sauerkraut spread upon one slice of bread, were served with every drink. And all intoxicating beverages were sold in original packages.

Many expressions of gratification were heard because of the vastly improved condition of affairs at the grounds. Members of the family owning the grounds leased for aviation purposes declared they had not known of the general sale of liquor throughout the grounds and would not have countenanced it. They expressed satisfaction in the action of The Herald which resulted in protecting the women and children from the importunities of the liquor vendors.

The little stands along the walk were closed because of the fact that but one license was issued. That one was for the main tent.

The managers of the week's tournament explained that they were not aware of the wholesale violation of the law. They declared the license was secured late Saturday afternoon before their negotiations with the concessionaire had been closed. For this reason the license was made in the name of F. J. Zeelandelaar and later turned over to the man who started in to get rich suddenly. No blame is attached to other members of the management. It is believed the remaining two days of the meet will be free from violations of the law.

Brown Closes Bars Chief Detective S. L. Browne of the district attorney's office, who went to Aviation field to investigate the reports of the violation of the county liquor ordinance, said last night that the liquor selling in the grandstand was stopped before I reached the grounds. But I found three bars running in the tent at the rear, and everything there was booming. I saw the managers, who said they believed they were warranted by the terms of the license to supply liquor to anybody and everybody that wanted it. Then I closed the bars and closed them tight. The men in charge were shown the law and told to observe it. They promised to do so, but I expect to keep men on the ground to see that the county ordinance is complied with.

EATS APPLE; DIES YREKA, Cal., Jan. 18.—Mrs. M. K. Thomas died at the family home near this city yesterday while eating an apple and conversing with her husband. She was a prominent pioneer woman of Shesquiyou county and is survived by her husband and two sons.

MESSAGE FROM DEAD COMES TO WANDERER AFTER FORTY YEARS

Letter from Sister Mailed Nearly Half Century Ago Might Have Changed Course of Her Brother's Life

PASADENA, Jan. 18.—Elliot Kauffman of the Guirnalda hotel, Pasadena, yesterday received a message from the dead, in a letter from his sister mailed in West Baden, Germany, forty years ago. The letter was forwarded by another sister from Chicago, the writer having died twenty-five years ago. "Elliot, you must come home to us; we are longing to see you," was the message from beyond the grave. "Why don't you stop wandering and return home?"

The letter carried a poignant meaning to the man who received it, for during the forty years since it was written he has been a wanderer. He has followed the open road into every corner of the world, and is stopping in Pasadena only a few weeks in his wayfaring. He has accumulated wealth in his adventures, but always he has deplored the fact that he has found no permanent home. Yesterday came the written message which, delivered in time, might have changed the course of his life.

FRENCHMAN FLIES ON WINGS OF WINDS

DISTANCE 45 MILES

Daring Aviator Guides Biplane at High Speed from Dominguez to Santa Anita Race Track and Return

SOARS HIGH OVER CITIES AND FIELDS

Fifty Thousand Frenzied Spectators at Park Hail King of the Air as He Brings His Steed to Earth

FACTS OF PAULHAN'S RECORD FLIGHT Distance—Forty-five miles. Time—1 hour, 2 minutes, 42 4-5 seconds. Start made at 3:09:41 1-5 o'clock. Finish made at 4:12:23 o'clock. Wind velocity—Thirty miles an hour, highest; twenty miles an hour, least. Greatest altitude—1988.8 feet. At greatest altitude wind was steady at twenty to twenty-five miles an hour. Engine behaved perfectly, giving no trouble whatever. Complete circuit of Santa Anita racetrack made. Previous cross-country record, forty miles, 1 hour, 3 minutes, made by S. F. Cody, Aldershot, England.

BY SHIRLEY A. OLYMPIUS

MONSIEUR LOUIS PAULHAN, bird-man, rode on the wings of the wind yesterday from Aviation park out over the green fields of the fertile San Gabriel valley to the foothills which rise from the edge of the historic "Lucky" Baldwin ranch, circled the Santa Anita racetrack, turned in his course and worked his way back to his hangar in the center of the big course on Rancho San Pedro. He was on his ride through space 1 hour, 2 minutes and 42 4-5 seconds, and he covered forty-five miles, the longest cross-country flight the world has ever known.

Thus has Paulhan, the greatest aviator of them all, added new laurels to his large wreath, \$10,000 to his pocketbook and to history a page which will not soon be blotted out and which will be read in millions of homes in every quarter of the globe when the morning coffee is being served.

The scroll of the immortals was unrolled in Los Angeles when the Aviation meet was opened a week ago last Monday. Louis Paulhan since that time has written his name upon the parchment twice, using for his stencil a "flying machine"—a Farman biplane. Once he went up into the sky so far that instruments failed to record his flight when he became a mere speck in the field of the strongest binocular. Again, yesterday, he became a speck to the glasses, but the biggest speck in the world, for he was making history—aviation and world history—every second.

CROWDS CHEER MADLY

Like the heroes read about in story books, Paulhan has acquitted himself. As he jumped from his seat in his biplane after he had finished his flight, his face was wreathed with that smile that will not come off. He said, simply, "Ah, it was great sport." That tells the story of the man's greatness, of his daring and of his accomplishments.

It was thrilling even to Americans when the strains of "La Marseillaise" sounded as the aviator started. Never in America was the French air of victory chorused with greater fervor than yesterday at Dominguez. Los Angeles was proud of its visitor as only Los Angeles knows how to be proud.

There were 50,000 on the field alone to do him honor, and other thousands cheered from roofs of tall buildings in the city. More honor could not have been paid a native son than was meted out to Paulhan, the hero of the world today. He may be France's son, but he is Los Angeles' history maker, and Los Angeles is proud of him.

When Louis Bleriot, in his own monoplane, soared across the English channel from Sangatte to the white chalk cliff where Dover rests the world was astounded at the news. It was the flight of flights then. Since last July longer aerial journeys have been taken in heavier-than-air machines, one of them by Paulhan, but Paulhan's achievement yesterday is the record in distance, record in time and record in character. Never before had a flight of so many miles been made from a given point to another given point and back to the starting point without a descent.

SECRECY AT HANGAR

From the noon hour until 3 o'clock an air of mystery pervaded the Paulhan hangar. An auto, bearing Mme. Paulhan and two friends, dashed up to the camp at 2 o'clock. A hasty consultation was held with Paulhan. Then the auto dashed away again.

To every inquiry as to what all the commotion meant the same answer was given, "Monsieur will soon make a flight." That answer has been given frequently in the past week. It meant everything or nothing, just as it happens to be heard. To those who heard the words only, yesterday, they meant nothing. To those who coupled the words with intuition, they meant another world's record soon might be recorded.

Before 1:30 o'clock a brisk breeze came up out of the southwest. By 2 o'clock, when the events of the day were scheduled to begin, the breeze had become more a gale than zephyr. In the center of the field a captive balloon careened and bumped like a top until it had to be towed to its home in the draw back of the grandstand.

A few minutes later the \$5000 balloon New York, which had been piloted to the field from Huntington Park by George B. Harrison, suddenly flattened out, gas filling the air for a few minutes. The wind was too strong for the balloon, so it had been slit open to prevent injury. But the wind was not too strong for the French bird-man. He was ready to weather any gale, for he had told Chairman Bishop that he would go to the hill over to the east and return to fill his pockets with American gold.

STARTED AT 3 O'CLOCK

Aviators came out from their hangars at 2:30, glanced into the sky, looked at their anemometers and made quick decision not to attempt flight in the thirty-mile wind, which tears cruel fingers at the rubber-silk surfaces of aeroplanes. Those other aviators were not afraid. They were cautious. The word caution is not written in the lexicon of M. Louis Paulhan. Nor is fear there, either.

Three o'clock saw the Frenchman in the air for a quick circle of the field. He shot out to the west and north, swerved back again

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