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Thomas DeWitt Milling Collection - Clippings

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[[Column 2]]
his father as a passenger, in the biplane contest. He had engine trouble soon after he started over the same course which Ovington flew and he was obliged to land at Medford, in the old Mystic driving track.

Atwood came back to the field with his father in an auto soon after, while his mechanics repaired the engine. They telephoned him when they had effected repairs and he started back in an auto to his machine, jumped into it and flew back to the aviation field.

Before he alighted, however, he gave a splendid exhibition of flying over the aerodrome for some 15 minutes.

Bearry was in the air with a passenger at the same time and Grahame-White in his big Nieuport monoplane was making an altitude flight. It was a fine spectacle and the sun had set like a ball of fire when the aviators alighted.

Then came another thrill. The progress of the plucky little signal corps lieutenant who had entered the biplane contest against Atwood in a Burgess-Wright machine had caused almost as much excitement as the progress of Ovington, especially among the army and navy men present.

They hoped and hoped that Lieut T. D. Milling would make the course and win the first prize. He would be the first man in either wing of the service to have made such a flight.

Eager for News of Milling.

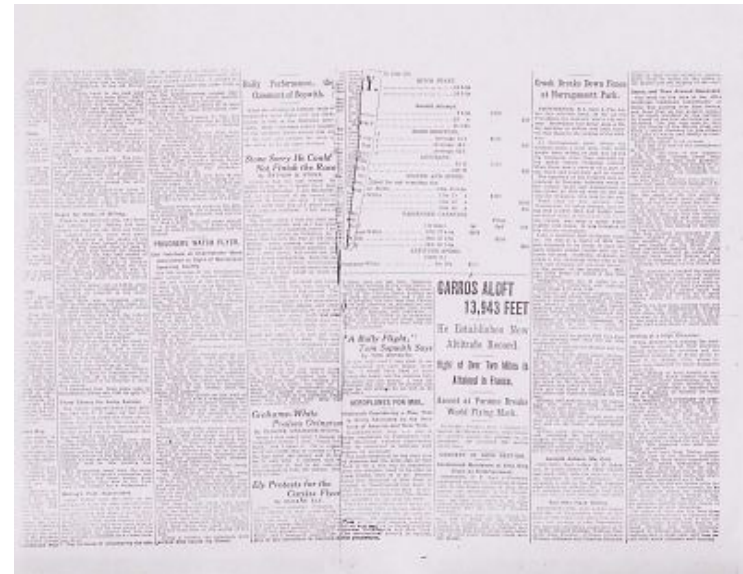
When it was reported that, like Stone and Atwood, Lieut Milling had been obliged to land on the first leg before he reached Lowell, there was some thing like gloom in the ranks of his friends, which was turned to joy later when it was learned that he was in the air again and headed for Nashua, N H. He lost his way and landed at Concord, Mass, to find out his course.

When Lieut Milling got to Nashua he got a great reception from the vast crowd there, a reception that was repeated four-fold when he arrived at Worcester, and later when he arrived at Providence.

He left the latter city at 5:58:33, about 12 seconds after Ovington crossed the finish line at Atlantic in the monoplane contest.

Then there was increasing excitement as the progress of the army aviator was reported by telegraph along the route from Providence,

It was getting dark and the contest committee ordered a big bonfire to be lighted in the center of the aviation field so the plucky little aviator could pilot himself safely to the field. Bombs were also fired off and he saw these long before he saw the bonfire.



The sky was so clear that he could be seen as he came up on the western side of the Blue Hills, and it seemed only a few minutes from that moment when he was sighted when he was circling over the lighted aerodrome, and the crowd was cheering as before.

Then he alighted and Mayor Fitzgerald was the first to congratulate him.

Milling tore off a big rain coat he wore and tossed it to Charles J. Glidden, saying:

"I borrowed that from some man in Providence, please see that he gets it."

Three Cheers for Army Aviator.

The mayor congratulated Lieut Milling and the U S army on his great flight. He next called for three cheers, which were given nby the crowd that surrounded the machine and caught up by the crowd on the grandstand that had waited for his arrival.

The aviators and army men then grabbed Milling and lifted him on their shoulders. The crowd behind lighted roman candles and torches and with the cheering mayor at the head such a procession as was never in this country was started.

The procession went once the same route as did Ovington's procession and pretty much the same scenes were enacted. Only this was in the dusk with a big bonfire for a background.

Milling's Feat Appreciated.

Lieut Milling told his story to the newspaper men; he was congratulated can congratulated, for it was felt that an army man had done a great thing at the Harvard-Boston meet. He had won the greatest cross-country contest. In aiplanes that had ever been seen in this country, and he was pitted at the start against an aviator who has won an enviable reputation as a cross-country flyer.

The fortunes of aviation-or the mis-
[[/Column 2]]

[[Column 3]]

In the quick start contest. for instance, Beatty and Sopwith were tied with a record of 10 5-3s. A second attempt fave Sopwith the prize with a record of 9 4-5s.

In the bomb-dropping contest Sopwith beat Beatty by small margin. Sopwith also won the accuracy.

The figure 8 speed contest of 14 laps was one of the most interesting

contests of the day.

It was won by 'Eugene V. Ely, but he was disqualified because he did not circle the course once after crossing the line the last time.

Grahame-White won the first prize of \$300 with Sopwith second and Beatty third. Grahame-White used his Nieuport monoplane and he went around the course at a terrific rate of speed, but he had to fly wide around the pylons and this was where Ely won out Ely could bank around a pylon closer than any of the contestants. His time was 16m 50 3-5s, and Grahame-White's was 17m 19s.

Grahame-White also won first in the passenger-carrying speed contest of 12 laps-18 miles. He got \$300. He did the course in 17 minutes 37 4-5 seconds. Sopwith in his Bleriot monoplane, with a passenger-Denys Meyer of the Globe staff-did it in 19 minutes and 25 1-5 seconds.

Grahame-White was alone in the altitude speed contest. He climbed 3000 feet in 5 minutes and 30 seconds, and got the first prize of \$300.

It was a great day, and today should be a great day with a Boston light flight in which four monoplanes will be entered.

PRISONERS WATCH FLYER.

Old Habitués at Charleston Were Astonished at Sight of Monoplane Speeding Swiftly.

The 800 inmates of the Charleston state prison had a chance yesterday to see and wonder at the aviators, of at least one of them as he flew directly over the prison yard. Work was suspended in the shops and the prisoners were given the morning in the yard. They did not expect to witness the flight of an airship, however.

Warden Bridges was packing his grip preparatory to taking the train for Red Oaks lodge on the Belgrade lakes in Maine for the first vacation he has had in many months, when a Globe man asked him if he knew the airships might pass over the prison on the way to Nashua and if he was going to give the prisoners a chance to see the flight.

"Didn't know anything about it," replied Gen Bridges.

But he hurriedly finished getting his baggage ready and went out in the yard to give notice. A hot baseball game was in progress between the two crack prison teams when the warden got into the yard. All the prisoners were gathered about intent on the outcome. Finally the ninth inning came. The warden did not want to announce the coming of the airship until the game was finished.

About 11:15 the guard on the wall of the prison yard saw a monoplane coming at a high rate of speed through the air. He signaled to Gen Bridges in the yard and he was the first to call the attention of the prisoners to the flying machine. Every one of them craned their necks and looked into the air.

When the airship soared smoothly over the prison yard some of the older prisoners, who had never seen a trolley car or an automobile, stared with amazement. They could scarcely believe that there was a man directing the little machine away up in the air.

Some of the younger prisoners who were more acquainted with modern wonders were more critical.

"Looks just like one of those south wing mosquitoes," said one man.

"An automobile isn't in it with that." was the comment of another.

When the aeroplane was just over the prison yard, the prisoners in a body took off their hats and waves them in the air and gave three cheers for the man in the flying machine, whom they nicknamed "Jack."

The cheers must have been heard far outside the prison yard. A moment later the bell rang and in 4 1/2 minutes the 800 men had formed in line [?] marched into the prison, leaving the yard entirely deserted. Warden Bridges said that often the yard is cleared quicker than that at the sound of the bell.

Being a holiday the prisoners were served with extras for dinner.
[[/column 3]]

[[column 4]]

Bully Performance, the Comment of Sopwith.

What the aviators at Atlantic thing of Ovington's great flight over the Globe course is told in the following interviews. Stone expresses regret because of the accident which forced him out of the race and praises the work of the victor as do all other birdmen.

Stone Sorry He Could Not Finish the Race.
By ARTHUR B. STONE.

Ovington has my best wishes. He made a ride that I would have been proud of duplication. I am disappointed, not on account of the monet, but because of losing the race. I believed that I could beat him if I would never have been so confident. I felt sure of victory.

My engine when I left the field was working beautifully and as I was holding perfectly to a compass course. I believe that I gained on Ovington, for I know that he lost his way as did Lieut Milling. After passing over parts [?] Boston I began to smell gasoline and saw a little spray, but could not tell where it was coming from. Soon the entire front of my seater was saturated and I feared that it would reach the engine and my fate would be death by burning in midair.

I slowed down but could not locate the trouble and then was forced to bring my machine to the ground. The landing was made all right and there was no damage done to the monoplane. My manager, Dave Shafer, and other friends joined me after a [[?]] and we found that the spray came [[?]] piece of rubber tubing which goes between the copper feed pipes, the rubber [[?]] that vibration would not affect it. It had not been properly wrapped by wire. Who was responsible for the carelessness I don't know. Unfortunately I did not get to the field until late. but as the machine appeared to be all right the night before I did not give it the examination I should have done.

We tried to get the engine going to fly back to the field, but it would not work. The machine was then pushed to the road. The running gear was broken a trifle, but will be in shape, I believe, for tomorrow's competition. Ely landed on Moon island on account of a leak in his radiator, while mine was in a feed pipe. Mine was more expensive, however.

Grahame-White Praises Ovington
By CLAUDE GRAHAME-White.

When I was asked what I thought of Ovington's victory I said, "Damn good flight," and I mean in. He is entitled to all the credit that is coming to him He was after the money and he flew for it and won. I suppose that we are all after it, but in my case not hard enough to take the chance. Good luck to him."

Ely Protests for the Curtiss Flyer
By EUGENE ELY.

After congratulation Ovington and Lieut Milling on their grand flying [[?]] day I wish to state why I withdrew from the meet. I consider that the [[?]] has been unjust discrimination against me and in fact against the Curtiss flyers at the Atlantic meet. Today I [[?]] fairly and I protested against the [[?]] -tion of the committee in claiming [[?]]

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[[column 5]]

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I didn't take the last turn. Moreover there was nothing in the rules about it.

On being disqualified, Mr Nolan, manager of the Curtiss flyers, notified me to pack up immediately, and I did so. It is probably the last time that Curtiss flyers will perform at Atlantic-At any [[?]] the conditions that rules [[?]] year, financial and otherwise. I have found Mr Claflin to be personally a fine man and am not bitter against him. Our troubles have been with the contest committee.

"A Bully Flight," Tom Sopwith Says
By TOM SOPWITH.

It was bully and I was glad to see in American win your Boston Globe prize. I would have liked to have [[?]] the honor, but the chances were too great for the money. I wish Mr Ovington the very best of success and hope he will always do as well as he did today.

AEROPLANES FOR MAIL.

Hitchcock Considering a Plan That is Being Advocated by the Aero Club of America and New York.

WASHINGTON. Sept 4--A plan is being considered by Postmaster General Hitchcock whereby experiments may be conducted in carrying mail matter by aeroplane.

The plan submitted by Aero club of America and the Aero club of New York is for a test trip in connection with the aviation meet to be held on Long Island, Sept 23 to 29. Former Lieut Gov Woodruff of New York, is coming to Washington this week to urge the approval of this plan. It provides for a mail fight from the Brooklyn postoffice to the aviation field.

This first test will be used as an entering wedge with congress should it prove successful and the air men are optimistic. An appropriation will be urged at the next session providing for an aero [[?]] on an hourly schedule between Philadelphia and New York. The aeronautical reserve is backing this proposition.

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[[column 6]]

GARROS ALOFT 13,943 FEET

He Establishes New Altitude Record.

Hight of Over Two Miles Is Attained in France.

Ascent at Parame Breaks World Flying Mark.

PARAME, France. Sept 4--Roland G. Garros, the French aviator, today broke the world's record for altitude in an aeroplane. H ascended 4250 metres (13,943 feet)

CONCERT IN GRIM SECTION.

Condemned Murderers at Sing Sing Given and Entertainment.

OSSINING, N. Y. Sept 4--Fourteen condemned murderers, awaiting in their cells in the death house of Sing Sing prisons the summons to the electric chair, today heartily enjoyed a concert the first ever given in the grim innovation was the idea of Warden Kennedy.

No work was done in the prison today, and to make the day different from the routine the warden had a quartet of singer and violinist give concerts in four parts of the huge building, so that every prisoner could hear the music.

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Crush Breaks Down Fence at Narragansett Park.

PROVIDENCE, R I, Sept 4--The Labor day aviation meet, as far as the Providence leg counted, was a big success. Providence had never seen a flying machine in motion and keen interest was taken in the coming of the birdmen.

At Narragansett park, where the birdmen made a brief stop, fully 50,000 people were within or just out of the big enclosure, more that one-half being inside before Ovington arrived. Then there was a cve-in of a part of the fence and everybody got on board.

The approach of the aviators was announced by frequent bulletins wired to the judges' stand and megaphoned to the crowd, so that all were on the qui vive for Ovington, who was in the van.

Word that he was passing over Woonsoctet, 19 miles distant, and flying like a swift bird, had hardly been announced when in the north, far up in the clouds, was seen a specj which rapidly took shape. It was Ovington in his Bleriot monoplane.

Like a speeding dart Ovington came on. He was at a hight of 3000 feet and appeared to be about to pass the park despite smoke bombs sent up to mark his path. Suddenly, however, he made a tip, swooping down like a big bird and bringing his machine directly in the center of the inclosure. With one little bump he rolled a few feet and stopped.

Ovington made the 44 miles in 46 minutes, his departure and arriving times being 3:22 and 4:08.

Ovington got a great ovation from the big crowd which cheered and the made a break for the machine. Ovington waved a response to the hearty greeting and was then escorted to the official headquarters by Frederick Roy Martin of the Providence Journal, chairman of the reception committee. At headquarters he met Gov Aram j. Pothier, who extended his warmest congratulations.

Ovington said he sailed 5000 feet high on an average and that the air was extremely cold.

At 5:04 he started from Boston and the Globe's big prize.

Fifteen minutes later Lieut milling, USA, was driving a Burgess-Wright biplane, alighted at the park. He was so numb with cold that he could hardly get out of his seat. The greeting extended to him was unusually enthusiastic. He was taken by the arms by Mr Marten and the manager Wandless and taken to the clubnhouse. This got his blood in circulation and hot coffee and vigorous rubbing did the rest.

Milling was anxious to be off before dark and, after receiving the best wishes of Gov Pothier, at 6 o'clock he started on the last leg.

Hovington circled course once and then swept away over Narragansett bay and up the Valley via East Providence.

Milling made three beautiful turns and, attaining the right high altitude he sought, sailed away to the northeast, following closely Ovington's course. Millings average hight from Worcester to Providence was 3000 feet.

Accepts Auburn, Me, Call.

CHICAGO, Sept 4--Rev R. F. Johonot, 18 years pastor of Unity Church, Oak park, , with his wife is spent the summer in New Hampshire, has accepted a call to the First Universalist church of Auburn, Me. Dr Johonot resigned his pastorate at Oak park a year ago to rest and seek new fields.

Red Men have Outing.

BRIDGEWATER, Sept 4--The annual field day Nippenicket tribe of Red men of this town took place this afternoon and evening at lake Nippenicket. The general committee comprised of RF Ellis, Edward Bazinet, William Marshall, John Fraley, William Coleman, Warren Atkinson and Charles Rhoades.

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craft so that every squall it encountered could be noted by the tilting of the planes and the dipping of the craft.

Stone, and Then Atwood Descended.

The wind on the tops of the office buildings freshened considerably as Stone was passing over East Boston, and from that on the aviator seemed to be much trouble by the currents he found at the low elevation he was traveling. He, too, was seen to turn up the course of the Mystic river and when a short distance up the stream was seen to waiver and finally to make an abrupt descent.

This was about 11:30 o'clock.

That left but one of the model planes in the contest.

At 11:37 the first of the biplanes could be seen coming North from Squantum. This was seem gradually rising and following course of the

two monoplanes, but traveling at a very low elevation as compared with the other aviators.

It was Harry Atwood, from whom so much had been expected because of his marvelous flights across country recently. Atwood was not making anything like the speed of the two preceding flyers. He followed more nearly the course of the harbor than did the others, and at the low elevation he selected his machine was buffeted considerably by the wind, so that the rise and swing of his planes and the constant tilting of his machine showed plainly the trouble he was having in maintaining his course.

He was greeted uproarously by the steam whistles about the harbor and flew steadily, if with difficulty, until he headed up the he headed up the Mystic river. Then something seemed to go wrong with his machine, for he turned as if heading back toward Boston and for a time it appeared as if he was going to attempt a landing at the North End park.

Soon, however, he banked his machine again and headed back on his original course. Steadily he continued until he was seemingly well out by the Observatory on the estate of Gen Lawrence in Medford. There he turned again and began a series of circles, as if again looking about for a suitable landing place.

Slowly he was seen circling back and forth in that neighborhood, working back down the River, until at 11:53 he was seen to dip and disappear almost at the same point Stone, in his monoplane, had come down a short time before.

Milling at a High Elevation.

While Atwood was making his landing, Boston people had their attention divided between his troubles and the beautiful exhibition of flying given by the Lieut T. D. Milling, USA, was by playing was observed to leave Squantum about 11:45.

Lieutenant Milling had at once sought a very high elevation, much higher than any of the other three contestants, and his graceful machine came steadily on at a fast clip, preserving a beautiful balance and sailing as dead as could well be imagined.

His machine was seemingly not making anything like the high speed of the birdlike monoplanes which had previously gone over the city. His progress seemed slower because of the high elevation. He was apparently fully a mile high and seemed to have found a very congenial air current.

The sun glistened on the Pplanes of his big craft and the two propellers at his rear caught and reflected the sun as they swiftly churned the way through space. His progress was most interesting to watch.

When well over East Boston, people on the tops of the Boston buildings observed him drop what appeared like a partially folded newspaper, which turned and gyrated in the air as it slowly descended from the great height, falling almost straight down but drifting steadily southward as it fell.

Apparently he did not follow quite the course of the other contestants, as he was seemingly above the treacherous air currents and made almost a beeline North over the Middlesex Fells, his machine melting into the clouds as he disappeared over Stoneham.

Of course it was not the first time that either monoplanes or biplanes have appeared over this city, but it was the first time they have been seen in speed contest, and those fortunate enough to witness the event from the rooftops saw a site they will long recall with much pleasure and interest.

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