

# AIRSHIP SQUAD FLIES TO A FOOTBALL GAME

## 12 Aeroplanes from Mineola Descend at Princeton and Aviators See Yale Game.

### EVOLUTIONS OVER STADIUM

#### Great Throng of Collegians Cheers Airmen as They Dip, Spiral, and Loop the Loop.

Led by "Hobey" Baker, the former Princeton football star, a squadron of twelve aeroplanes yesterday flew from the Government aviation field at Mineola, L. I., to Princeton, and landed there in time for their pilots and observers to see the Yale-Princeton game. It was the first time that so many machines had flown cross-country here, and their flight in battle formation was watched by thousands.

All the machines arrived before the game, although two of them had minor troubles and were forced to land and make repairs before going on. On their arrival at Princeton several of the pilots flew over Palmer Stadium and entertained the thousands waiting for the kickoff by performing evolutions in the air. They dipped, spiraled, and looped-the-loop, and each daring manoeuvre brought the crowd to their feet and evoked prolonged cheers.

The squadron was composed of aviators from both Governors Island and Mineola, and their flight combined the pleasure of the outing with the military tests required for cross-country work.

The flight was unofficially known as "the Football Special," and the first machine to take the air was a new one driven by Captain Reynal C. Bolling. He was followed shortly after by Captain Ralph L. Taylor of the Signal Corps. Then at one-minute intervals the other eight machines took the air. These were piloted by First Lieut. W. G. Kilner, who was in command of the squadron; Sergeant D. R. Noyes, Lieutenant James E. Miller, Sergeant W. P. Willets, Lieutenant Alexander B. Thaw, A. S. Adams, Sergeant J. H. Stevenson, and H. B. Blakely.

As soon as the first few machines reached an altitude of about 1,000 feet, they circled about waiting for the others. In a short time all were flying and then Lieutenant Kilner signaled for flight formation and they strung out in line and started for Princeton.

In the meantime, "Hobey" Baker with Cord Meyer of Yale as passenger, and Philip A. Carroll stood by their machines at Governors Island. Observers with powerful field glasses watched the sky over Brooklyn and the minute they reported the first of the squadron, the motors on the Governors Island machines were started. A few moments later, both Baker and Carroll rose and as the squadron hung over the bay, dropped in behind. This made a total of twelve machines, the largest number ever seen on one flight in this country.

The machines that had troubles and were forced to land were those piloted by Blakely and Thaw. Blakely was flying a L. W. F. biplane, with Private Reynolds of the United States Aviation Section as observer. He became separated from the squadron and lost his bearings. Before he realized where he was he found that he was approaching Atlantic City. He landed at Keyport, and, after fifteen minutes' rest, during which he inspected his machine, he again took to the air and arrived at Princeton shortly after noon. In addition to his observer, he carried the prescribed useful load, and was in the air for three hours and twenty minutes.

Lieutenant Thaw, whose brother, Lieutenant William Thaw is flying with the American aviators in France, was forced by engine trouble to descend near Flushing. He volplaned to earth safely and telephoned for a repair crew, which arrived from Mineola in an automobile. The repairs were speedily made and he resumed the flight and drove straight to Princeton.

"Hobey" Baker, who recently received his preliminary certificate as a Government aviator, was the first to land at Princeton, thereby earning the distinction of being the first American to reach a football game by air route. All the aviators wore the regulation leather coats and flying suits and attracted much attention as they climbed to their seats in the grand stand. According to the announcement before the flight, the squadron will return to Mineola today, if the weather permits.

### FORESEES A CITY MANAGER.

#### Waite of Dayton, Ohio, Tells How the Nonpartisan Plan Benefits.

A prediction that within a few years this city would adopt the city manager plan of government was made yesterday by Richard S. Childs, a prime mover in the Short Ballot movement, in introducing Henry M. Waite, City Manager of Dayton, Ohio, as the speaker at the second Saturday afternoon luncheon of the City Club, 35 West Forty-fourth Street. Mr. Waite, who took over the direction of the affairs of Dayton on Jan. 1, 1914—after General George Goethals had refused the post—outlined yesterday to about fifty members what he had done to earn his \$12,500 yearly salary. Mr. Waite, the dean of city managers, was referred to as "logically, New York's first manager."

"Out in Dayton we run our municipal affairs this way," said Mr. Waite. "First, the people elect a council or commission of five members, whose duty it is to look about through the country and locate a man who might capably direct the city's affairs. When one such is found the commission questions him about his experience and so forth in much the same way a business man does when he hires a clerk. If the applicant measures up to the standard he is hired and he in turn selects the heads of the five departments of finance, law, service, safety, and welfare.

"In selecting the heads of departments ability and experience and not politics count. Personally I don't know of what political persuasion by departmental heads are. In this way we are able to get many men who otherwise would not think of running for office, under the old conditions. For example, the head of the welfare department is a clergyman, thoroughly capable to study out the park and recreation needs of our population.

"Take our Finance Department as an example of the efficiency obtainable under the new plan of government. We have our finances so systematized that I—or any other citizen—can tell at a moment down to a cent just how any of the sub-divisions of our budget stand.

"Under our plan it is possible to broaden and stimulate the community spirit. Some time ago there was formed the Civic League, composed entirely of women, to co-operate with the city to keep the city clean and to work out methods of recreation for our school children and young people. Every year, and sometimes oftener, the city conducts a marbles and kite-flying competition, and there is great rivalry among the boys to win the title of champion.

"We have a system of record that places in parallel columns the work of every city employe, so that we can tell at a moment just where the dead wood is. Under this scheme we managed last year to make the heretofore unprofitable Water Department yield a net gain of \$50,000. In three years we have saved \$10 per annum to each taxpayer by a new system of garbage disposal, involving the erection and operation of a reduction plant. We also run an asphalt plant to furnish the material for the repair of our streets.

"We have no red-tape system of supply requisitioning. A year back a city purchasing agent was employed at \$5,000 yearly. A profit of \$35,000 was realized this year.

"In the matter of prison reform, we have begun at the Workhouse. We have worked this out so that now all the men not incapacitated by age or illness are working—not for the city, but for themselves. Every Saturday night so much of their earnings go to them and the balance goes either to their families or to settling small debts. By this method many of the men are now out of debt for the first time in their lives. Some are investing in savings and loans associations recommended by the city."