

ROGERS AND POST DIE IN ACCIDENT IN ARCTIC RIVER

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way to Barrow. After a brief stop during which the flier tinkered with his plane and Rogers chatted with the natives, the pair got into the plane for the short hop to Barrow. Engine trouble at Takeoff

The trim seaplane, which Post had built for a leisurely flight to Alaska and Siberia, developed engine trouble soon after it took the air and plunged, head-on, into the right bank of the river from an elevation of only 50 feet.

Both men were killed instantly. The motor was driven back into the fuselage by the force of impact and the right wing was sheared off. Personal belongings in the plane were scattered in the crash.

Wreckage in Water

Sergeant Morgan first removed Rogers' body from the smashed cabin, then was obliged to tear the plane apart to recover Post's bruised body, trapped at the controls by the plane's engine. The wreckage was partly submerged in two feet of water.

Sergeant Morgan brought the bodies back to Barrow and placed them in care of Dr. Henry W. Greist, medical missionary in charge of the Barrow Presbyterian hospital.

Thus ended the aerial vacation jaunt of thousands of miles for Post and Rogers. Post said he intended to fly to Siberia to hunt and fish after touring Alaska with Rogers, who joined the flight "between pictures" after Post had reached Seattle August 1 on his way north.

Fog Lays Their Snare

Fog and low clouds menaced the fliers from the time they left Fairbanks yesterday. After flying only 50 miles, the plane was set down on Harding lake, while Post inquired about the weather ahead over the mountain range which separates the Arctic slope from the interior of Alaska.

The fliers encountered fog again as they reached the ice-choked Arctic coast and visibility was so bad that they had lost their way when they stopped at the native camp.

Rogers said he wanted to go to Barrow to visit Charles Brower, known throughout Alaska as the "King of the Arctic" because of his 51 years of residence. Brower operates a trading post and whaling station at the settlement, which is 11 miles from where Point Barrow jut out into the Arctic ocean.

Post's Second Crash

This was Post's second crash in Alaska. On his first round-the-world flight, Post's red monoplane "Winnie Mae" made a forced landing and was damaged near Flat, on the Yukon river in central Alaska. Post was unhurt and succeeded in repairing his plane and continuing his flight after a delay of less than a day.

Post had planned to continue his flight to Siberia after visiting Barrow and Nome. Whether Rogers was going with him was not known. Before leaving Fairbanks last night, Rogers said he hadn't decided.

something he saw in a newspaper, an observation shyly delivered of something that struck his fancy. The audience laughed, Rogers tried some other joshing remarks, and was "made."

It was a short step to Hammerstein's Roof at \$150 a week and then he spent six years as the star of Ziegfeld's Follies.

He ventured into motion pictures but failed to score the success expected. The silent screen gave the comedian no chance to convulse his audiences with his homely observations rendered in a drawl that only Rogers knew. But when talking pictures appeared, Rogers became a box-office riot and thereafter the legitimate theater saw little of him.

When his friend, Fred Stone, was injured in an airplane accident, in 1929, just before he was to open a new play in New York, Rogers rushed across the continent, took the role "for old Fred" and scored another hit.

He continued, however, to go on "lecture tours" packing great crowds into theaters, auditoriums, school houses and churches. He raised a small fortune for the drought sufferers in 1930, and in his quiet way gave thousands of dollars of his private fortune to charity.

His wealth was estimated by his friends at several million dollars and he carried life insurance of approximately \$1,000,000. He never talked about his money but he was a high salary earner for years. His salary was \$25,000 a week when he worked. He was paid \$2,500 a week for stage appearances and he was understood to have received \$15,000 for eight radio broadcasts.

He met Betty Blake at a candy pullin' in Oologah, but it took him a year to win her. He was too bashful to propose and finally he worked his way to South America and Australia learning new rope tricks and riding stunts. Finally he came back, proposed, and accepted and they were married November 25, 1908. Three children were born to the union, Will, Jr., Mary and Jimmy. All three followed the hoof beats of their father and became expert polo players and for a time the Rogers family could put a good team on the field.

"Had to break it up," Will kidded. "Mary went society on us."

He wrote a dozen books and for many years wrote a short daily "box" for a number of newspapers containing sage comment on the day's happenings.

He was seriously mentioned as a candidate for the presidential nomination in 1931 but laughed the suggestion off by saying:

"A comedian can only last till he takes himself serious or his audience takes him serious and I don't want either one to happen to me until I'm dead (if then) so let's stop all this foolishness right now."

Clem Rogers, father of Will, played a part in adopting the first constitution of the state of Oklahoma and a county was named for him. Of this Will said:

"Heck, they had to; nobody could pronounce the old name—Coo-wee-roo-wee."

In Claremore a hotel is named The Will Rogers, a six-story building which the comedian boasted had more bath rooms than Buckingham Palace.

"I used to envy General Grant and Jesse James because they had cigars named after them. But shucks now I've kinda got it on 'em."

He couldn't be bothered with grammar, either in his writings or "lectures." Once an interviewer suggested he took too many liberties with the laws of syntax. "What's that?" he asked. "Sounds like bad news." The other explained it meant grammar whereupon the sage laughed and replied: "Didn't know they was buying grammar now. I'm just so dumb I had a notion it was thoughts and ideas."

violin, banjo, drums, mandolin and guitar and could not play any of them.

POST'S CAREER

Wiley Post was known as one of the most ingenious fliers in American aviation history. Handicapped in his early days by lack of adequate flying equipment, the one-eyed Oklahoman nevertheless rose to the peak of flying achievement.

Post Absolutely Fearless

Fellow fliers marveled at the portly, bushy-haired flier's apparent indifference to physical odds. His history-making flight of 1931 when, with Harold Gatty, he piloted the Winnie Mae around the world in 8 days 15 hours 51 minutes, was exemplary of Post, as was his solo flight over the same course in the same plane two years later in 7 days, 17 hours, 49 1/2 minutes.

Post, though recognized as having vast flying knowledge, always remained in the background. In 1930 he set a white plane down at the Curtiss-Reynolds airport north of Chicago, and nonchalantly walked to the judge's stand. More than one judge had to look at his program to see who this amazing fellow was that had beaten the country's most famous speed demons across the country.

Fame Piles Up Rapidly

That was the first fame that came to the flier who had barnstormed the southwest for 10 years in a "Jenny." It was Post's start with F. C. Hall, Oklahoman who was so pleased over the race that he gave the flier the plane and a \$15,000 bonus.

After he had dwarfed the earth by his globe-circling flights Post turned to speed tests and pioneered in sub-sonic speed flights. Early this year he made three unsuccessful attempts to fly non-stop in the rarified atmosphere between Los Angeles and New York City.

Sabotage Tales Are Recalled

There were reports of sabotage when it was found a foreign substance, possibly emery dust, had been found in the manifold of the plane.

Post abandoned the Winnie Mae with which he had flown to fame after the disheartening sub-sonic sphere events. He bought the new plane in which he and Rogers crashed.

Post was born in Grand Plains, Texas, at the turn of the century, and while a boy moved with his family to Marlow, Okla. A Kansas City, Mo., automobile school attracted his engineering leaning and gave him his knowledge of motors.

Insurance compensation gave him the money with which he bought his first plane from the Canadian government. His barnstorming and parachute jumping began.

He met Hall while flying a passenger-mail line in Mexico. The oil man said he had a new plane and wanted Post to fly it. Post took the job and the road to fame.

Friends said Post's meteoric career was largely due to luck but they credited him with indomitable courage and ability.

FAMOUS CITIZENS MOURN FOR 'WILL'

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Post, two of the nation's greatest leaders. As a lover of aviation I feel the world has lost two great men. As a friend of both of them, I feel the sorrow that only such a loss can bring."

Cecil B. DeMille: "What can anyone say when one of the greatest personalities in the world is taken so suddenly. I loved Will Rogers as a humorist and as a man."

Ernst Lubitsch, director-producer: "The deepest sympathy of the whole world will go to the family and friends of Will Rogers. There is a big gap left in the screen world and I doubt if it ever will be filled again."

HYDRE PARK, N. Y., Aug. 16.—(AP)—President Roosevelt expressed the shock of the nation today upon learning of the death of Will Rogers and Wiley Post whom he said were "outstanding Americans and will be greatly missed."

Mr. Roosevelt was informed of the death of the two distinguished men and friends by The Associated Press shortly after his arrival here today from the White House for a brief visit home. He made the statement: "I was shocked to hear of the tragedy which has taken Will Rogers and Wiley Post from us. Will was an old friend of mine, a humorist and philosopher beloved by all. I had the pleasure of greeting Mr. Post on his return from his round-the-world flight. He leaves behind a splendid contribution to the science of aviation. Both were outstanding Americans and will be greatly missed."

CHICAGO, Aug. 16.—(AP)—Former President Herbert Hoover today said the deaths of Wiley Post and Will Rogers were a "terrible shock" to him. In a statement issued after he had been informed of the tragedy by The Associated Press, Mr. Hoover said: "The news of the death in an air-

plane crash of Will Rogers and Wiley Post has come as a terrible shock to me. I have long known both of these fine Americans and have long been appreciative of their accomplishments. In origin and accomplishment they were typically American, with their careers appealing to everyone appreciative of the pioneer spirit. "They were great souls and I feel a sense of deep personal loss in their passing."

PORTLAND, Ore., Aug. 16.—(AP)—Former Governor Julius L. Meier was shocked when informed today by The Associated Press of the fatal crash in Alaska of Wiley Post and his airplane passenger, Will Rogers. "That is terrible," Mr. Meier said heavily. "It's terrible."

BASEBALL SCORES

NATIONAL

At Boston—	R. H. E.
Cincinnati	3 8 2
Boston	1 10 1
Schott and Campbell; Cantwell and Spohrer.	
At Boston—	R. H. E.
Cincinnati	4 8 0
Boston	3 7 1
Hollingsworth, Derringer, Campbell and Lombardi; Betts, Benton, Frankhouse and Mueller.	
At New York—	R. H. E.
St. Louis	1 5 0
New York	0 3 2
J. Dean and Delancey; Schumacher and Mancuso.	
At Brooklyn—	R. H. E.
Chicago	1 5 1
Brooklyn	2 5 0
Root and Hartnett; Earnshaw and Lopez.	

AMERICAN

At Detroit—	R. H. E.
Washington	8 16 0
Detroit	1 4 3
Hadley and Bolton; Auker, Sullivan, Hoggsett and Cochrane.	
At Cleveland—	R. H. E.
New York	5 11 2
Cleveland	8 8 1
Allen, Malone, Deshong and Dickerson; Pearson, Stewart and Phillips.	

POST'S MISSION GUARDED SECRET

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left Union air terminal, Rogers was at the hangar where Post was having his plane groomed.

"Well, Wiley, maybe I'd just better hop in and go with you," Rogers remarked.

Later, however, he would not confirm any intention of accompanying Post.

The Associated Press was informed in advance of the actual take-off that Rogers, noted screen comedian and writer, would accompany his old-time Oklahoma friend on the hazardous flight. Rogers denied he planned to make the trip and Post said he knew nothing of it.

Shortly in advance of the flight Post, Mrs. Post and Rogers left Union Air terminal, Burbank, heading north, but landed in New Mexico for a brief fishing excursion.

Returning here, the three left for the north, but Mrs. Post left her husband's powerful new lowwing monoplane at Seattle. Rogers continued on to Alaska, but even there he did not say whether he contemplated going on to Nome, where Wiley was to establish his base for the projected flight across Siberia into Moscow.

Rogers and Post both had aversions to being greeted by crowds at airports. Post, especially after the failure of his four attempts to span the country in the stratosphere this year, refused to discuss his plans.

ROGERS' DAUGHTER IN AVIATION PLAY

LAKEWOOD, Me., Aug. 16.—(AP)—Ironically, Will Rogers' pretty young daughter, Mary, was rehearsing for "Ceiling Zero," an aviation melodrama with the Lakewood players here today when the report of her father's death was received. Miss Rogers was not given the news immediately.

FARMER CITED IN COURT

E. G. Harwood, farmer of the Santa Clara district was cited by a deputy

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