

Entire World Mourns The Untimely Death Of Will Rogers And Wiley Post

Two Famous Airmen Die In Plane Crash In Alaska. Funerals Set For Today

Dual funeral services will be held this afternoon for Will Rogers, beloved American humorist, and Wiley Post, who flew around the world in less than eight days. The two famous men having gone to their death last Thursday when their plane crashed at Point Barrow, Alaska.

The funeral for Rogers will be conducted in Los Angeles, while that of Post will be held in Oklahoma City. Private services for Rogers will be held in Wee Kirk O' Heather, with last rites being held in the great Los Angeles Bowl, where some 20,000 people are expected to gather to pay their last respects to the one who has often made the world shake with laughter from his witty remarks.

Post's funeral will be in the first Baptist church with burial in the Memorial Park cemetery.

Bodies of the two men were brought back to the United States by Col. Joe Cossan, veteran Northland pilot. He made a 1,000 mile trip from Juneau to Point Barrow, picked up the remains, and brought them safely to Los Angeles—a 3,500-mile journey. Another plane carried the body of Post to Oklahoma City.

The humorist's wife, two sons, Will, Jr., James, and only daughter, Mary, Jr., arrived in Los Angeles Wednesday afternoon after a hurried trip from Maine by train.

Rogers had just signed contracts for ten pictures at \$200,000 each. His estate has been estimated to be worth over \$2,000,000. It was said that Post owned but little more than the plane which he was flying on the "northern vacation," the expenses of which were being met by Rogers.

The untimely deaths of the two men brought sorrow around the globe. Post, the one-eyed pilot, was known in every nation for his two record-breaking flights around the world. He made air history—a colorful figure whose exploits fired the imaginations of youth everywhere.

Rogers is mourned as one of the greatest entertainers of all time—a veteran comedian—whose face was known to movie-goers of every continent.

Post's widow started with the famous airmen on their flight, but left them because of possible hardships. She started after being told of the fatal crash: "I wish to God, I had been along and could have gone with them." She returned to Mayville, Okla., to join the flier's parents, Mrs. Rogers pleaded with her husband not to make the trip.

The two had been close friends for several years. Rogers, being an air enthusiast, had flown many hours with Post. It was the intention of

Post to continue to Siberia to hunt, while Rogers tentatively planned to return to the United States by a commercial plane.

The pair of famous airmen were enroute to Point Barrow, the most northern inhabited point on the American continent, when they landed on a small river to inquire the directions, as a heavy fog enveloped the countryside. After getting directions from an Eskimo, both of them got into the plane and roared off in the heavy fog.

Natives said the ship soared easily to 50 feet. Then the motor began missing. Post banked hard to the right in a terrific effort to glide back to the river.

But the heavy ship lost flying speed and dove earthward with terrific force. It struck the rough terrain near the river bank and bounded over. The pontoons collapsed. The motor crashed back into the cockpit atop the fuselage.

Rogers was catapulted into the open. Gasoline leaked out and burned around the wreck, but the bodies were not seared.

Post's watch stopped at 8:18 p. m. Sergeant Stanley Morgan of the U. S. Signal corps, Point Barrow, brought the bodies out in a whaleboat manned by Eskimos.

It was necessary to tear the wreckage apart to reach Post's body. The bodies were wrapped in blankets and placed in the whaleboat for the return trip. They were turned over to Dr. Henry Griest, superintendent of the Presbyterian Mission hospital.

Pete Crosson, famous Alaskan pilot flew the bodies home to the United States aboard a Pacific-Alaska plane. Arrangements were made by Col. Charles A. Lindbergh, vice-president, and Juan T. Trippe, president, of Pan-American Airways, parent company, arranged for the transfer.

A piece of paper fell from Rogers' pocket as natives struggled to beach the heavy whaleboat. It was a newspaper picture of his daughter, Mary, who had been playing in "Ceiling Zero"—an aviation play—at the Lakewood, Me., summer theatre.

An Eskimo fell between the heavy rollers being used to beach the whaleboat and was crushed. He was badly hurt.

Many hours after the crash, bits of wreckage were seen floating downstream toward the Arctic Ocean.

Sergeant Morgan filed a complete report of the crash to officials at Washington. It follows:

"At 10 p. m., a native runner reported a plane crashed 15 miles south of Barrow. I immediately hired a fast launch and proceeded to the scene. I found the plane a complete wreck

and partially submerged in two feet of water.

I recovered the body of Rogers and then found it necessary to tear the plane apart to extract the body of Post from the water.

"Brought the bodies to Barrow and turned them over to Dr. Griest. Also salvaged the personal effects which I am holding.

"Advise relatives and instruct this station fully as to procedure.

"Natives camping on the small river 15 miles south of here, claim Post and Rogers landed, asked their way to Barrow and on taking off, the engine misfired on a right bank while only 50 feet over the water. The plane, out of control, crashed, tearing right wing off then toppling over forcing the engine back through the body of the plane.

"Both apparently were killed instantly. Both bodies were bruised. Post's wrist watch was broken and stopped at 8:18 p. m."

The message was relayed to Washington through the signal corps station at Seattle, Wash.

Mucky fog hampered the natives and two white men in their efforts to remove Post's body from the wreckage. A flashlight found in the cabin threw a dim light on the shattered plane.

Many books and wet papers were found. They included Russian dictionaries and translations Post had intended using on a flight to Siberia.

Both bodies were clad in light sports clothes, with rubber boots. The clothing and personal effects were dried carefully at the mission hospital.

Almost the entire population of Point Barrow, including 290 Eskimos and 19 white persons, went to the scene of the crash in boats.

There was no souvenir hunting. The natives knew nothing of the fame of the crash victims. Many picked up pieces of the broken plane and carried them reverently to the Arctic ocean beach at Point Barrow. The small, dark men worked solemnly, and silently, carrying tins of emergency rations, and personal effects of the dead men.

Buttons for Napoleon's Uniform

In the middle of the Nineteenth century, Napoleon III, attracted by the reputed lightness of aluminum, commissioned the French chemist Henri-Etienne Sainte-Claire-Deville to find a way of producing enough to outfit France's army. Deville made aluminum, but was unsuccessful in bringing down the cost, and Napoleon had to content himself with buttons for his own uniform that cost at the rate of about \$545 a pound.—Literary Digest.

This Week —IN— History

August 18—Sinking of the British frigate Guerriere by the Constitution, 1812; Adoption of a distinguishing personal flag for the President of the United States consisting of the arms of the United States on a blue ground, 1882; Colleen Moore actress born, 1902.

August 20—Benj. Harrison, President, born, 1833; Final proclamation of cessation of hostilities in the Civil War, 1850; Americans under General Worth, defeated Mexicans, under Santa Ana at Churubusco, 1847.

August 21—Women admitted to Prussian universities, 1908; Famous charter oak at Hartford, Conn., blown down in storm, 1857.

August 22—American yacht America won the Queen's cup at Cowes, 1851; The "Mona Lisa" Da Vinci's famous painting, disappeared from the Louvre at Paris, 1911, recovered the following year in Florence.

August 23—Cornerstone of Columbia college laid in New York, 1755; Commodore Perry died, 1819; Conference to decide Alaskan boundary question met at Quebec, 1883.

August 24—Foundation of center of Capital laid at Washington, 1818; Steamer America destroyed by fire in harbor at Yokohama, 69 lives lost, 1872.

August 25—Aviator Atwood completed a flight from St. Louis to New York City in twenty-eight hours actual time flight, 1911; Victoria bridge, greatest of Canadian bridges, opened at Montreal by the Prince of Wales, later King Edward VIII, 1860.

(LAST WEEK)

AUGUST 12—First American railroad, Mohawk and Hudson, completed between Albany and Schenectady, 1830; Hawaii annexed to the United States, 1898; George IV of England, born 1762.

AUGUST 13—General Merritt took Manila, 1898; Felix Adler, educator, born, 1851; Practically unanimous vote in Norway for separation from Sweden, 1905.

AUGUST 14—Consecration of Boston's Tree of Liberty, planted, in 1696; (The tree was cut down by the British in 1785); International expedition at Brussels damaged by fire, 1910.

AUGUST 15—Panama canal opened, 1914; Alozon A. Stagg, athletic coach, born, 1862; Behring sea arbitration award published, denying the United States exclusive rights on seal fisheries and establishing rules for sealing in Behring waters.

AUGUST 16—First theater called the New Exhibition Room, opened suburbs in Boston, a state statute prohibiting performances, 1775.

AUGUST 17—First transatlantic cable message, 1858; Blondin began his performances of crossing Niagara Falls on tight rope, 1859; Gold discovered in the Klondike, 1896; First practical steamboat, 1807.

AUGUST 18—First warship, the

"When ya feel sick all over and ya can't eat nothin' and you're forced to hit the hay, ya call a doctor-- don't ya? Why not apply that same principle to your business. If it's weak in the knees and don't show any pep, just call in ol' Doc Newspaper Advertisin' and watch how quicky he'll have it up and travelin' fine" —Smilin' Bill



School Every Day in Year Seen by Educator

San Diego.—School for 24 hours per day, seven days a week and 52 weeks each year, was predicted here recently by Hubert S. Upjohn, superintendent of schools of Long Beach, in addressing southern California educators on "what school changes are necessary to meet the changing social order?"

He predicted that the school year will be divided into three seasons—three months in farm school where children learn to grow things; three months city school where they learn of city life and industrial production and the other six months in book learning.

"Such a plan will be better for children," he said, "because it shields them from contact with irritable parents, and gives parents more time for bridge and other pursuits of their fancy."

This Man Builds Over Thousand Boats, Canoes

Coeur d'Alene, Idaho.—Moses Sauve, eighty-two, has built several thousand boats and canoes in 63 years, but admits he "still is learning more and more about the boat business each day."

Sauve has built 1,200 boats on Lake Coeur d'Alene in the last 33 years, as well as several thousand others in his younger days among the Thousand Islands, St. Lawrence river, Brockville, Ont.

Since his seventieth birthday he has maintained an average of 41 boats, 100 sets of oars and paddles a year.

First Microbe Hunter

Antony Van Leeuwenhoek, who lived from 1632 to 1723, discovered the minute capillary circulation of the blood in various animals, according to Adolph Bellin, in Hygela, the health magazine. Leeuwenhoek, called the first microbe hunter, opened new fields in the study of human diseases.

Peruvian destroyer Teniente Rodriguez, passed through Panama Canal, 1914; Tremendous eruption of Mount Vesuvius, which destroyed 1,500 houses, 1934; First iron smelted by electricity, 1909.

Hollanders Live on Water

Of all the nomads of the earth, the gypsy with his caravan, the Bedouin with his camel, the Hollander with "tjalk" is to be envied. From 50,000 to 100,000 Hollanders live on the water day and night. Their barges are attractive floating cottages as can be seen anywhere. They usually come to them, and the children frequently carry into other barges. An elevated platform at the stern is fitted up with "all comforts of home," gaily painted, often a good imitation of a typical Dutch cottage. To complete the cottage atmosphere, plants and the semblance of a garden will run both sides of tiller.

Minority Presidents

The two Presidential candidates elected by the people who lost out in the electoral vote were Samuel J. Tilden, in the disputed election of 1876, and Grover Cleveland, in 1888. Samuel J. Tilden, Democrat, received 4,234,000 votes at the regular election to Rutherford B. Hayes' 4,033,000. But Hayes was declared elected, the elector count being finally determined as to 184. In 1888 Grover Cleveland, 5,540,000 popular votes to Benjamin Harrison's 5,444,337. But Harrison elected, 233 electoral votes to Cleveland's 168.

The Wooden Indian

So far as is known, tobacco was first adopted from the New world, and was natural, therefore, that the aboriginal American should be made the symbol or emblem of tobacco, and the wooden Indian was, until recent years, as such in front of places where cigars and tobacco were sold.

Job Printing

EXPERT WORK

The Mountaineer
PHONE 137

THESE DEALERS WILL SERVE YOU TO ENABLE

"Happy Motoring"

Standard Esso Station

TOM LEE, JR., Manager
Phone 9197 Opposite Post Office

Caldwell's Service Station

DELLWOOD ROAD

Come in Please—Drive Out Pleased Cold Drinks

Essolene Esso Essolube

Medford Service Center

At Entrance Southern Assembly

Prompt Courteous Service Rendered At Both Places

COURTESY CARDS HONORED

Essolene Esso Essolube

Methodist Assembly Station

LAKE JUNALUSKA

(Near Assembly Auditorium)

Claude Medford, manager

"Our Service Always Satisfying"

Essolene Esso Essolube

Belle-Meade Super Service Station

H. B. Milner, prop.

HAZELWOOD PHONE 911

All Modern Tourist Cabins Manufacture Native Wood, Furnitures and Furniture.

Another Contribution to Happy Motoring!

Esso Marketers announce: **ESSO MOTOR OIL**

The Lowest Consumption and Highest Performance Motor Oil Made



Happy Motoring, so far as your oil is concerned, depends on four things.

You want an oil that consumes slowly, so you don't have to be constantly adding a quart every few hundred miles.

You want an oil that resists thinning in hot weather, so you can have engine protection; and that resists thickening in cold weather, so you can have easy starting.

You want an oil that—no matter how it does it—takes such good care of your engine that you dodge repair bills.

Finally, you want an oil that so lubricates all parts of your motor that you get noticeably better performance, quicker pick-up, more miles per gallon.

To give you these four things, the world's greatest petroleum organization had to produce what may unqualifiedly be said to be the finest oil on the market today.

We can prove this to you with all sorts of technical data, but it is far better that you should prove it to yourself by direct performance comparison in your own car.

Over a quarter of a million motorists did just this. We did not advertise this new oil. We stocked it at point of sale and in a few months so many motorists tried it, liked it, and told their friends about it—that our sales exceeded estimates by 288%.

Esso Motor Oil succeeded without claims or ballyhoo. It went over with the motoring public because, even at premium price, it saved money and proved its top-notch value.

Esso Motor Oil will prove this in your car. Try it yourself—today.

ESSO MARKETERS

RADIO! Listen to Guy Lombardo and his Royal Canadians every Monday night—7 to 7:30 Eastern Standard Time over Columbia Network and Affiliated Stations.

THESE DEALERS WILL SERVE YOU TO ENABLE

"Happy Motoring"

W. Mark Howell
DELLWOOD ROAD

We Will Please You With Our Service, and Standard Products Will Please Both You and Your Car.

Essolene Esso Essolube

W. L. Hardin, Jr.
COMMISSION AGENT
WAYNESVILLE

Essolene Esso Essolube

Watkins Chevrolet Company, Inc.
Sales — Service

"Its Wise To Choose A Six"

WAYNESVILLE

Essolene Esso Essolube

Standard Esso Station

DILL HOWELL, Manager

Phone 9161 Asheville Road

Essolene Esso Essolube

Walker Service
Depot and Branner Ave.

24-HOUR SERVICE

C. C. Walker, owner-manager