

The Fort Worth Press

Local Forecast: Partly Cloudy to Unsettled.

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3

FORT WORTH, TEXAS, FRIDAY, AUGUST 16, 1935

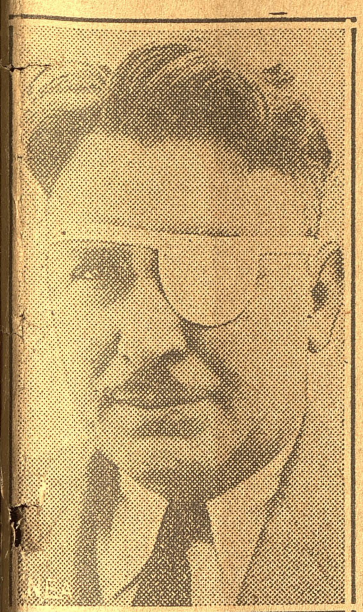
HOME

EDITION

PRICE THREE CENTS

ROGERS, POST DIE IN AIRPLANE CRASH

FOG AND MOTOR TROUBLE CAUSES ALASKAN TRAGEDY



Wiley Post.

COUNCIL'S GAS CUT IS IGNORED

Consumers Pay Bills Based On Old Rate Without Complaint

The Lone Star Gas Co. today sent out bills sent out for readings since Aug. 9, when the rate reduction ordinance became effective.

Mr. Carmichall, local manager, said that consumers are expected to continue paying for the gas at the same rate they have been charged since 1929, pending the outcome of the gas company's appeal to the Texas Railroad Commission.

He said bills rendered today include one or two days consumption after the Council's rate action was taken.

City attorneys contend that the new rate is in effect.

Mr. Carmichall said no consumer has returned his bill. He revealed that Lone Star has employed additional workmen to mend its lines and make replacements in certain parts of the city.

City Attorney R. E. Rouer, said that Council has authority to pass an ordinance regulating extensions and additions to city properties, where the property additions go in to make up the rate base and fix the amount that consumers pay for utility services.

Mr. Carmichall said the Lone Star always does more of such work during the summer months than at any other time of the year.

ARENTS OF POST BEWILDERED, MUM

Other Had Tried To Break Son Of Flying

By United Press.
MAYSVILLE, Okla., Aug. 16.—Wiley Post's elderly farm parents declined to talk today about the crash of the famous flier in an Alaskan plane crash.

The father, W. F. Post, is a farmer living near Maysville. He has a plump, gray-haired wife with slightly hard of hearing.

They were shocked, neighbors said, when some friends in Maysville advised them of Post's death.

The father, who tried, even by medical punishment, to keep Wiley from aviation, in later years took his opposition and took a great interest in his son's exploits. The Posts left their home, after hearing of the accident, to stay with Mrs. J. E. Woodward, a neighbor. Mrs. Woodward said she told her they would have no comment or statements to make. They seemed bewildered, she said, and were trying to comfort each other.

FILM ACTOR ARESTED

HOLLYWOOD, Aug. 16.—Layoff odor of the gay 'Nineties redoubled about the arrest today of Talbot, film actor, for speeding. He was arrested for doing 45 miles an hour on a bicycle, but was dismissed with a warning.

Flying Companions Were Within 15 Miles of Their Goal In Far North When Tragedy Struck; Natives Tell Vivid Story

By FRANK DAUGHERTY
(Copyright, 1935, United Press)

POINT BARROW, Alaska, Aug. 16.—Wiley Post and Will Rogers, famous flying companions, were killed at 8:15 p. m. Thursday (12:18 a. m. Friday Fort Worth Time) when their plane crashed 15 miles south of here.

Lost in a fog and with the engine missing, Post nosed the plane into the tundra, striking frozen hummocks of moss.

Its right wing broken, its nose and engine driven into the cabin, the crash instantly killed both occupants.

They became lost in the fog about 5 p. m. (Alaskan time) and landed their Lockheed Orion low-winged monoplane at Walkpi, an Eskimo village.

Post made repairs to the plane's engine which had been missing badly and asked natives the way to Point Barrow.

The fog was lying almost to the tundra and they decided to wait for it to rise.

Post and Rogers ate dinner with Eskimos camped on a river bank and after the meal decided to take off despite the fog.

Natives said the engine appeared to be running smoother as the big ship lifted from the river and took off in the blinding mantle which overhung the country.

Post was making a right turn when the motor failed. The plane slipped out of control at an altitude of only about 50 feet and

More About Rogers and Post on Pages 3 and 16.

crashed into the river, tearing off the right wing and toppling over on its nose.

The motor was torn from its fastenings and hurled back into the cockpit where the flyers were sitting. Both apparently were killed instantly.

Rogers was thrown clear of the plane which ground looped over onto its back.

Rogers' death was instantaneous.

Post's watch stopped at 8:18 p. m., Point Barrow time. The humorist's watch was still running when Sergeant Stanley Morgan of the U. S. Signal Corps, Point Barrow Station, and I reached the scene.

Morgan was notified in Point Barrow by excited natives and we reached the vicinity of the crash in a whale boat, manned by natives.

Post's body was pulled from the wreckage where it had been smashed among the controls and cabin.

Bodies Placed in Boat.

Rogers' body was placed with that of Post in the whale boat and returned to Point Barrow. Here the bodies were turned over to Dr. Henry Griest, superintendent of the Presbyterian mission hospital, where they were taken to await the arrival of the Coast Guard Cutter Northland.

Both bodies were crushed. The plane was demolished. Gasoline spewed over the water between the moss hummocks, caught fire and blazed for several minutes.

Sergeant Morgan's full report said:

"At 10 p. m., a native runner reported a plane had 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.

Tore Plane Apart

"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. Greist. Also salvaged the personal effects which I am holding.

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

Natives Gave Information

"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 and 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."

Post, 'round-the-world' record-holder, and Rogers, the humorist, movie actor and famous air traveler, were on a leisurely trip around Alaska.

Originally intending to visit

Point Barrow several days ago, instead they flew from Aklavik, N. W. T., to Fairbanks and spent the interval visiting central Alaskan points. They took off yesterday from Fairbanks and their arrival had been awaited at this farthest north outpost of civilization with keen anticipation by the few white persons here.

Will Had Picture of Daughter. While natives and whites struggled to beach the boat carrying the bodies here, an ink-stained piece of paper fell from Rogers' pocket into the sea.

Unfolded, the soggy paper was discovered to be a rotogravure picture of Rogers' daughter, Mary, vacationing in Maine.

One of the natives fell beneath

F. D. R. MOURNS WILL

By United Press.
FREDERICK, Md., Aug. 16.—President Roosevelt, week-ending at the summer White House here today, expressed his deep regret at the deaths of Will Rogers and Wiley Post.

the rollers which were used to beach the heavy whaling boat. He was badly crushed.

Stray bits of wreckage caught in the current of the river on the bank of which the plane landed and floated down into the Arctic Ocean.

The Post plane replaced Post's famous "Winnie Mae" in which he made two record-breaking flights circumnavigating the globe.

Both Praised Ship

Both Post and Rogers had been enthusiastic about the performance of the ship and Rogers had mentioned it and its airworthiness numerous times in his daily syndicated newspaper articles.

Post flew the plane from Los Angeles, where he made exhaustive tests with it, to Seattle, and here pontoons were fitted to it.

The pair flew to Juneau, Ketchikan and other southwestern Alaska points, and then to White Horse and on to Aklavik, northernmost Canadian outpost at the mouth of the MacKenzie River. They returned to Fairbanks, thence to Anchorage and the Matanuska, back to Fairbanks, and last on their fatal flight to Point Barrow.

The U. S. Coast Guard Cutter Northland, famed "mercy ship" of the Arctic was on its way to Point Barrow to take the bodies to Nome.

Can Marry Now

Takes Fireman Year to Prove Thrift to Girl

By United Press.

MIAMI, Fla., Aug. 16.—A fireman, his frugality amply tested, and a school teacher were ready for wedding bells today, after he put 250 Indian pennies on the line for the license.

"I'll marry you when you demonstrate your thrift by saving up enough pennies for the license," Harriet Fliemann told Abner Stokes.

It took Stokes one year to amass the pile.

BOWES FUNERAL TODAY

Heat Victim Stricken While Working in Tank Car

Services for Peter K. Bowes, 55, heat victim, were to be held at 3:30 p. m. today at the Lucas South Side Funeral Home. E. A. Russell, reader, was to officiate. Burial will be in Mount Olivet Cemetery.

Mr. Bowes was stricken Wednesday while working in a tank car. He lived at 2419 Gould ave.

Washington Mourns Tragic End of Famous Pair

By United Press.

WASHINGTON, Aug. 16.—The capital was shocked today by the loss of a frequent, popular visitor and a famous flyer, in the deaths of Will Rogers and Wiley Post in an Alaskan crash. The Government ordered every cooperation of the United States coast guard in Alaska.

The Coast Guard offered to bring back to the United States the bodies of Rogers and Post.

Assistant Secretary of Treasury Stephen B. Gibbons said he would get in touch with Mrs. Rogers and try to make arrangements. A mortician, he said, would be sent to Alaska immediately by plane to assist.

Assistant Secretary Stephen B. Gibbons ordered the Coast Guard to render full assistance and cooperation in the Rogers-Post tragedy.

Meanwhile, Coast Guard officials said they believed the cutter Northland was in the vicinity of the reported crash, having left Point Barrow yesterday for Nome.

They said that the commander of the Northland would proceed immediately to the scene on his own initiative. They said the Northland undoubtedly had learned of the crash through radio dispatches.

Orders were to be in touch with the Guardmen set in that territory.

Mr. Rogers and Mr. Post crashed in a new high-speed plane licensed by the Department of Commerce Aug. 8, 1935. The ship was a Lockheed Orion, powered with a Pratt Whitney Wasp motor. It had a cabin for three passengers.

Hall of Fame

The license issued was of the NR type authorizing the plane to fly for test purposes and on limited cross-country trips.

Col. J. Carroll Cone of the Bureau of Air Commerce, said he believed the ship probably was equipped with pontoons when it crashed on the rocky Alaskan coast.

The Colonel sent a message to Murray Hall, the bureau's inspector at Anchorage, Alaska, asking for further details.

Former Secretary of War Patrick J. Hurley, a fellow Oklahoman, heard of the humorist's death and proposed immediately that his name be perpetuated in the Congressional Hall of Fame. Each state is entitled to two sculptured figures in the capitol.

ELLIOTT RITES TODAY

Retired Cattleman Found Dead In Bed at Point Breeze

Rites for Thomas W. Elliott, retired cattleman and former Fort Worth policeman, were to be held at 3 p. m. today at the Handley Church of Christ. Burial was to be in Rose Hill Burial Park. He was 71.

Mr. Elliott was found dead in bed yesterday at his Point Breeze home. He was a policeman from 1918 to 1926.

He leaves his wife, four sons and two daughters.

BOY, 12, MISSING HERE

Twelve-year-old Lloyd Cole Jr., went to a movie theater at 7:30 p. m. yesterday and has not returned home, his father, Windsor Hotel, 10th and Houston Sts., reported to police today.

THE WEATHER

1935	AUGUST							1935
MON	TUE	WED	THU	FRI	SAT	SUN	DAY	
4	5	6	7	8	9	10	3	
11	12	13	14	15	16	17	10	
18	19	20	21	22	23	24	17	
25	26	27	28	29	30	31	17	

PORT WORTH AND VICINITY—Partly cloudy to unsettled tonight and Saturday, cooler Saturday.

WEST TEXAS—Partly cloudy tonight and Saturday, probably showers in north and west portions; somewhat cooler in the Panhandle tonight and in north portion Saturday.

TEMPERATURES.

Time	Year ago	Yesterday	Today
12 midnight	88	80	81
2 a. m.	85	77	79
4 a. m.	83	76	77
6 a. m.	81	74	77
8 a. m.	83	80	80
9 a. m.	86	84	86
10 a. m.	89	87	83
11 a. m.	92	90	88
12 noon	93	93	90
1 p. m.	94	81	..
2 p. m.	96	82	..
3 p. m.	97	83	..
4 p. m.	97	83	..
5 p. m.	97	79	..
6 p. m.	97	80	..
Maximum	97	84	..
Minimum	81	74	..

Sun rises tomorrow, Aug. 17, at 5:53 a. m.; sets at 7:13 p. m.

COMEDIAN MADE FORT WORTH HIS 'HOME NUMBER 2'

Friend of Texas Ranchers Last Stopped Here
July 4; Best Boxoffice Attraction;
Knew Pilots By Their First Names

Will Rogers probably had hung his slouchy flop-brimmed hat in Fort Worth more times than any other city—except in fashionable Beverly Hills, his California home.

His last stop, on July 4, when he booked out on an American Airlines plane for Los Angeles after attending the Cowboy Reunion at Stamford, was one of more visits than airport officials could count today.

Whether bound east, west, north or south, the comedian made it a point to route his trip through Fort Worth.

The city's prominence as a cattle center seemed to place it close to the heart of the former Oklahoma cowboy. Here he could talk over old times with his many cattleman cronies.

Was Always Kidding.

Pilots at Meacham Field he knew by their first names, and his shuffling figure—in unpressed suit, portable typewriter in hand—always was the signal for a crossfire of kidding.

He was one of the best friends of the regular airlines, but often dropped in at the airport with a celebrated pilot. Among these was Capt. Frank Hawks, speed flier, who piloted the actor through the Southwest on his tour of 1931 for the benefit of drought sufferers.

Appearing at the theater, Rogers jammed the theater to the rafters, raising \$18,350.

He raised \$73,924 in Texas.

Donated to Charity.

In January of last year, he gave \$500 to Fort Worth's fund raised through the Presidential balls.

On his visits here, the comedian stayed at the Fort Worth Club, the guest of Amon G. Carter, publisher, a close friend.

Another particular friend was the late W. T. Waggoner, on whose ranch near Electra Mr. Rogers was often a guest.

The esteem which the boss of the Three-Ds held for the cowboy-actor is best exemplified, perhaps, by a story which has become a favorite around the ranch.

Mr. Rogers, they say, once admired a young horse in the Waggoner string, commenting that the animal would make a fine pony for polo (the comedian's favorite sport).

"You like him?" said Mr. Waggoner. "Then I'll send you a carload like him."

Was Trick Rope Artist

But the comedian refused the generous offer.

Mr. Rogers also was a frequent visitor to the famous King Ranch in the Nueces country as a guest of Congressman Richard Kleberg, grandson of Capt. Richard King, the founder.

He was a friend of the late Augustin Quintanilla, the vaquero-foreman (or "caporal") of the King Laureles division—the man reputed to know more about cattle than anyone else in Texas.

And the comedian never passed through Encinal without stopping for a chat with Ab Blocker, of the pioneering cattle family in that section.

Chester Byars of Fort Worth, who has won in various rodeos and roundups the title of world champion trick and fancy roper, always has said that Will Rogers was the peer of them all in the practice of that art. Mr. Byars once wrote a book in which he made this acknowledgment—a book which contains a foreword by Mr. Rogers himself, done in the humorist's best style.

Was Unusual Plane

On his last trip to Fort Worth, the comedian had intended to continue to his home town of Claremore, in Oklahoma, to attend a celebration there, but was called back to Hollywood to make re-takes on a motion picture in production.

He was Fort Worth's No. 1 boxoffice favorite.

Aviator friends here today pointed out that the plane in which Will Rogers and Wiley Post met death bore the Department of Commerce rating "B" instead of the NC rating "A" even for ordinary commercial and civil flight operations.

They explained that when a plane comes out which does not meet the safety requirements for ordinary flight operations, it is branded either X (meaning experimental) or NR, a special classification which includes racers and especially constructed equipment.

CITY FACES TAX REVENUE LOSS

Trackage Abandonment Offsets Hike In Utility Valuations

The City today boosted by \$83,098 the property valuations of three of Fort Worth's "big four" utility firms, but faced a loss in 1935-36 tax revenues from the service corporations because of trackage abandonments by the Northern Texas Traction Co.

Texas Electric Service Co., the Lone Star Gas Co. and the Southwestern Bell Telephone Co. were raised by action of the equalization board. The Lone Star drew the largest increase, \$24,491 more than last year.

TESCO valuations were increased \$32,446, and the telephone company's, \$16,251.

Tax Assessor Collector W. T. Macy said that a reduction in the traction company's property value, brought on by the abandonment of 12 miles of interurban right-of-way within the city, will offset the increases by several thousand dollars.

The city also faces a valuation loss estimated to reach \$4,000,000.

Receiver A. F. Townsend has asked a \$500,000 reduction on other property, but equalization board members say the full request will not be granted.

New and old valuations of the other three utilities:

TESCO—1935, \$10,585,709; 1934, \$10,553,263. Increase, \$32,446.

Lone Star—1935, \$5,395,560; 1934, \$5,361,159. Increase, \$34,401.

Southwestern Bell—1935, \$8,405,041; 1934, \$8,388,790. Increase, \$16,251.

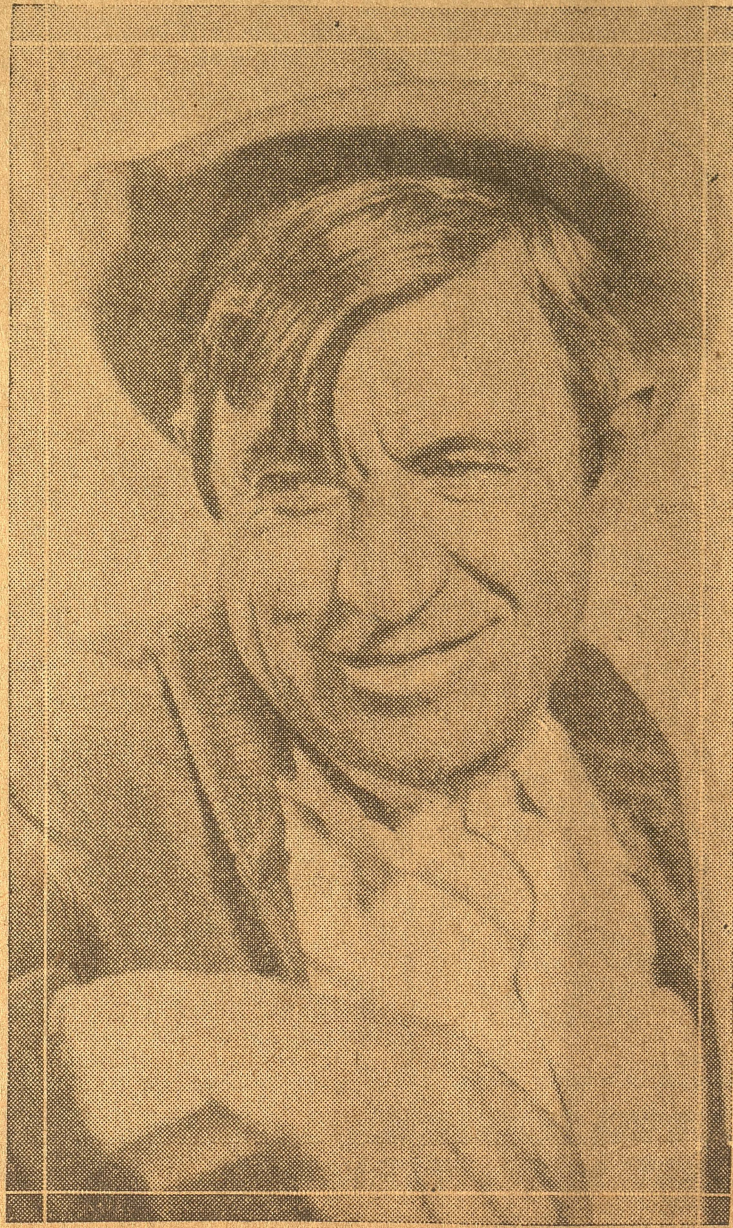
METHODISTS AGREE ON MERGER PLAN

Three Groups Will Be Merged Into One Organization

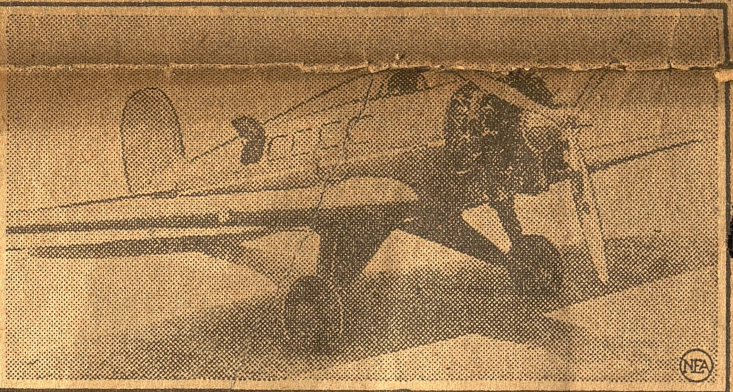
By United Press.

CHICAGO, Aug. 16.—Delegates of the three Methodist churches at a conference here today agreed on a plan of union which will merge the groups into one church, the largest protestant organization in the United States.

TRAGEDY CLAIMS TWO U. S. HEROES



Will Rogers.



The Fatal Plane.

2 ROGERS PICTURES NOT YET RELEASED

Doubting Thomas Just Completed Run Here

Will Rogers had completed two new motion pictures before taking off for Alaska with Wiley Post, theater managers here said today.

The films are In Old Kentucky, and Steamboat Around the Bend. Neither has been released.

Mr. Rogers' last released film, Doubting Thomas, is booked second-run for the Tivoli Aug. 24. It recently was shown at the Worth.

OFFERS MRS. POST PLANE

OKLAHOMA CITY, Aug. 16.—F. C. Hall, Oklahoma City oil man who sponsored Wiley Post's first globe-circling flight in 1931, today proffered the use of his new airplane to the dead flyer's wife to fly to Alaska and bring his body back.

LINDY MAY DIRECT RETURN OF BODIES

Lone Eagle May Fly on Tragic Mission to Alaska

By United Press.

WASHINGTON, Aug. 16.—Col. Charles A. Lindbergh may fly on a tragic mission to Alaska to supervise return of the bodies of Will Rogers and Wiley Post, killed in an airplane crash, advices today indicated.

TAX BILL TO CONFERENCE

WASHINGTON, Aug. 16.—The House sent the tax-the-rich bill to conference with the Senate today refusing to accept Senate changes in the original measure as it passed the House. It is expected that the final draft of the bill will be on its way to the White House within three or four days.

What the Canal Means to Fort Worth—

And Why We Must Approve the Canal District

THE need for a barge canal from Galveston Bay to Fort Worth is now greater than ever before, as we have shown. It is all-important to every family and to every man, whether he has a job, runs a farm, or operates an industry or a business.

The opportunity to secure the canal is also greater than ever before. One of two big barriers formerly held up, is already down. Government engineers now admit its construction and operation to be feasible.

The remaining barrier was the subject of the hearing held by the Army engineers in Fort Worth on Aug. 7. Before approving the canal, they must be convinced that its operation would directly save shippers of the region enough money to justify the expense.

THE proposal in brief, is for a 400-mile channel between Fort Worth and Galveston Bay. It would be 150 feet wide at the surface, 100 feet wide at the bottom, and nine feet deep. There would be approximately 28 locks to lift barges up or down 750 feet between tidewater and Fort Worth. Cost of the canal is estimated at about \$75,000,000 by its friends, and at somewhat more by its opponents.

The Federal Government would bear the

entire construction cost and would maintain and operate the canal itself. The state, through its agency, the Trinity River Canal District, would supply the right of way, and provide the port and terminal facilities.

SAVINGS that could be directly attributed to canal operation are variously estimated. The U. S. district engineer computed that shippers would save about \$3,000,000 a year.

Thorough survey by experienced traffic men friendly to the canal indicated it would move about 5,300,000 tons a year out of a total of 69,000,000 tons now moving by rail to and from the Gulf. They computed resultant savings at around \$16,000,000 a year.

A few specific savings: On iron and steel products \$3,000,000; on grain and grain products, \$1,750,000; on cotton, \$2,250,000; on canned food products, \$500,000; on sand and gravel and crushed stone, \$475,000; on agricultural implements and parts, \$300,000; on fertilizer, \$150,000.

Even more important than the direct savings would be those forced by canal competition. Railroads would have to cut their rates on all shipments capable of moving by the canal, and the savings thus afforded have been estimated as high as \$30,000,000 or \$40,000,000 a year.

(Editor's Note: This is the fifth of 11 short articles on the Trinity River Canal, which will appear daily in The Press. The first six will deal with the canal itself, the others with the Canal District, its relation to the project, and the election scheduled for Aug. 24.)

ROGERS GREW UP ON FATHER'S CATTLE RANCH

Humorist Won Fame Thru Homespun Philosophy And Comments

By UNITED PRESS

Will Rogers, famed screen and stage comedian and newspaper columnist, was born at Claremore, Okla.—then Indian Territory—on Nov. 4, 1879. The crude homespun philosopher who became famous for his homely comments on national and international events, was the son of Clem V. and Mary (Schrimpsker) Rogers, both of whom were part Cherokee Indians.

Mr. Rogers' father owned a horse and cattle ranch and was a member of the convention that drafted the present Oklahoma constitution. The boy's early years were spent on the ranch where he became an expert cowpuncher and lariat thrower. He received a scanty education by attending the Kemper Military Academy at Boonville, Mo., for part of two terms.

Natural Joker

Gifted from the beginning with unlimited good nature and a sense of humor, Mr. Rogers became the chief entertainer for the surrounding countryside. His hobby consisted in working out unusual and difficult feats with his lasso. Deftly twirling a rope, he cracked jokes at his own and his pals' expense.

His reputation as a humorist and entertainer spread and he finally accepted an offer to become a public entertainer. First he traveled with a circus and wild west show. Then he entered vaudeville. He first appeared in New York at Keith's Union Square Theater in 1905. Flo Ziegfeld, producer of the Follies, witnessed the rise of the young humorist, and in 1915 made Rogers a feature performer with the "Follies."

Mr. Rogers was a big success and in 1919 Samuel Goldwyn offered him a motion picture contract which he signed. After a meteoric rise in Hollywood, Mr. Rogers returned briefly to his first love, the "Follies," for the year of 1921 and then devoted another year to picture-making.

Returned To Screen.

In 1924 he rejoined the "Follies" at a weekly salary reputed to be larger than that paid to any other player of the spoken stage. After a season he returned again to Hollywood where his stage fame became greater than ever and Mr. Rogers produced a series of successes such as "Happy Days," "Ambassador Bill," "State Fair" and "Judge Priest."

The comedian was an incessant talker. And as fast as he talked, his jaws were sore with gum. He refused to dress—his best wear was a blue serge, double-breasted suit and this he wore even when he served as toastmaster at the most formal banquets. He chewed chiefly to keep from smoking. Off stage and screen, he chewed the tips of his spectacles. He often claimed that he had chewed 18 pairs of spectacles up in two years. If spectacles weren't handy, rubber bands served.

Mr. Rogers' talents also extended to authorship and politics. He once was named for Governor of Oklahoma but declined the nomination. Despite his long residence in California, he was a



Dear to the hearts of millions of Americans is this homely character of the screen and stage. In this photograph, Will Rogers is portraying the part of Judge Priest, in one of his recent and most delightful motion pictures.

persistent press agent for his native state of Oklahoma and spread the fame of Claremore far and wide. He also served as mayor of Beverly Hills, exclusive screenland suburb.

In his newspaper comments, limited generally to 75 words, Mr. Rogers talked in common language of the news events of the day. Criticism sometimes was poked as his "ordinary folks" mannerisms as assumed and unsuited to one of the richest men in the amusement business.

Among the books written by Mr. Rogers are "Letters of a Self-made Diplomat" and the "The Illiterate Digest," which again reflected the country background of an every-day American.

Mr. Rogers was married to Betty Blake on Nov. 25, 1908. They had three children—Will Jr., Mary and James. In his later years, one of Mr. Rogers' hobbies was playing polo and, forming a team with his children, he became one of the most ardent enthusiasts on the Pacific Coast. As an apoloist, he maintained his "average" attitude, wearing blue denim trousers and a white sweat shirt.

WILEY POST'S SISTER OVERCOME BY GRIEF

First Refuses to Believe Report Is True

By United Press.

DALLAS, Aug. 16.—Mrs. Mary Junell, sister of Wiley Post, was grief-stricken today when informed of her brother's death in a plane crash in Alaska, and at first refused to believe the report was true.

"Oh, please see if you can find out for certain that it really happened," she exclaimed. When assured that the report was correct, she was choked with sobs and was unable to talk further.

Byron Post, the flyer's brother, also was overcome by grief and was unable to discuss the tragedy.

HEYER'S

PRICKLY HEAT POWDER

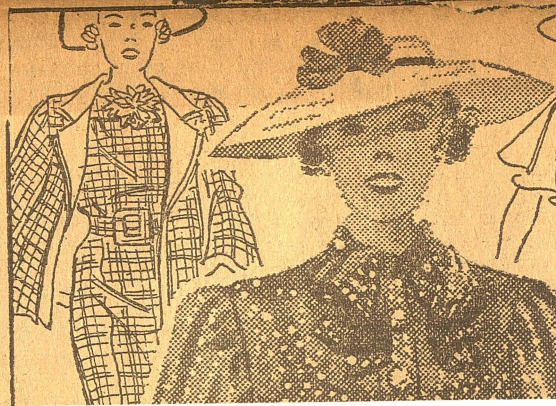
DON'T PRICKLY HEAT!

USED BY MOTHERS FOR OVER 40 YEARS



Time to Prepare For School

NEW Fall Fashion



Rogers' Wife, Daughter Receive News Bravely



Mary Rogers



Mrs. Will Rogers

By United Press.

LAKEWOOD, Me., Aug. 16.—Will Rogers' wife and pretty actress-daughter, Mary, bore up bravely here today as they listened to the news of his death in an Alaskan airplane crash.

Ironically, Mary has been playing the feminine lead in the Lakewood Players' presentation of the Broadway success, "Ceiling Zero," a thrilling aviation drama.

A feature of the play is an off-stage plane crash in which a pilot is killed.

Neither the cowboy humorist's young daughter nor his wife, the former Betty Blake of Rogers,

Ark., who arrived here Tuesday, commented when the news was broken to them by a theater attache.

With them at the time, at the home of friends, was Miss Theda Blake of Beverley Hills, Calif., a sister of Mrs. Rogers.

The family's plans as a result of the tragedy were not immediately announced.

"Ceiling Zero," in which Mary has played the leading feminine role as "Tommy Thomas," has the Newark airport as its setting.

The audience watches activities in the airport office, where air mail and passenger planes are dispatched.