

COMPLETE FINAL
★ ★ ★ ★ ★
COMPLETE WALL STREET

Temperatures—Min., 72; Max., 85.
(Detailed weather report on page 11.)

The



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Sun

COMPLETE FINAL
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BID AND ASKED PRICES

United States Official Weather Forecast:
Thundershowers tonight and tomorrow.

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WILL ROGERS AND POST ARE KILLED IN AIR CRASH IN NORTHERN ALASKA

How Rogers and Post Died in Crash

WASHINGTON, Aug. 16 (A. P.).—The following message describing the death of Will Rogers and Wiley Post was received from the Seattle office of the United States Signal Corps, relayed from Sergt. Stanley R. Morgan at Point Barrow:

Native runner reported plane crashed fifteen miles south of Barrow.

"Immediately hired fast launch, proceeded to scene, found plane complete wreck, partially submerged two feet water.

"Recovered body of Rogers, then necessary tear plane apart, extract body of Post from water.

"Brought bodies to Barrow, turned over to Dr.

Greist, also salvaged personal effects, which I am holding.

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

"Natives camping small river fifteen miles south here. Claim Post and Rogers landed. Asked way to Barrow.

"Taking off engine misfired on right bank while only fifty feet over water.

"Plane out of control, crashed, tearing right wing off and toppling over, forcing engine back through body of plane.

"Both apparently killed instantly.

"Both bodies bruised.

"Post's wrist watch broken; stopped at 8:18 P.M."

MEET DEATH IN PLANE ACCIDENT IN ALASKA



Will Rogers, left, and Wiley Post at Seattle shortly before their takeoff for Alaska.

Associated Press Photo.

FAMOUS PAIR DIE INSTANTLY NEAR BARROW

Plane Demolished by Fall
Into Small River From
50-Foot Altitude.

MOTOR FAILS, WING RIPS

U. S. Cutter to Bring Bodies of
Comedian and Flyer Home
From Last Vacation.

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SEATTLE, Aug. 16.

—Will Rogers, cowboy philosopher, actor and air travel enthusiast, and Wiley Post, who circled the earth alone in a plane, were killed last night when their plane crashed fifteen miles south of Point Barrow in northernmost Alaska.

The word of their death came today to the United States Army Signal Corps headquarters here from their Point Barrow station.

The first terse message said:

"Post and Rogers crashed fifteen miles south of here (Point Barrow) at 5 o'clock last night. Have recovered bodies and placed them in care of Dr. Greist (in charge of a small Point Barrow hospital). Standing by on Anchorage (Alaska) hourly."

Disaster Comes 50 Feet Up.

The message was signed by Staff Sergeant Morgan, the only army man on duty at the small Point Barrow settlement. Later, he wirelessly that the plane crashed from only fifty feet in the air after taking off from a small river.

Henry W. Greist operates the Presbyterian Hospital at Point Barrow, which is maintained primarily for the care of Eskimos.

Post and Rogers were on an aerial vacation which Post had planned would take him to Moscow but Rogers had not decided whether he would accompany him further than Nome where Wiley planned to establish a base for his projected flight.

Early plans for the flight included arrangements for Mrs. Post, the flyer's wife, to accompany them. At the last moment Mrs. Post withdrew and Post and Rogers flew into the north country alone.

Mrs. Rogers, wife of the humorist-philosopher, and Mrs. Post were notified of the tragedy by Capt. Frank E. Stoner of the Signal Corps headquarters here.

Bodies to Be Put on Cutter.

A Coast Guard cutter, the Northland, was ordered to turn back to Point Barrow, which it left yesterday, to pick up the bodies and bring them to Seattle.

The crash occurred as Post was pointing his pontoon-equipped plane

Rogers Drawled Way to Riches

Rose From Cowboy to Film and Radio Fame
as Exponent of 'Homely' Philosophy.

Will Rogers drawled his way to millions and a position peculiar to American life from a small town in the Indian Territory, where he was born in November 4, 1879. The town was Oologah; he always claimed Oklahoma, into which the Territory was incorporated, as his home; he always talked with the lazy tones of the Southwest and thought the thoughts of its people.

He went from working cowboy to show rider, from show rider to spinner of a rope in vaudeville and then on, through musical shows and motion pictures and radio to a fortune estimated at several millions. He never stopped drawling; he always expressed pungently what they were thinking down in Oklahoma or what, at any rate, Mr. Rogers thought they ought to be thinking there.

He died at the height of his fame. He was listened to by millions over the radio and was one of its highest paid performers. He wrote for several years a daily paragraph on whatever he chose and it was published by newspapers everywhere. He managed to drawl even while writing. He managed always to seem to speak extemporaneously, with long—but always perfectly

timed—pauses which it seemed that he was groping for words. His wisdom was of the type called "homely."

Part Indian on Both Sides.

He was part Indian on both sides. His father was one-eighth and his mother one-quarter Cherokee. He liked to talk about "we Cherokees," but racially he was predominantly Irish and English. His parents gave him an imposing name, William Penn Adair Rogers, but from boyhood nobody ever called him anything but Will.

It was a popular legend, supported by Rogers himself, that he had had no schooling. "I studied the fourth reader for ten years," he once assured an interviewer. That was merely legend, however. He went to school in Neosho, Mo., and to the Kemper Military Academy, a

Continued on Page 2.

CAPITAL SHOCKED BY FATAL CRASH

Death of Rogers and Post Is
Widely Mourned.

WASHINGTON, Aug. 16 (A. P.).—The fatal crash of Will Rogers and Wiley Post in Alaska prompted expressions of grief from high and low in the capital today.

Almost the first to learn was Vice-President Garner, a close friend of the philosopher-humorist, who said: "Just two mighty good men have been lost to the world. I just can't talk about it."

The Senate turned aside from legislative business when it convened for an unusual and eloquent tribute to the fallen two. The two party leaders, Senators Robinson of Arkansas and McNary of Oregon, joined.

Word Sent to President.

The White House, where the door always was open especially to Mr. Rogers, at once sought to notify the President at Hyde Park.

Eugene L. Vidal, chief of the Commerce Department's aviation activities, said:

"Will Rogers has been regarded for years as the country's number one air passenger.

"Wiley Post's exploits in round

Continued on Page 2.

Continued on Page 2.

Rogers Drawled Way to Riches

Continued from Page 1.

long-established school at Booneville, in the same State. Nor did he come from particularly humble parents. Rogers county, Oklahoma, was named after the family, and in the early days his father was at one time a judge.

He grew up to ranch life and, after he had finished at Kemper, he returned to the ranch. He rode and roped in the routine life of a cowpuncher. By the time he was 21 he had also accumulated \$12,000 in cattle deals. That \$12,000 and a desire to adventure on his own took him off the ranch. With a friend he decided to go to the Argentine and to pioneer in the cattle business there. But, being young and interested in things and filled with the indolent self-confidence of the Southwest, the two young men decided to go by way of London.

Wound Up in the Boer War.

They never did reach the Argentine. The \$12,000 disappeared and Rogers joined up in the Boer war on the British side. He got to South Africa and was famous for his way with horses—and on horses and with a rope. And after the war, according to the best authenticated of several stories of the early days, he joined a circus and toured Australia and New Zealand. He came back by way of San Francisco, little inclined to follow the course his mother had plotted for him. She had thought he might be a Methodist minister.

Instead he joined a Wild West show being organized by a rancher, Zack Mulhall, and toured the country with it. He made his first appearance in New York at the old Garden on the back of a horse swinging a rope.

It is a tradition that he became well known for roping a steer which broke from the show and threatened the crowd. At any rate, he got a vaudeville engagement after the Wild West show left town and twirled a rope for the first time from a stage.

It is another tradition that he turned a rather unsatisfactory engagement, which might have ended his theatrical career after the first week, into success by an unanticipated wisecrack. He had not been hired as a humorist, but as a cowboy. It was late in the week as he was making the loops of his lariat twist and tangle about the stage that he remarked, not loudly:

"Swingin' a rope is all right if your neck ain't in it."

So the Horse Departed.

It is a Rogers line, full of the Rogers flavor, whether he said it then or not. The story goes that the manager, delighted, urged Rogers to continue. They took the horse, which hadn't helped much, out of the act.

"It's not nags you need but gags," the manager is reported to have assured the man who had then spoken in public for the first time. Mr. Rogers so began a career which resolved itself before the end almost entirely into a matter of speaking in public.

From vaudeville he went to Hammerstein's Roof. He was made when he appeared in the first Ziegfeld Follies in 1917.

Before that he had gone back to Oklahoma and married a girl he met at a candy pull. Her name was Betty Blake, and they were married in 1908. They had three children, Will Jr., Mary and Jimmy.

His technic in the Follies and in other shows was simple and devastatingly effective. In those years he always twirled his rope. He discarded it more or less in later years, when in the movies and on radio. He would twirl the loop about, leaping into it and out of it, talking to it sadly when it failed him. Between twirls—seemingly only when the proper behavior of the rope gave him time—he would make comments. He would make comments on people in the audience, on life in general, on what he had read that afternoon in the newspaper.

There was no question on which Rogers, true American of the Southwest, did not have an opinion. He would as soon settle, with a droll, dry sentence in which the letter "g" was hardly ever sounded, a matter of international as of local importance. He said he never acted.

Had Perfect Sense of Timing.

"I'm not smart enough to act," he said. "If they can find a role that's sort of like me, I'm all right. Otherwise I'm punk."

But there can be no doubt that Rogers was, in his own fashion, an actor of singular, if purely personal, acumen. Both on the stage and in the movies he had a perfect sense of timing which could hardly have been accidental. And, when he chose, he could be an excellent mimic. He occasionally mimicked the late Calvin Coolidge over the radio, with startling results.

During the last ten years or so, the humorist was seldom seen on the stage. In 1929 his friend, Fred Stone, fell in an airplane and was seriously injured just before the opening in New York of "Three Cheers" in which he was to have starred. Rogers flew across the continent and stepped into the part. Or, at least, he stepped into the play. Brooks Atkinson of the Times, reviewing it the next day, pointed out that Rogers paid "as little attention to the book as decency permitted," but was hilarious. He talked about politics, mostly.

Author of Several Books.

He talked about politics, as a matter of fact, whenever opportunity offered or could be made. He wrote about it constantly. (He wrote much in the later years of his life, including several books. He carried a portable typewriter with him wherever he went and tapped away at it.)

Rogers received scattering votes at the Democratic National Convention in 1928 and, shortly thereafter, was run for a brief and amusing few weeks by Life as a candidate for President on an "Anti-Bunk" platform. This gave him opportunity to comment pointedly on both parties and he made the most of it. He said he was the only candidate who knew what the farm-

er needed. "But I can't give it to him. . . . He needs a punch in the jaw if he believes that either one of the parties cares a damn about him after election."

He traveled widely, sometimes on his own, often as a special correspondent for newspaper chains. He visited George Bernard Shaw, who out-talked him. In this country, airplanes were his favorite means of travel and before the crash which cost him his life he was in several minor accidents.

Often Performed for Charities.

He was always a willing performer for any charity which appealed to him. In spite of his numerous activities, he found time to appear not only in widely advertised benefits, which, of course, brought mention of his name, but at smaller gatherings for charity which few ever heard of. He was a willing and frequent speaker at charity luncheons. He raised a small fortune for the drought sufferers in 1930. Without advertising, he gave away thousands.

His friends estimate that he had an estate of several million dollars and carried life insurance of approximately \$1,000,000. In the movies he got \$25,000 a week when he worked; he was paid \$2,500 a week for stage appearances. In 1930 he received \$77,000 for fourteen Sunday broadcasts from an advertiser. Each broadcast ran about fifteen minutes.

His chief recreation was playing polo. His three children, almost as much at home on horseback as their father, made a team with him. But they had to break that up. "Mary went society on us," Will explained.

Until his death he remained a legal resident of Oklahoma, although he spent most of his time at his California ranch, between Beverly Hills and Santa Monica.

ROGERS AND POST KILLED IN ALASKA

Continued from Page 1.

toward Point Barrow, 500 miles away, on a flight from Fairbanks.

The plane took off from Fairbanks late yesterday, but when Post learned that a dense fog shrouded Point Barrow he set his ship down on the small stream.

The Department of Commerce at Washington, through Secretary Roper, ordered inspectors to proceed at once to the scene of the wreck. The inspectors, however, lack jurisdiction to act, as the accident did not occur on a regular air line and the plane was privately owned.

President Informed of Tragedy.

As soon as word of the death of the two men was received President Roosevelt, a good friend of Rogers and Post, was informed by the Associated Press.

Rogers had been especially anxious to get to Barrow, the small settlement eleven miles from where Point Barrow juts into the Arctic Ocean, for he wanted to chat with Charles Brower, known throughout Alaska as the "King of the Arctic." Brower has lived fifty-one years within the Arctic Circle. He operates a trading post and whaling station at Barrow.

The plane in which the Oklahomans went to their sudden death was a new one, having been constructed at Burbank, Cal., especially for the Alaska-Siberian flight. It was of a distinctive model, of low wing construction, and resembled the plane used by Col. and Mrs. Charles A. Lindbergh in their 1931 flight to Japan and their 1933 flights across the North and South Atlantic.

The territory south of Barrow in which the crash occurred is tundra, a treeless plain. It is generally devoid of bodies of water large enough to accommodate the landing of a plane.

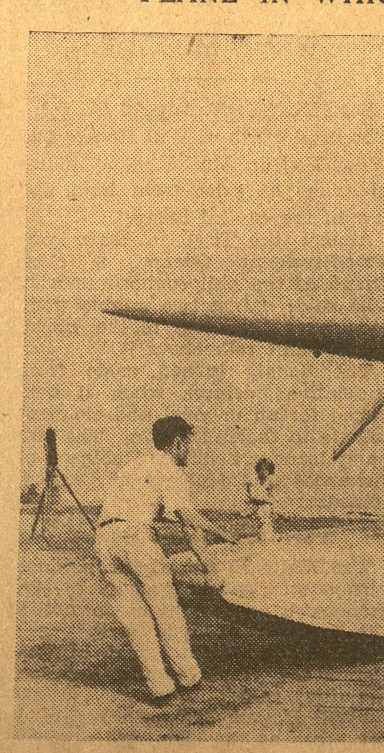
Before Morgan's last message was received Lew Parmenter, an aviation mechanic of Edmonton, Alberta, Canada, expressed the opinion that Post must have experienced motor trouble or some other mechanical difficulty while flying through the fog-banked area.

Pays Tribute to Post's Skill.

"Post was an excellent bad weather flyer," Parmenter said. "That is, bad weather couldn't stop him, and he flew expertly in bad weather as in good. For that reason I think he probably got engine trouble or something, and had to come down to a landing, then found there was no water on which to land."

Mrs. Post, the flyer's widow, was told of the accident at Ponca City, Okla., to which city she went a day or two ago to avoid publicity attendant upon her husband's flight.

PLANE IN WHICH



Before starting their fatal expedition.

Also at Ponca City is L. E. Gray, Post's brother-in-law, who said he believed motor difficulties caused the accident.

"Wiley never took chances with defective mechanical parts," he said. "His past record and his care in making those stratosphere flights proves that. I feel confident it was motor trouble."

It was in the stratosphere flights that Post was most recently active. He had hoped and made several attempts, to send his Winnie Mae round-the-world plane from the Pacific to the Atlantic coast in new record time by rising into the stratosphere and flying the entire distance at that great height. None of the attempts succeeded.

The only source of information for many hours after the first news came was from Sergt. Morgan. Morgan, Dr. Greist and an American school teacher are virtually the only white people in the lonely Barrow region. The others are Eskimos and Indians.

Post Planned Hop to Siberia.

After stops at Point Barrow and Nome, Post intended to continue his flight to Siberia where he said he was going to "hunt tigers." It was generally understood that Rogers planned to go along, but before they left Fairbanks yesterday the humorist said he had not definitely decided. Two days ago in Anchorage he remarked that he might spend the winter in Alaska with "sourdoughs dunned up in their cabins" along the Yukon and Mackenzie rivers.

Once before Wiley Post "cracked up" in Alaska. That was when his red monoplane, the Winnie Mae, was damaged in a forced landing near Flat, in central Alaska, on the round-the-world flight which set the record—a record still unbeaten. Post was unhurt then, repaired his plane, and resumed his flight with a loss of less than a day's time.

The famous Winnie Mae in which Post then made his famous flight and which he said a few months ago was about through as a vehicle for further air adventures, survives her master. She rests today in a Los Angeles hangar while the man who sent her racing through the skies around the world lies dead in the north land.

Grief that came to the entire world when news of the tragedy spread was reflected in comment from all ranks of life; from members of the Congress that Rogers so drolly and good-naturedly lampooned to the home folks of Claremore, Okla., and Rogers, Ark., where the humorist was married twenty-seven years ago.

Start of Ill-Fated Trip.

Post arrived here from the South on August 1, accompanied by Mrs. Post. At San Francisco, he had been delayed several days obtaining passport permission to enter Russia. He said at that time he planned to go on to Moscow, after "hunting tigers" in Siberia. Ambassador Troyanovsky, then at San Francisco, said they would be warmly welcomed at Moscow.

While here, delayed for several days, the Russian flyers hopped from Moscow on their projected flight over the north pole to California and Post showed great interest in their flight. He predicted

that it would be successful, although subsequently they were compelled to turn back and return to Russia.

Rogers, freed from his moving picture work for a time, then flew north and joined them here on August 5. He left Los Angeles under an "assumed name" but his identity was soon discovered and he was welcomed here.

On the next day the two took test flights in Post's plane, which had by then been equipped with pontoons, and Rogers also found time for a polo workout with polo players here. He was their guest that evening and told them, among other things, that he was going to "get a polo team going on the Matanuska project," as that was about the "only thing the Democrats haven't done for the colony."

Mrs. Post Decides Not to Go.

That evening, friends disclosed later, Rogers "kidded" Mrs. Post about the hunting and fishing they planned on isolated Alaskan lakes, saying it was "no place for a lady." The "kidding," in which Post joined, finally convinced Mrs. Post not to make the trip.

Consequently, the next morning, August 7, when the two hopped from the Renton airport of Lake Washington, south of here, Mrs. Post was left behind. She said the trip might be "too strenuous."

She remained here only a few days, and then flew south in a private plane to San Francisco.

Post and Rogers made a leisurely flight of eight hours, fifteen minutes, that day to Juneau, not stopping at Ketchikan, although before leaving here Rogers had said he might have to "get a fish dinner at Ketchikan." Rain and low-lying clouds lay along the route they traveled, but they arrived safely at the territory's capital.

Guests of Alaska's Governor.

Gov. John W. Troy of Alaska and Joe Crosson, a hunting companion last year of Post's, welcomed the two on their arrival at Juneau.

They were the Governor's guests that night at the territorial mansion. The next day it was still raining and their flight, which by now had become a "vacation trip," they said, was delayed. Rogers bought rubbers, two raincoats and other equipment saying humorously "with this weather, I'll need lots of them."

Within a few days they hopped again over into the historic Klondike gold territory at Dawson, Y. T., and even there found themselves objects of much attention. Miners and prospectors came miles to see them.

Within two days they took off again, their destination unannounced as usual, and they turned up at Aklavik, N. W. T., at the mouth of the Mackenzie River, on the Arctic.

Rogers commented in one of his dispatches that the Eskimos there were "thicker than rich men at a save-the-Constitution convention." He also found it cold. It was 40 above zero. Their stay there was short.

The Last Take-off.

A flight back to interior Alaska, to Fairbanks, followed, and then in a commercial plane they flew south



The actor in a costume from his film, "A Connecticut Yankee in King Arthur's Court." Above—In a jovial traveling mood.

to Anchorage and over to the Matanuska project.

"Pioneering for spinach is different than pioneering for gold," said Rogers, but his other comment was favorable. "I didn't see any mosquitoes there," he said.

They returned to Fairbanks, where their plane had been serviced, and then followed their tragic flight north to Point Barrow, ending in disaster near their destination.

CAPITAL SHOCKED BY FATAL CRASH

Continued from Page 1.

the world flying and in stratosphere tests are known wherever people know about airplanes.

"The news of their accident shocked and stunned all of us in the Bureau of Air Commerce. The loss of these able men cannot be measured.

"We have already set in motion the machinery for investigating the accident to determine the cause if possible. The Bureau of Air Commerce inspector in Alaska will proceed to the scene immediately and report to us when he has learned the facts."

'Awful Bad,' Says Garner.

"Oh, that is awful bad!" was Mr. Garner's instant reaction to the news. "Rogers was one of the best friends I had."

As soon as a quorum was assembled in the stately Senate chamber, Mr. Robinson rose from his chair directly in front of the Vice-President.

"Probably the most widely known citizen of the United States, and certainly the best beloved, met his death some hours ago in a lonely and far away place," he said, as other Senators listened in complete silence.

"We pause for a moment in the midst of our duties to pay brief tribute to his memory and that of his gallant companion.

"I do not think of Will Rogers as dead. I shall remember him always as a sensible, courageous and loyal friend, possessed of unusual and notable talent. He made fun for all mankind. In nothing he ever said was there an intentional sting.

"He was kind, generous and patriotic. His companion was a courageous representative of a gallant group who on the wings of adventure sought remote places and conquered long distances.

"All the nation mourns these great citizens. They were both rep-

Lindbergh Offers Aid To Bereaved Widows

WASHINGTON, Aug. 16 (A. P.).—Col. Charles A. Lindbergh was said today at the Treasury to be handling arrangements for Mrs. Will Rogers to obtain the body of her husband. She so informed officials who communicated with her at Skowhegan, Me.

Col. Lindbergh, reported at North Haven, Me., offered to place planes at her disposal and that of Mrs. Wiley Post, or others interested in assisting them.

representatives of the highest type of manhood.

"Peace to them."

Tribute by McNary.

Mr. McNary rose immediately from his place on the Republican side of the aisle to say that every Republican Senator "shares the same feeling." He said that Mr. Rogers had "brought joy and good feeling to America" and would be missed by every one.

After the first shock was passed Speaker Byrns of the House said: "Will Rogers had the ear of the public as few in this country did. Everybody read what he had to say in his quaint way. His death is a real loss—and Post's is too."

An old friend of Will Rogers and Wiley Post, Representative Jed Johnson of Oklahoma, was selected by Speaker Byrns to announce the deaths to the House.

"Not only are members of Congress shocked and stunned," he said, "but the entire world will mourn the loss of these two beloved and outstanding citizens, both of whom are native sons of the great Commonwealth of Oklahoma."

79-Year-Old Woman Leaps to Death

Anna Rettig, 79 years old, was killed today when she leaped from a fourth floor window in the boarding house where she lived at 136 East Eighty-second street. Her body was found on the sidewalk by Patrolman William Grant of the East Sixty-seventh street police station.

In her room the police found a note which read:

"So sorry I have to do this, but I can't help it. Notify Mrs. King, Syosset, L. I."

Mrs. King is a sister of Mrs. Rettig. The police were asked also in the note to notify Amalie Rettig of Darmstadt, Germany, who is said to be another sister.

CH WILL ROGERS AND POST CRASHED