

No bad weather has been reported, and both planes were so equipped that the gas tanks could be drained to give them enough buoyancy to stay afloat.

It was believed, if they ran out of gas, the chances were much in their favor that the empty tanks would keep them afloat for a while, at least.

Besides the sandwiches, water and other food they carried for use on the way over, both planes had emergency food rations sufficient to keep the occupants alive for several days.

In its anxiety over the fate of the missing fliers, however, Honolulu did not forget to pay tribute to the courage of those who succeeded.

Goebel, pilot of the *Woolaroc*, which took first prize of \$25,000, and his navigator, W. V. Davis Jr., have won the city by their modesty, their boisterous pleasure at their feet, and their tender solicitation over the plight of the lost fliers.

Martin Jensen, who won the second prize of \$10,000 in the *Aloha*, is Honolulu's biggest man, for Marty was flying for the city in the great race and Honolulu was overjoyed to see him safe and "in the money."

Reconciled With Father.

Goebel and Davis, after the first crushing welcome which followed their landing at Wheeler Field at 2:53:33 p. m. Wednesday, Pacific time, refused to take the rest which many felt they needed, and spent the evening in talking over the flight, dining comfortably at the Royal Hawaiian Hotel, and in dancing.

Jensen, whose wife collapsed at Wheeler Field a few minutes before "Marty" hove into sight, and who became hysterical with joy when he saw him, went to bed for three hours during the evening and then came down town to speak briefly over the Honolulu Advertiser's radio broadcasting station.

An interesting feature of Jensen's flight was that it caused a reconciliation between the pilot and his father, Nels C. Jensen, of Jamestown, Kan. The elder Jensen had objected to Marty's flying career and during the last year an estrangement had grown up which threatened to grow into a final breach.

But Wednesday night for the first time in a year Jensen's father communicated with him, cabling from Jamestown, Kan:

"Congratulations. Thank God you're safe."

Hears From "Bill" Erwin

Goebel also received many cablegrams of congratulations. One was from Capt. "Lone Star Bill" Erwin, now at Oakland, Cal., awaiting an opportunity to hop off for Honolulu.

"Reserve a seat for me," Erwin cabled. "I am seeing you in Honolulu Saturday."

Sid Grauman, the Los Angeles theatrical man, wired:

"We want you to enter the \$50,000 prize contest Los Angeles to Tokio flight."

Goebel said that he would be unable to decide on this suggestion until he had conferred with his manager in California. He asserted,

The Original

DAY AS YOU RIDE

TIRES.

Payments as Low

as \$1 a Week

THE UNION

TIRE CO.

Geo. Medlam, Pres.

MA in 6278

Cor. S. Ill. and Georgia St.

Open Till 8:00 p. m.

Home Boy!

By United Press
HONOLULU, Aug. 19.—A house and lot in Honolulu for his parents will be bought with Arthur Goebel's share of the \$25,000 Dole prize money, Goebel said today.

He also declared he would have made the flight regardless of the prize.

"I'd have made it if only to demonstrate that the flight can be made by any properly equipped airman."

however, that in order to accept he would require at least \$50,000 to build a plane.

Slow Time Is Made.

The *Woolaroc*, he said, cost \$20,000 and would be entirely inadequate for the Tokio flight.

The flights of Goebel and Jensen were made in slower time than either of the other two successful Hawaiian jumps.

The *Woolaroc* was clocked in 26 hours, 19:33 minutes elapsed time between leaving Oakland airport and slipping down to the roaring welcome of the 30,000 spectators at Wheeler Field, Honolulu. Jensen made the trip in 28 hours and 11 minutes.

Ernie Smith and Emory Brown hold the record for the flight at 25 hours and 26 minutes. The army fliers, Lieuts. Maitland and Hegenberger, required 25 hours and 49 minutes. The Smith-Bronze plane landed on the island of Molokai, however, and not at Wheeler Field.

Wants Change in Method

By United Press
WASHINGTON, Aug. 18.—While extending heartiest congratulations to the winners of the Dole prizes, Clarence M. Young, aeronautics director of the Commerce Department, declared today that future contests of this type should be arranged on a different basis.

As a result of his experiences in officially inspecting the pilots and planes entered for the Dole event, Young believes more time should be allowed for selection and inspection of properly equipped planes and for the examination of pilots and navigators.

Griffin Flight Off

By United Press
OAKLAND AIRPORT, Cal., Aug. 18.—Lieuts. Bennett, Griffin and Al Henley, forced to turn back here Tuesday when motor trouble developed in their monoplane, Oklahoma, have cancelled plans to attempt the Honolulu flight.

"Since the *Woolaroc* and *Aloha* made it safely there's no use in our taking off now," they said today when told that Art Goebel had won first prize and Marty Jensen second in the Dole race, for which the "Oklahoma" had been one of the qualifying entrants.

FORMER CLERK'S WILL LEAVES HUGE FORTUNE

Brothers and Sisters to Share in \$15,000,000 Estate

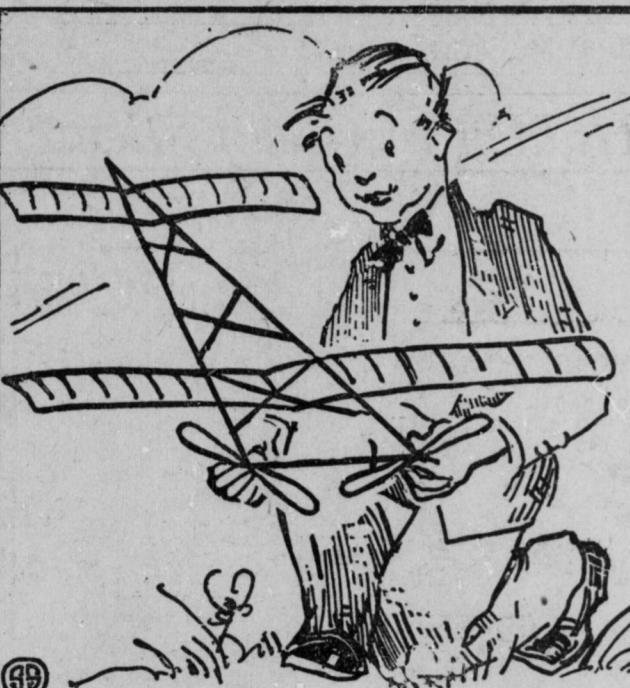
By United Press
NEW YORK, Aug. 18.—The will of Arthur T. Walker, former \$50-a-week clerk and heir to between \$15,000,000 and \$50,000,000 from his employer, Edward T. Seares, was filed for probate today in Surrogate's Court, Brooklyn. Five sisters and two brothers will share most of the fortune.

Walker died Aug. 7 of indigestion at the Seares mansion in Windham, N. H. He had established his claim to the fortune only seven months before his death.

After Seares' death seven years ago, his nephew Victor Seares, brought a suit to break the will. The claim was settled out of court for a sum said to be \$1,000,000. Another employee, Angelo M. Ellison lost a similar suit.

Two-line Times want ad six days only \$1.44.

Building and Flying Model Airplanes



BY PAUL EDWARD GARBER
In Charge of Aerodynamics, Smithsonian Institution
(Copyright 1927 by Science Service, Inc.)

14. ASSEMBLING AND FLYING THE MODEL

To put the various parts of the model together, take the frame and make sure that the propellers are so placed that when the point is directed away from you as in the above illustration the right hand propeller will have to turn to the right to push the wind back to you, and the left propeller must rotate left to push. The large wing is fastened between the openings of the rear X-brace with two thin long rubber bands, which are placed under each stick and the two loops opened above the stick, and the wing passed under these loops, which when carefully released onto the wing surface will hold it in place. The elevator is fastened in a similar manner about three inches from the point. Both of these surfaces should be placed with the point of highest curvature toward the nose of the model. The wings must now be lined up to be at right angles to the center line of the frame, and not twisted in regard to each other.

It is assumed that the rubber motors were placed on the frame when the power plant was described in Article 10, therefore all is now together. It will be noticed that because of the formation of the elevator the front edge is higher than the rear edge, thus no elevating blocks are needed. To balance the model glide it several times before launching it under power. Thrust it from you gently while holding it by the propellers on a line with your eyes and if it climbs or dives move the elevator back or front respectively to correct that tendency. In cases of extreme need for adjustment the wing may be similarly moved. When all is in perfect balance the model is ready for flight.

A large field, with no obstructions, is required. It should be large enough so that the model will have plenty of chance to go as far as it can without interruption. For the first flights a rather calm day is preferred. Allow an assistant to hold the propellers while you go to the nose of the model and attach the "S" hooks to your geared winder. Stretch the rubbers at least twice their length and wind the rubbers about 200 turns of the winder, in the direction necessary to impart correct rotation to the propellers. As you wind the rubbers come in toward the nose so that when you finish you will be right at the nose hook and can attach the "S" hooks there. Now take the propellers one in each hand, sight along the model for a final assurance that all is correct for flight, stoop down as shown in the picture and face the wind. Careful handling is very necessary throughout this stage of the preparations as the frame is under great strain from the rubber motors' pull and any unusual twisting may cause it to break. Therefore from this crouching position carefully rise and as you do so launch the model at the angle shown. Do not thrust it much, just give it a gentle placing on the air. The model should climb rapidly against the wind, then turn and fly with the wind. If it climbs or dives, correct it as for the glides. If it turns to one side move the wing slightly to one side and test again. When perfect flights are obtained carefully mark the position of the surfaces in order that the model may always be placed in the best condition.

It is hard to predict the flight possible with this model, but it can safely be said that if the model has been carefully constructed in accordance with this series of articles it should fly at least for a distance of 2,000 feet and a duration of a minute and a half. It is well within the possibility that those figures may be doubled or even trebled, depending on the workmanship and lightness of the model. In the next article will be described a few features which will enable you to make your model even lighter and thus go after world records.

CARTOONISTS ARTISTS?

Rival Sues to Halt Career of Miss Philadelphia

By United Press
PHILADELPHIA, Pa., Aug. 18.—Cartoonists are not artists, according to Miss Jeanne May Crowe, who is plaintiff in a suit against Miss Kathleen Coyle, chosen as "Miss Philadelphia, 1927," in a recent beauty contest here.

Walker died Aug. 7 of indigestion at the Seares mansion in Windham, N. H. He had established his claim to the fortune only seven months before his death.

After Seares' death seven years ago, his nephew Victor Seares, brought a suit to break the will. The claim was settled out of court for a sum said to be \$1,000,000. Another employee, Angelo M. Ellison lost a similar suit.

Two-line Times want ad six days only \$1.44.

GO AFTER IMMIGRANTS

Canadians Want Norwegians U. S. Is Keeping Out

By United Press
ST. PAUL, Minn., Aug. 18.—Canada is getting the immigrant of Norway, Christian Anderson, employee at the University of Minnesota. Agricultural School here, stated upon his return from a visit to his native land.

"Under the immigration law of the United States, the Norwegian quota is only a fraction of the number that would like to come here," Anderson said.

"Canada has been quick to see the point," he said, "and has agents in Norway. If they can not get into the United States many feel that Canada is the next best bet."

Miss Crowe filed suit against Miss Coyle on the grounds that rules of the contest had been violated when "cartoonists" instead of "artists" had been chosen to select Philadelphia's pretty beauty.

Miss Crowe also sought injunction against Mayor Kendrick and the proprietor of the amusement park where the beauty contest was held to prevent certification of Miss Coyle as "Miss Philadelphia."

PROVINCE CHIEF DIES

John Oliver Was British Columbia Premier Nine Years.

By United Press
VANCOUVER, B. C., Aug. 18.—John Oliver, 71, premier of British Columbia, died early today at his home here.

Oliver was premier of the province nine years, and a member of the legislature for twenty-seven years. He was born in Derbyshire, England.

Death was caused by advanced cancer of the stomach.

Hon. H. D. MacLean, acting premier, will succeed Oliver as the head of the Liberty party in British Columbia.

Persistent Masher Gets Sentence.

An alleged persistent masher was sentenced to sixty days in jail and fined \$50 in municipal court late Wednesday afternoon, after it was charged, he had followed a policeman's wife for several blocks, insisting that she accompany him to a "little party."

Asks \$10,000 Alimony

By Times Special
JEFFERSONVILLE, Ind., Aug. 18.—Ten thousand dollars alimony is asked by Hattie J. Densford in a divorce suit against Tom E. Densford. She alleges cruelty. They were married twenty-six years ago.

In a Hurry? Get a Quick Sandwich

The business man who has to eat lunch in a hurry will appreciate the service that Haag's render on hot sandwiches and cold drinks.

Instantaneous Service at

HAAG'S New Store

129 W. Wash. St.

YOUTH'S RALLY PRECEDES DRY WORLD SESSION

E. S. Shumaker and Mrs. Stanley Will Speak Tonight.

By Times Special

WINONA LAKE, Aug. 18.—There is an obligation on the part of college and high school students to know the truth about prohibition, insisted George Douglas, college student secretary of the Intercollegiate Prohibition Association, speaking today at a young people's rally prior to the formal opening to-night of the congress of the World Against Alcoholism:

"Students are very apt to condemn prohibition because the officials in Federal, State and local governments are not doing their duty while at the same time they are associating with friends who are thwarting the law. Yet they will not lift a finger to try to change the attitude of these friends."

"Again, with but very little effort, a group of students can be found who will discuss with great fervor, just what is wrong with our present marriage and divorce laws. But just try to shift the discussion to what the attitude of each one should be toward the other sex on their campus and the superficiality display will be appalling. Their creative, imaginative dealings are in the realm which is difficult for them to affect. While within their own realm they are conservative without a doubt."

Other speakers at this morning's rally were Mrs. Margaret W. Schutz, Washington, D. C., special secretary of the Intercollegiate Prohibition Association, who spoke on "The Part of Young Women in Promoting Prohibition;" Dr. F. H. Otto Melle, of the German Central Federation Against Alcoholism, Germany, on "The Youth Movement in Germany;" Rev. E. H. Dailey, pastor of the First United Brethren Church, Portsmouth, Ohio, on "Young People's Organizations and Sobriety;" and Peter Chalmers, Glasgow, Scotland, officer of the Scottish Temperance Alliance.

Speakers scheduled for late today are Harry S. Warner, Washington, D. C., educational secretary of the Intercollegiate Prohibition Association; Lottom S. Wesley, college student secretary of the World League Against Alcoholism, and Rev. Henry Carter, London, honorary secretary of the Temperance Council of Great Britain.

Formal opening of the congress will occur tonight when addresses of welcome will be made by E. S. Shumaker, superintendent of the Indiana Anti-Saloon League, and Mrs. Elizabeth E. Stanley, president of the Indiana W. C. T. U. Responses will be made on behalf of all continents.

Dry leaders from many nations are here for the congress. The famous "Pussyfoot" Johnson, whose attacks on liquor represented one of the first aggressive movements in favor of prohibition, is one of the delegates present.

Among others here are Mme. Hussein Bey, leader of the Turkish Red Cross and the Green Crescent anti-liquor organization in Turkey; Dr. Otto Melle, Berlin; Dr. Robert Huerco, Lausanne, Switzerland; the Rev. Henry Carter, secretary of the social welfare department of the Wesleyan M. E. Church of England, and the Rev. David Ostlund, representing Scandinavia.

Nations and continents represented at the congress are Japan, Sweden, Germany, Scotland, England, Ireland, Switzerland, South America, Hindustan, Canada, Australia, Egypt, Iceland, Denmark, Norway, Finland, Italy, Turkey and Africa.

Commercial Service from Johannesburg to New York Offered

WASHINGTON, Aug. 18.—South Africa now has a beam wireless station in Commercial operation, and the rate to New York from there is two shillings one pence a word, according to a Johannesburg report to the Commerce Department.

Under the immigration law of the United States, the Norwegian quota is only a fraction of the number that would like to come here," Anderson said.

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