

—Aviation—

SHIP AND PLANE SERVICE WILL SPAN ATLANTIC

Emergency Cargoes to Be Carried Over Ocean in 40 Hours.

By United Press
NEW YORK, Aug. 1.—Emergency commercial flights across the Atlantic ocean in time approximately the same as that consumed by Lindbergh, Chamberlin, Byrd and the Bremen crew, is seen here as an actuality by the spring or summer of 1931.

Development of plans for combination steamship and airplane service across the Atlantic are well past the "dreamer" stage on both sides of the Atlantic.

The plans are so developed, in fact, that conservative business men who are interested in the gigantic problem of transportation are willing to admit the likelihood of special cargoes of emergency freight or passengers being set down within forty hours on the opposite coast.

Flights to Cost High

Such flights, of course, would demand a special premium and the charge for such service would be expensive, but the service would be rendered almost devoid of the hazard which now is connected by the thought of trans-Atlantic flying.

The possibility of such service entails no visionary scheme of building floating islands upon the high seas.

The quite practical landing decks of a high-speed line of airplane-carrying liners, which are to be launched in two and a half years, will make floating islands unnecessary.

These liners, built after the general naval plane carriers, Saratoga and Lexington, plan a four-day dock-to-dock service between America and Europe to be cut further to two and a half days by shore-to-ship and ship-to-shore plane service at either end of the journey.

Six Special Ships

There will be six of these liners, constantly shuttling back and forth across the north Atlantic, with a maximum distance between ships of 800 miles, a comparatively short flight for present day high-grade planes.

The ships are to be approximately 1,000 feet long, ninety feet in beam and with a tonnage of 40,000.

This means that with the exception of the tonnage, they will be larger than the Leviathan. The continuous sea speed is set at thirty-three knots an hour and a maximum speed capacity of thirty-five knots an hour.

The speed is eight knots an hour faster than the Leviathan. In other words, one of these ships could start with the Leviathan and be out of sight of the Leviathan in an hour.

Each ship will have space for twenty airplanes and will carry in normal commerce eight to ten planes fully equipped, manned, fueled and ready to fly at a moment's notice.

New Airport Thrives

Sam Jones, manager of the Twin Cities Airport, between New Albany and Jeffersonville, Ind., landed at Hoosier airport, today to have the engine in his Travelair biplane overhauled. Jones, a recent graduate of the Hoosier flying school, reported the new Twin Cities airport has been doing a thriving passenger carrying business.

Confer at Marion

Harold C. Brooks, Hoosier airport secretary-treasurer, and Paul Payne, Hoosier pilot managing the new Marion, Ind., airport, flew to Marion today to confer with Marion Junior Association of Commerce officials in regard to plans for the future of the Marion airport.

To Join Byrd



—Aviation—

FLYING SHOWS RAPID RISE IN U.S. SINCE 1926

Commercial Aviation Makes Rapid Strides; Lines Carriers Increase.

BY RUTH FINNEY

WASHINGTON, July 28.—Remarkable advances in commercial aviation have been made in this country in the last eighteen months.

While the United States still lags far behind Europe in development of this industry, statistics compiled by the Department of Commerce show that figuratively and literally speaking, business is going up.

In 1926 only six airplane lines carried passengers in this country. At the end of June, 1928, twenty-two lines were carrying passengers.

In 1926, a total of 5,782 persons traveled by air. In the year following the number increased to 8,679. Figures are available for the first six months of 1928.

Air Mail Doubles

In 1926 there were 810,855 pounds of mail carried by air. In 1928 the air mail poundage was 1,654,165.

In 1926 express and freight carried by air totaled 1,733,090 pounds. In 1928 the total was 2,263,480.

There are now approximately 13,000 miles of airways operating, and about 30,000 miles are flown daily on these airways.

Mail routes cover 10,386 miles. On another 2,000 miles passenger and freight service is given.

In Europe about six times as many passenger routes are operating and twenty-two times as many passengers were carried in 1927.

In that year 197,671 persons traveled by air. Three times as much freight was carried in planes, but less than twice as much mail.

Light More Airways

Lighting of airways in this country did not begin until the middle of 1924. At the end of last year, 5,872 miles of airways had been equipped for night flying, and it is estimated that another 2,000 miles have been added since then. Nearly 6,000 more miles will be lighted during the coming year, according to present plans.

Another sign of progress is seen in the increased number of airports that have been established.

Counting municipal, commercial, private and Army and Navy landing fields, the number now totals approximately 1,600. More than 2,000 towns and cities have been "airmarked" for the benefit of fliers.

In all the scheduled flying over air routes in 1927, only six fatal accidents occurred, and in these, seven persons were killed.

Total of 200 Crashes

There was a total of 200 accidents during the year, the rest occurring in miscellaneous flying, including contests and ocean flights. As a result of the 200 accidents, 164 persons were killed and 149 were injured.

The most striking feature of these figures lies in the fact that of 200 accidents, only thirty-four occurred in licensed planes, driven by licensed pilots. Thirty-three of the fatalities took place in these accidents. The remainder are charged up to unlicensed flying.

The Department of Commerce has now licensed 2,568 pilots, who carry cards to show their status, and 1,641 airplanes. Another 1,368 planes have been given identifying marks.

In addition 1,988 pilots have applied for licenses and are awaiting examination by the department.

TWO BOYS ARE MISSING

Relatives Ask Police to Search for Youths.

Parents of Robert Heede, 15, of 561 Tecumseh St., reported to police today that the boy had gone fishing Tuesday with a chum and had failed to return.

Sheriff McClain of Bluffton, Ind., reported John Wiley, 11, had run away from home and was thought to be in this city.

In the Air

CONDITIONS AT 9:30 A.M.
(Compiled for The Times by Government Weather Observer J. H. Armstrong and Donald McConnell, Government Astronomer)
Ceiling, 2,000 feet. Visibility, four miles. Barometric pressure, 30.26. Wind velocity, five miles southwest.



VIA THE

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Convenient connections at Cincinnati and Louisville for the south and at New Orleans and Memphis for the west and southwest extend the privileges of The Pan-American to travelers from and to many sections who revel in its luxurious comfort and in the beauty and diversity of the scenery along its interesting route.

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—Aviation—

At Gardens



Billy McAree

WALKER BLAMES THE PRESS AND PUBLIC

Claims Neither City as a Whole Nor Newspapers Have Accepted His Company as Part of Our Civic Life.

BY WALTER D. JUCKMAN

In his posted statement backstage at Keith's theater announcing the closing of his present stock season here on Sunday, Aug. 12, Stuart Walker contends that "for some unknown reason neither the city as a whole nor the newspapers have accepted us as a part of their civic life."

He states that "We have never before had such a variety of plays and players and in the end Indianopolis will be the loser."

This department is interested in everything that Walker has said in his statement, giving the reasons for his sudden proposed closing.

I have in this department on many occasions in other seasons and this one called attention to the fact that the Walker organization was a civic institution and that he was giving the city Broadway shows with Broadway casts.

Only a few weeks ago in "The Round" I clearly pointed out that if the Walker company did not receive better deserved support then we would not have the organization with us much longer.

I know that Walker has not received the box office patronage that he deserved. The pitiful box office record of the magnificently acted "The Jest" is proof of that.

The public did not buy it. That is a fact. Cincinnati is giving Walker the support he desires and deserves. As far as my department is concerned, I have stood on high ground and shouted my opinion of the Stuart Walker presentation here.

I have no apology to make because this department has accepted the Walker company as a civic institution to be proud of. It isn't my duty to go out and sell tickets. I have honestly in my own judgment tried to tell the truth about the values of the Stuart Walker Company.

Mr. Walker's statement which he posted last Monday backstage at Keith's is as follows:

"It is with the deepest regret that the management of the Stuart Walker Company announces the closing of the Indianapolis season of the Stuart Walker Company for Aug. 12, 1928."

"Every effort has been made to keep the standard of plays and productions to the almost uniform neglect of the best."

"The management has done the best we have ever had so far as general excellence of performance and company and production are concerned. We have never before had such a variety of plays and players and in the end Indianapolis will be the loser."

It is hard on you—actors, staff and crew—to have to stop in the midst of our performances and go to Indianapolis after all our self-respect to continue our work and indulge ourselves in the large salary losses. We women in the broad sense of the word, for we have given the public a little over 100 performances for their money. We have always maintained a certain dignity in our performances and we have held to facts in our best performances and best plays. We refuse to cut our product; and the newspaper people are overjoyed to Indianapolis a permanent company of which it would be proud, but for some unknown reason, the city as a whole nor the newspapers have accepted us as a part of their civic life."

"The management has done the best we have ever had so far as general excellence of performance and company and production are concerned. We have never before had such a variety of plays and players and in the end Indianapolis will be the loser."

Mr. Johnson was born in Shoals and came to Indianapolis after completing his education at Indiana University. He was with the local company for nineteen years and two years with the Citizens Bank at Marion.

He is survived by the widow, Mrs. Ina Johnson; a son, Lester L. Johnson; a daughter, Delita May Johnson; his father, Schuyler Johnson, all of this city, and six brothers, G. L. Johnson and Thomas J. Johnson of Indianapolis, D. P. Johnson and Yennie Johnson of Chicago, Arvin Johnson of Wisconsin, and David Johnson of Ft. Wayne.

Funeral services will be held Thursday afternoon for Lester L. Johnson, 38, of 919 Bradbury Ave., manager of the H. H. Woodsmall Company, who died after a short illness. Services will be held at the Christian Church at Shoals, Ind., and burial will be there.

Mr. Johnson was born in Shoals and came to Indianapolis after completing his education at Indiana University. He was with the local company for nineteen years and two years with the Citizens Bank at Marion.

He is survived by the widow, Mrs. Ina Johnson; a son, Lester L. Johnson; a daughter, Delita May Johnson; his father, Schuyler Johnson, all of this city, and six brothers, G. L. Johnson and Thomas J. Johnson of Indianapolis, D. P. Johnson and Yennie Johnson of Chicago, Arvin Johnson of Wisconsin, and David Johnson of Ft. Wayne.

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Will Close



Stuart Walker

In a statement just issued, Stuart Walker gives his reasons for announcing the close of his present season at Keith's on Sunday, Aug. 12.

Medical Service and Loot Barter Charged

Terre Haute Doctor Accused as

Aid of Bandit Gang.

By Times Special

TERRE HAUTE, Ind., Aug. 1.—

A doctor of Terre Haute, Ind., has been accused of being a bandit and of robbing a bank in exchange for providing free medical service to any bandit wounded.

He has been arrested and is in jail awaiting trial.

Faint Woman Drowns

EATON, Ind., Aug. 1.—Mrs. Albert W. Sheets, 55, five miles south of here, was drowned when her head fell in a pan of water in which she was washing clothes as she stood over in fainting.

Five years ago Dr. Danner was

acquitted of slaying James Leasure, who had accused him of being attentive to Mrs. Leasure, who later became the doctor's wife.

Everywhere in Indianapolis and

nearby towns, men and women are

highly indorsing and recommending

this new Konjola medicine,

which the Konjola Man is now introducing at Hook's drug store, Illinois

and Washington streets, this city.

And

everywhere in Indiana and

nearby states, men and women are