

— Aviation —

**CITY RAPIDLY
TAKING FRONT
AVIATION RANK**

Four Ports Here, Another
Planned; New Factories
Contemplated.

Indianapolis, which two years ago was visited by few airplanes, today is on the way to becoming one of the principal industrial aviation centers of the country.

The city now has four airports and another planned, one large airplane factory in operation and two others to start soon, two flying instruction schools and a third being started, and three proposed factories for manufacture of planes.

Most of the city's aviation growth has come since Lindbergh's history-making trans-Atlantic flight in the "Spirit of St. Louis," and his visit here a year ago last summer.

Until removal of the National Guard aviation squadron from Kokomo and establishment of its flying field at Mars Hill, now known as Indianapolis airport, the only available landing places were at Schoen field, Ft. Benjamin Harrison, and in the Indianapolis Speedway infield, except for a few cow pastures.

Has Four Airports

Today, in addition to Schoen field and Indianapolis airport, the city has Hoosier and Capitol airports, both privately owned, and the municipality is negotiating for purchase of a 1,000-acre municipal airport.

Within the last two weeks, formation of two companies to manufacture airplane engines here has been announced.

G. M. Williams, Marmont Motor Company president, announced formation of a separate company Nov. 11, to manufacture an engine being developed.

Amended articles of incorporation for Chevrolet Aviation Motors corporation, an expansion of Chevrolet Brothers Manufacturing company, 410 West Tenth street, were filed a short time ago.

The Chevrolet company plans to engage in quantity production of "Chevrolet-Air" air-cooled engines of four, six and eight cylinders, moderately priced.

Marmont Forming Company

The company being formed by the Marmont concern plans, it is announced, to develop an airplane soon to be manufactured here.

Capitol Airways, Inc., also plans establishment of a plane factory at its airport next year.

Allison Engineering company, engaged for some time in building airplane engines, is understood to be contemplating establishing an airplane factory here in the near future.

The Allison company is filling a government contract for rebuilding of 1,400 Liberty airplane engines, of the type developed by the country's foremost automotive engineers during the war for army planes.

This is the company's second Liberty engine contract, the first 1,000-engine deal having been completed.

Builds for Government

In addition, the plant builds experimental engines from specifications for the government and private companies. It recently completed a 24-cylinder, 1,500-horse-power X-type air-cooled engine for the government.

At present it is building experimental engines for fuel testing for the Italian and Japanese governments, the United States navy, University of Michigan, and other organizations.

It also manufactures several types of airplane engine parts, for which it holds patent rights, including a steel-back bearing used by several large airplane engine plants.

The city has two established flying instruction schools at Capitol airport and Hoosier airport, and a third school, the Curtiss-Indiana Flying Service, Inc., which plans to start ground school work Jan. 7, 1929.

Weather Halts Lindy

MEXICO CITY, Nov. 22.—Continued unfavorable weather and gales from the east coast again forced Colonel Charles A. Lindbergh to postpone his flight to Tampico, en route to the United States.

Mrs. Coolidge Names Plane

WASHINGTON, Nov. 22.—Using a substitute ship, because the original airplane, Christopher Columbus, was forced down en route here, Mrs. Calvin Coolidge christened the plane at Hoover field Wednesday to open the new Caribbean air mail route, for which the Pan-American Airways has the mail contract.

Lands Here From East

John L. Campion, former pilot for Fred Stone, noted comedian recently injured when he attempted to pilot his own plane, landed at Indianapolis airport Wednesday with one passenger in a Ryan brougham en route from St. Louis to New York City.

Air Rides to Grid Game

Arrangements to provide airplane passenger service Saturday to the annual Purdue-Indiana football game at Lafayette are being made by Capitol air and Hoosier airport.

Capitol airport plans to send seven planes to the game, including three Ryan brougham monoplane cabin ships, carrying four passengers each, and four Eaglerock biplanes, carrying two passengers each. These ships will make the thirty-minute hop to Lafayette in formation.

Hoosier airport expects to fly from five to seven Travel Air planes to Lafayette, including the five-passenger Travel Air monoplane. The open biplanes carry two passengers each.

Both airports plan to start the

Start 'Em Young in Radio

Here is the right idea. Start training future radio artists when they're young and they won't know the meaning of "mike fright," that terrible demon of broadcasting. Little David Dixon, for example, is only 20 months old and lacks the vocabulary and diction necessary to successful broadcasting, but he's already at home before the mike. And that's a satisfaction to the announcers at the National Broadcasting studios in New York. In a few years he'll make his proper debut in the N. B. C. Children's hour.

trip at noon, and return immediately after the close of the game.

Proposes Airport Boards

FT. WAYNE, Ind., Nov. 22.— Sponsored by this city's park board, a bill to create airport commissions in Indiana will be introduced in the 1929 General Assembly to convene Jan. 10, according to Colonel D. N. Foster, board president. It is proposed such commissions shall have four members to serve without pay. The bill would apply only to cities of the second class.

Urge Air Mail Boost

Every citizen in Indianapolis and Cincinnati has been asked by Embry-Riddle Company, Cincinnati-Indianapolis-Chicago air mail contractors, to send one air mail letter Dec. 17, first anniversary of establishment of the route.

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**ILLNESS FATAL
TO OFFICIAL OF
STANDARD OIL**George H. Jones Dies After
Second Operation in
New York.

NEW YORK, Nov. 22.—George H. Jones, chairman of the Standard Oil Company of New Jersey, died in Harbor hospital today after a second operation for a stomach ailment.

His death at 56 brought to an end a career as eventful as that of any recent captain of industry. Its chief characteristics were hard work and regular habits.

Born at Carthage, Ill., the son of a carpenter who had lost a leg in the Civil war, Jones began at the age of 12 to augment the family income by sorting rags in a mill. At 14 he left school to work in a chair factory.

Masters Typewriter

At his next job, as office boy for an insurance firm, he tutored himself at shorthand. Later he clipped a typewriter advertisement, pasted it on cardboard and practiced until he had mastered this "keyboard."

He learned to study business at a school in Oswego, and found time to study law also. He was registered as a lawyer, but never practiced at it. Meantime, at the age of 16, he got a position as stenographer for National Trans. Co., a Standard Oil subsidiary in Oil City, Pa.

From that time on he never left the Standard's employment. Because he had all the background needed, and a brilliant retentive mind for figures, he worked himself up until on Nov. 16, 1925, he was made chairman.

Known as Modest

He was able two years ago to receive from memory in the annual report of his company for the year before. He made stenographic notes of his speeches, pasted these together in a strip, folded the strip like an accordion and with this in his hand for ready reference delivered his addresses.

He was known for the modesty of his living habits. When he became wealthy these did not change. He belonged to several New York clubs, but seldom attended them, saying he was "too busy."

Herbert Hoover got more Indians than any candidate of any party for any office, but exactly how many will not be known until next Monday when election marshals report to Governor Ed Jackson.

Hoover's majority in Indiana was unofficially tabulated as around 200,000.

Harry G. Leslie, governor-elect, was the least popular of the winning Republicans, the official count.

His margin over Frank C. Dailey, Democrat, was only 44,658.

Senator Arthur R. Robinson, whom the unofficial total showed to be among the most popular, was relegated to a place far down in the list by the official count. His vote was surpassed by that received by Miss Brown, Otto G. Fifeid, secretary of state-elect; Archie N. Bobbitt, state auditor-elect; Mrs. Grace Banta Urbahn, state treasurer; James M. Ogden, attorney general; Roy P. Wieshart, superintendent of public instruction and Noel C. Neal, appellate court judge Second class.

The accident occurred when the car in which Mrs. Carbaugh was riding with her son-in-law, Clarence Shockel, R. R. G., attempted to pass an oil truck and locked wheels with it.

The Shockel car was hurled into the ditch, where it overturned. The Shockel and James Crowe, the driver of the truck, were uninjured.

William Collins, 12-year-old son of Mr. and Mrs. Walter Collins, R. R. G., suffered severe cuts on the head Wednesday night when the car in which he was riding with his father crashed into a parked truck at Kitley road and East Washington street.

The accident occurred when the car in which Mrs. Carbaugh was riding with her son-in-law, Clarence Shockel and James Crowe, the driver of the truck, were uninjured.

James A. Stuart, managing editor of The Indianapolis Star, national president the last year, was awarded the Wells Memorial key, given annually to the member who renders the greatest personal service to the organization.

Robert B. Tarr, Pontiac, Mich., was elected president, and Franklin M. Reck, Detroit, was re-elected first vice-president.

Karl A. Bickel, president of the United Press associations, was elected an honorary member.

Dr. F. C. Wagner's Machine Struck
by Interurban Car.

TERRE HAUTE, Ind., Nov. 22.—Funeral arrangements for Dr. F. C. Wagner, 64, president of Rose Polytechnic institute here, who was killed instantly Wednesday evening when the automobile in which he was riding was struck by a Terre Haute, Indianapolis & Eastern Traction car, had not been completed.

The second bomb was exploded in the doorway of another soft drink parlor about a mile away.

Damage to both saloons was estimated at \$2,000.

According to witnesses, Dr. Wagner apparently did not see the interurban and drove his car directly in its path. The automobile was carried 100 yards before the motorman was able to stop the car.

Dr. Wagner, witnesses believed, became aware of the approaching car an instant before the crash occurred, but did not have sufficient time to slow his machine or speed it up to beat the interurban across the tracks. He was "leashed" to the presidency of the institute in 1923 and was inaugurated in 1924. He had been a member of the Rose faculty since 1896, when he left the University of Michigan to become professor of steam engineering.

The crew of the traction car, Robert White, motorman, and William Stanifer, conductor, both of Indianapolis, refused to make a statement following the crash, further than to say they observed all precautions.

As Mrs. Eddy so aptly states: "Jesus beheld in Science the perfect man who appeared to him as the image and likeness of God, and thus it was that he became conscious of the fact that the same love which enabled Jesus to heal the sick, also enabled him to heal the sick."

Her perfect understanding and realization of the ever-present of the Christ enabled him to see man as the image and likeness of God, and thus it was that he became conscious of the fact that the same love which enabled Jesus to heal the sick, also enabled him to heal the sick."

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