

THE DAILY CHRONICLE

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IN MEMORIAM

This morning the service men of The Dalles, from the graveyard to the vets of '17, assembled at the court house and marched to the cemetery to do homage to those who have departed from their ranks.

Memorial Day each year requires new significance, and rapidly it is becoming the most solemn and exalted observance of the nation.

The great war has brought many of us abruptly back to the realization that Memorial Day is not one dedicated to picnics and sports; a holiday for recreation.

The last blood letting of the nation reached into every home in the nation; the men who did not fall, had buddies next to them in the ranks who passed on, either from illness, injury or enemy fire.

Memorial Day, in thrice-fold significance, has come back to America in its truest spirit, and as time goes on, this will increase. It is a day of inspiration to the true American, who should bear in mind ever the thought that those who have made the sacrifice that the nation should live and increase in its might did not die in vain.

From the Atlantic to the Pacific and from the Canadian line to the gulf, in the nation's territories across the waters, men and women today honored the dead of all the wars. The salutes that were fired across the graves, the dirges that were played and the eulogies that were paid, were not merely for the brave of '61 and '17.

They were for all the gallants of the siege of Yorktown, the jackies of the frigate Constitution, the stormers of Vera Cruz, the victims of the hapless Custer band, the charge of San Juan hill and the Aguinaldo campaign.

The history of America is written in the blood of those who have fallen for it, and it is a far thing chronology. The battle line has crossed and recrossed the oceans, the nation's first blood to be shed outside the territorial limits of the United States was in the war of the Revolution, when John Paul Jones and others were battling British ships-of-the-line in European waters.

ed with American blood, running north along the Meuse in the spring after the armistice. The country was waste. The peasants had not returned. Villages were tangled masses of masonry. Fields were untilled. But everywhere in those fields, early in May of 1919, poppies with brilliant blossoms grew, grew the French said as they had never been known to grow before.

LOOKING BACKWARD

From The Chronicle, May 30, 1909. Mr. R. B. Hood has just received a number of refrigerators and invites the public to call and inspect them.

Mayor Menzies requests that the business houses be closed tomorrow afternoon while the exercises are held in honor of the national dead.

SEVEN KILLED

Continued From Page 1. The plane was on its way to Boling Field in Washington, having left New York, N. Y., some 200 miles away, late Saturday afternoon. It encountered a severe electrical storm which blew up with little warning and the machine ran out of control in some manner that will never be fully explained.

Two other planes—smaller two-seater machines—which left Langley Field at the same time, arrived home safely, having skirted the edge of the storm.

When news of the accident reached Indian Head, where there is a naval station, the cutter Dolphin, which happened to be in the vicinity, was sent to the scene. Its crew "toed by" until instructions to return the bodies to Walter Reed hospital in Washington were received.

First word of the accident reached Washington Saturday night, from Indian Head, by wireless. Early reports said three men in army uniforms had been found dead, but authorities at Indian Head were advised the plane had seven passengers, and early this morning it was reported the other bodies had been found. Details were meagre, however, as the accident occurred in an isolated section of Maryland official dispatches were held and officers of the air service were waiting for more complete information from men at the scene.

The plane, earlier in the day, had made a successful flight to Langley Field. Army officers explained the accident had business there and near the large machine became a "cock" as it was more passengers and because they were anxious to a dive as quick

as possible. It is customary, they explained, for army officers to make official trips by air.

There was no official explanation as to what caused the accident, but it was thought that the plane was not able to weather the storm. Army officers who were aloft at the same time, reported the storm was one of great violence, accompanied by heavy lightning and thunder. The air, they said, was "lumpy," machines were buffeted about by the air currents, and were able to make progress only with the utmost difficulty.

New Flying Type. It was found that the size of the machine made it more difficult to handle than a smaller machine. Storms, they said, force the machine toward the earth, making flying dangerous. Officers said the plane was in good condition, mechanically, and that no defects in its design had been discovered.

The machine was a new type of biplane—an ambulance airplane, which the air service had been experimenting for some time. It was recently built by the Curtiss company being modeled after European types of passenger-carrying biplanes. Its original motive equipment was obsolete.

Lieutenant Stanley M. Ames, reported as one of the best pilots in the army.

Lieutenant Cleveland W. McDevitt, of Langley Field, Va.

Lieutenant John M. Pennington, also of Langley.

Sergeant Blumenkranz, mechanic, of Boling Field.

Maurice Connors, former Iowa congressman, a major in the officers' reserve corps, sales manager of the Curtiss Aeroplane company.

A. G. Batecler, chairman of the executive board of the American Aeronautic association.

A number of twisted steel and splintered frame work is all that the officials of the army have to work on in trying to find out what caused the crash.

Enroute to Washington.

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Citizens National Bank. A FEW INTERESTING FACTS ABOUT MONEY. Money was first mentioned as a medium of commerce in the 23rd chapter of Genesis when Abraham purchased a field as a sepulcher for Sarah, in the year of the world 2139.

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