

## Tom C. Rogers Died in His Country's Service.

Once more has our little city been brought face to face with the stern fact that we, too, have a part in the great war which is now being fought out in Europe.

Tuesday afternoon about 4 o'clock Mr. S. H. Rogers received a telegram from Memphis, stating that his son, Tom C. Rogers, was killed in an aeroplane accident about 3 o'clock that afternoon.

A deep mantle of sorrow fell over this town and the surrounding community when this sad news took wings as it were, and flew from home to home. The realization of the awfulness of this war, which has seemed so far off, is felt now as never before, when one of our own boys, who was beloved by so many kinsman and friends, who has grown up in this community, full of ambition, proud of his physical manhood, overflowing with joy and mirth, has nobly laid down his young life on the field of honor, and the home is all torn and hearts are broken because Tom is no more. He went because duty called, and our people realize with a new sense that the fight is on.

Thomas Cicero Rogers was born on the farm east of town Jan. 19, 1897, having passed his 21 birthday last month. He graduated from the Prairie Grove High School in 1912, and attended the University of Arkansas at Fayetteville. So patriotic was he that when war was first declared, he offered his services to his country and worked so hard and to-morrow the 15th while his mortal remains will lie in state at his home, his bier draped in his Country's flag, he was to have received his commission as Lieutenant.

About seven years ago under the pastorate of Rev. F. A. Lark, Tom made a public profession of faith in Christ and united with Wesleyan Methodist church.

The funeral will take place from that church Saturday afternoon at 2 o'clock, and the interment will be made in the Prairie Grove Cemetery. Mr. and Mrs. Roy Williams and Miss Maude Rogers, who were in St. Louis, and Miss Clementine Rogers, who was at Stilwell, Okla., and Cadet Lee Hugh Rogers, who was at Wichita Falls, Texas, and Mr. and Mrs. T. L. Hart of Fayetteville, have all arrived for the funeral.

The following account of the aeroplane accident in which Mr. Rogers was killed appeared in yesterday's Memphis Commercial Appeal:

"Paul B. Cooley of San Jose, Cal., and Thomas C. Rogers of Prairie Grove, Ark., were instantly killed yesterday afternoon at 3:20 o'clock when the training biplanes they were piloting collided above the contractor's office at Park Field.

Both machines fell almost instantly to the ground. Both Cooley and Rogers were badly crushed by their fall, and death was instantaneous. Whether the crash of the machines or the fall to the ground killed the men will never be known.

Both victims were student aviators who had each flown alone for a number of hours during their training at Park Field.

Cooley was the first student to make a solo flight at the Millington training school, and he was regarded as one of the best flyers at the school.

Rogers too had had experience as a flyer and was known as a good aviator, considering the length of training he had received.

Because of the great number of machines which are now constantly in the air at Park Field, the field is divided in two. One half is known as "A" field and the other as "B" field and the flying students are divided and half ordered to fly and alight in one field and the other half in the other.

Cooley was flying out of "B" field yesterday afternoon and Rogers was flying out of "A" field. They had each been in the air about 15 minutes immediately

prior to the accident and both were turning to go to their landing places when the accident occurred.

Cooley was flying east and Rogers was flying west. At an imaginary line which divides "A" field and "B" field, both turned to the south to make a landing. According to eye-witnesses, neither student banked his machine steep enough to make a proper turn, with the result that both machines began skidding sidewise toward each other.

Both machines were at a height of approximately 300 feet, but Rogers was a bit higher than Cooley and in going down was consequently going faster. Neither student had cut off his gas yet, it is said.

Rogers' machine skidded more than did Cooley's because of his greater speed, and his machine crashed into and through the tail of the fuselage of Cooley's biplane.

Both machines turned completely over and then Cooley's plane made a straight nose dive for the earth. Still under power, it crashed into the ground nose first, completely wrecking the machine. Cooley was not thrown from the machine.

Rogers made an effort to straighten his machine after the accident, but was too near the earth. He went hurtling down in a tail spin or cork-screw dive to the earth, crashing to a stop about 300 feet from the spot where Cooley's machine landed.

Neither machine caught fire, which was in itself a very unusual occurrence, as fire usually follows the sudden crash of the engine against the earth.

Both machines were smashed into a thousand bits and the engines were embedded in the ground to the depth of about two feet.

The crash of the two speeding machines was heard all over the post grounds and hundreds began running toward the spot as they fell. They were quick to reach the wreckage and found both aviators still imprisoned in the machines by their safety belts, which had not been broken under the terrific strain of the collision. It was necessary to cut both boys out of the wreckage.

## Goes the Limit in War Savings.

I did this mainly because I think we ought to back up the Boys in the Trenches. If we should strip ourselves of every dollar we own our sacrifice would still be nothing to that of the boys who are to bare their breasts to all the horrors of war. I also bought these Baby Bonds because they are a good investment. The rate of interest is 4 1/2 per cent. They are non-taxable and the security is a mortgage on the United States of America, the richest nation on earth. I will have these stamps registered at the postoffice and I am then absolutely protected by the Government against loss by fire, theft or anything else. Another advantage is that I could go to the post office any time and get my money back with interest at a little less than 3 per cent. This \$1000 allotment is the largest amount any one is permitted to buy and it seems to me any one who has \$826.00 (that is what the \$1000 worth of stamps cost me) that he is not using, can make an a 1 gilt edge investment and at the same time serve his country as truly as if he were on the firing line.

Frank H. Carl,

## Prairie Grove Boys Go to Join the Colors.

Six more Prairie Grove boys left at noon today for Camp Pike at Little Rock, to enter military service. These boys are Memma Gordon Brewster, Frank McCormick, Henry Carnahan, Austin Morton, Dan Pyeatt and Eugene Miller. They are all in 1 a class in the Draft, but had not yet been called into service. The local board at Fayetteville gave them permit, hence their departure for the training camp.

A large number of our citizens were at the depot to bid them good-bye.