



"THE IDEALS FOR WHICH HE GAVE HIS ALL STILL LIVE." Margaret Hughes, daughter of Lieut. Tremain M. Hughes, unveils the Troop Memorial to her father.

GEC2692876



## When State Troopers Bought Plane



Seven state troopers of Onida Barracks early in the summer of 1930 bought jointly the airplane pictured above. That was the time when the troopers were getting airminded in their spare time. Inset is a closeup of Lieut. Tremain M. Hughes, who served as instructor for the others. Standing beside the plane when the picture was taken were Trooper J. L. Fitzpatrick and Lieutenant Hughes.

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## Checks Up Plane Deaths of Two Troopers for U.S.

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regret of the tragic death of Lieut. Tremain M. Hughes and Corp. Theophilus Gaines. May I ask you to express to the families of both of these officers my sincerest sympathy. I was well acquainted with Lieutenant Hughes and had a deep personal affection for him and a great admiration of his character and ability. In the death of Lieutenant Hughes and Corporal Gaines the service of the State has suffered a real loss."



Asbury W. Meadows, of the Department of Commerce, Aeronautics Division, inspecting the wreckage of the State Police plane which crashed in the top of an elm tree on the brow of Van Deusen Hill, east of Cazensia, Friday night, killing two State Troopers. The victims, Corp. Theophilus Gaines and Sergt. Tremain Merrill Hughes, aviator-trooper, are shown below.

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# Lieutenant Hughes Extolled as Aviation Pioneer In Impressive Military Rites at Oneida Barracks

## SENATOR WEBB LEADS HOMAGE TO DEAD FLIER

Great Throngs View Cor-  
tege of Officer Who  
Perished in Crash

*Special to The Post-Standard*

ONEIDA, Jan. 18.—Most touching of all tributes paid Lieut. Tremaine M. Hughes, pioneer aviator of Troop D, state police, whose death in a plane crash near Cazenovia Friday night shocked the state, was that spoken by Senator J. Griswold Webb, head of the legislative committee on aviation, when he stepped before the bier of the officer at military rites accorded him today and said, "I am proud of you and I ask God to give you eternal peace forever."

Airé from the drone of an airplane that maneuvered about over the troop's barracks and at times was brought to almost a complete stop by its pilot, nothing else broke the silence within the recreation room banked with flowers, as the senator spoke. He expressed his wish at the

## Final Tribute Paid to Trooper Killed in Plane Crash

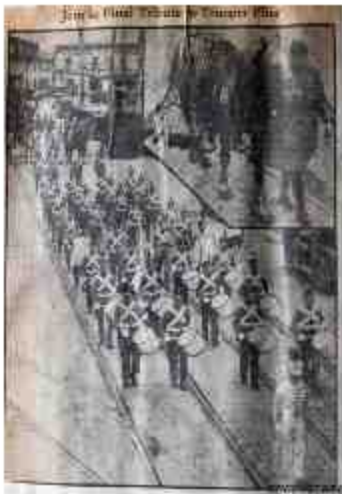


The body of Lieut. Tremaine M. Hughes was borne between rows of mourning fellow troopers after services at barracks of Troop D, Oneida.

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From the Grand Parade by the University of Chicago







*Comrades Bid Farewell to Trooper Air Crash Victim*



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Nearly 1,000 persons, including many State, city and county officials, attended the military funeral yesterday afternoon at Onelda barracks, State Police, for Lieut. Tremaine M. Hughes, aviator-trooper, who was killed last Friday night when his plane crashed. Many friends followed the coffin to the grave in Taberg Cemetery. Members of Troop D are shown at the grave. At left are Mrs. Hughes and children and friends. At right is the riderless horse, with mourning ed turned stirrups led by Corporal Stealey. Before is the

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### Flying Ace and His Patrol Ship



Major Thomas M. ... of the ...

AGC 25277









In a report made in 1930 by George Dutton, deputy superintendent of state police, aviation was favored, and Senator Griswold Webb, chairman of the legislative aviation committee, suggested that a plane be assigned to each of the six troops at Batavia, Malone, Sidney, Oneida, Troy and White Plains.

The aviation branch was designated by the legislature early last year and Lieutenant Hughes was named commander of the unit. A new Fleet biplane, bearing the state seal, was purchased to replace a smaller and slower ship a group of troopers at Oneida bought in 1930. The planes were maintained at Oneida airport, the base for air activities of the troop.

The practicability of the new branch was demonstrated in 1931 when Lieutenant Hughes found within 45 minutes a young girl who became lost in a dense berry patch near Rome. He flew from Oneida airport to the scene of the search, located the girl and signaled the ground party. He returned to Oneida, without having landed during

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## Biography

Tremain Merrill Hughes was born Nov. 17, 1896, near Alder Creek, in the town of Steuben, Oneida County, New York. The son of Charles T. Hughes and the late Lucetta Quance Hughes. In 1903 he moved from the place of his birth to Ridge Mills—a small hamlet about two and one-half miles from the city of Rome, N. Y. While residing in the town of Steuben, and later for a time at Ridge Mills, he attended a district school. In the year 1906 he entered the graded schools of the city of Rome and continued to pursue a course of study in that city until he graduated from the Rome Free Academy in 1913. However, his desire for an education continued and in 1914 he returned to the Academy for a post-graduate course.

During his high school days he showed a special aptitude for athletics, with a marked preference for football. In 1913 he had the special distinction of playing fullback on the team which became that year the champion of the State of New York. In fact, his early life was a happy commingling of high academic standing and athletic prowess.

On leaving high school he entered the employ of the Rome Wire Company, where he remained until his enlistment with the Department of State Police. During this formative period of his life he showed a natural inclination for military service. This predisposing inclination asserted itself so strongly that some months prior to his 21st birthday he made application for admission to the State Police—where fate was later to decree that he was to spend the balance of his life. He was granted special permission by the State officials to take his examinations for a state trooper before reaching his majority; he passed with honors and was placed on the waiting list to abide the time



field of science. He constructed several radio sets and received a permit from the United States Government to operate a short wave station. With his radio machines he made profound studies and was successful in reaching and communicating with stations in many distant countries, including Belgium, France and other European nations.

During the Fall of 1928, while at the airport in Schenectady, N. Y., he became interested in aviation. The early part of 1929 he enrolled with the Charles L. Wethern-Botsford Flying Service School of Utica, N. Y. He received his private pilot's license on July 5, 1929. Dec. 9, 1929, he passed his examination successfully and received his license as a limited commercial pilot. On Aug. 16, 1930, he received his license as a transport pilot.

Shortly after he became interested in aviation he was desirous of purchasing an airplane and associated himself with Sergt. V. D. Cooper, Corp. C. G. Dorn, Corp. W. M. Stevenson and

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birthday he made application for admission to the State Police—where fate was later to decree that he was to spend the balance of his life. He was granted special permission by the State officials to take his examinations for a state trooper before reaching his majority; he passed with honors and was placed on the waiting list to abide the time when he would reach the age required by law for admission to the State organization. On Jan. 31, 1918, two months after his 21st birthday, he was called to service under a two-year enlistment at Troop "D", then located at Onondaga Valley, N. Y.

His rise in the Department was phenomenal. This was due in part to the general feeling of friendliness which he radiated and in equal measure to the efficiency that he exemplified from the beginning of his promising career. Jan. 31, 1920, he re-enlisted for two years. Promotion then came after promotion. April 15, 1920, he was made Clerk of Troop "D"; Oct. 1, 1921, he was advanced to the rank of Sergeant; Jan. 31, 1922, he re-enlisted the third time for two years, only to be promoted on Oct. 1, 1923, to First Sergeant. Jan. 31, 1924, he re-enlisted again, and June 16, 1924, received as his reward a commission of First Lieutenant in the Department, and was transferred on July 1, 1924, from Troop "D" of Oneida to Troop "G" of Troy.

During his early life with the troop he showed phenomenal interest in all branches of the service. He was a member of the Pistol Team of Troop "D" and an excellent shot with a revolver. In September, 1925, he was awarded the Small Arms Qualification Medal of the Department of State Police. He also showed a marked preference for horsemanship, with the result that early in his career he formed and drilled to the height of proficiency a rough riding team at Troop "D". This team

16, 1930, he received his license as a transport pilot.

Shortly after he became interested in aviation he was desirous of purchasing an airplane and associated himself with Sergt. V. D. Cooper, Corp. C. G. Dorn, Corp. W. M. Stevenson and Troopers H. J. Sanderson, J. L. Fitzpatrick and J. E. Wheeler. On May 19, 1930, they purchased a Fleet airplane. Later he gave instructions in flying to his associates and through his efforts Sergeant Cooper, Corporal Dorn and Troopers Fitzpatrick and Wheeler received their licenses to fly.

After the purchase of this plane he interested Senator J. Griswold Webb, who was then chairman of the Commission on Aviation of the State of New York, and Superintendent John A. Warner, of the Department of Police, in the use of an airplane for police work. The Legislature enacted several laws pertaining to flying and made the

Division of State Police the enforcing agency. This Department on July 24, 1931, purchased a Fleet airplane and Lieutenant Hughes was assigned to pilot the plane.

In the Department of State Police no individual can be revered without the element of courage; men in that Department do not respect an officer who is afraid to lead where they are asked to go. It would, therefore, seem not amiss to say a word on some of his activities in the Constabulary.

In 1919 a large percentage of the workmen employed in the great industrial center of the city of Rome, N. Y., went on a strike. The attitude of the strikers was militant from the first. Additional policemen and deputy sheriffs were sworn in to curb the will of the strikers, but without success; officers were beaten by the strikers and on at least one occasion a policeman was com-

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He also showed a marked preference for horsemanship, with the result that early in his career he formed and drilled to the height of proficiency a rough riding team at Troop "D". This team rode in many public events and in the following years won much commendation throughout the State. On his transfer to Troop "G" at Troy he again formed a rough riding team, from raw recruits in that troop, and then proceeded with his usual proficiency to train and discipline his new riders to a point that gained the admiration of every department of the State Government.

On July 1, 1928, he was returned by the Department of State Police to Troop "D", where he had made his humble beginning. Again he reorganized his old riding team in Troop "D", adding the new material that had entered in the interim, and then proceeded to develop the rough riding team at Troop "D" to the height of precision which it has today.

During the period in which he was training rough riding teams at Troop "D" and Troop "G" he found time to compete in the National Rodeo Contest in Madison Square Garden in New York City. The best professional riders from all over the United States were contesting. He was successful in his efforts and won a prize.

His interests, however, were many, and on the advent of radio he became much interested in that

the strikers was militant from the first. Additional policemen and deputy sheriffs were sworn in to curb the will of the strikers, but without success; officers were beaten by the strikers and on at least one occasion a policeman was completely disarmed. Strangers traveling on the streets in automobiles were stopped by the strikers, dragged from their automobiles and in some cases beaten. The condition became so grave that finally the Mayor of Rome appealed to the Governor of the State of New York for the aid of the State Police. The Governor immediately ordered a mobilization in the city of Rome to quell a riot. The railroad authorities agreed to transport the men and horses of the Department from the eastern part of the State to the city of Utica, but no farther—this ruling was apparently prompted by the fear that special damage would be done to their property if the Department of State Police were to be brought into Rome by the railroad.

Troop "D" at Oneida was the first to send a small detachment of men in response to the order. Among them was Lieutenant Hughes. His commanding officers placed him and three other trusted men at the four corners of a bridge over the Mohawk River in that city. The strikers had threatened to blow up this bridge. Each trooper was armed with a rifle but could claim no other assistance. The strikers milled around the bridge all night threatening those on guard. The position of the four men was fraught with the gravest consequences for it was common knowledge that many of the strikers were armed with revolvers. Lasting credit is still extended to Lieutenant Hughes and his three associates who guarded the bridge through the weary hours of a harrowing

*Where Two Troopers Met Death in Plane Crash*

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Wreckage of the State Police plane, which crashed near Cazenovia last night, killing its two occupants, Lieut. Tremaine Hughes and Corp. Theophilus Galnes.

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# REMAIN HUGHES, TROOPERS' FLYING ACE, KILLED WITH COMPANION IN PLANE CRASH

Thieves Leave Another Car No. Old Forge

Three men were arrested for the theft of a car from the town of Old Forge, Pa., on Monday night. The car was a 1924 Ford sedan, and was valued at \$1,500. The thieves were charged with grand larceny of the third degree.

## RUINS OF PLANE WHICH CARRIED MEN TO DEATH



Wreckage of Machine After It Burst Into Flames Near Cazenovia

## SHIP STRIKES TREE IN FOG, WRECK BURNS

Popular Chief of State Police Air Force Is Trapped in Cockpit When Government Owned Plane Hits State Highway Near Cazenovia With Terrific Force—Corp. Theophilus M. Gaines, Teletype Expert, Is Thrown Clear of Machine but Meets Instant Death

Lieut. Tremain M. Hughes, chief of the state police air force, and Corp. Theophilus Gaines met their death yesterday afternoon about four miles east of Cazenovia when their airplane crashed on the state highway, trapping Lieutenant Hughes in the pyre of wreckage of the open cockpit ship recently purchased by the state.

The accident occurred about dusk on the Cazenovia-Petersboro highway. Farmers attracted by the crash, finding the burning plane, were helpless to remove the lieutenant. Corporal Gaines was thrown clear of the ship, but was instantly killed.

Attorney Gilbert R. Hughes, 924 Mathews Avenue, brother of Lieutenant Hughes, was notified about 7:30 last night and left immediately for Lieutenant Hughes' home in Oneida.

### Victim of Crash



HITS DENSE FOG

Flying from Oneida to Albany, Lieutenant Hughes struck an area of dense fog just after midnight, apparently flying too low, while trying to skirt the north, west wing of his plane slipped a tree and the plane crashed with great force on a narrow highway, scattered some 100 yards down the road and then burst into flames.

The ship was piloted last December by a former aviator named "Duke" M. Gaines. The body of the man had been fully broken in the crash and Lieutenant Hughes was burned. That of Gaines was hurled clear of the ship, but the pilot was held in the flying cockpit.

Where Two Troops

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# U. S. and State Seek Cause of Hughes and Gaines Death

## Plane Hits Treetop Near Cazenovia, Crashes and Burns

## Trapped in Storm Ace of State Police Either Lost Way or Attempted Forced Landing

State and Federal authorities are co-operating today in an investigation to determine the cause of the airplane crash which cost the lives of Lieut. Tremaine E. Hughes, 34, ace of Troop D, Oneida barracks, State Police, and Corp. Theophilus Gaines, 36, teletype expert, attached to Troop G, Troy, on the Cazenovia-Peterboro highway, 5½ miles east of Cazenovia, last night.

Mr. Blowers telephoned to Corporal Lyman at Cazenovia, who although four miles away, was the first person to reach the burning wreckage.

Corporal Lyman lifted the body of Lieutenant Hughes from the cockpit and then removed the body of Corporal Gaines from the ditch, where he was lying face-down in the water.

Capt. Stephen McGrath was notified at the Oneida barracks. He was so taken by the news that he was unable to go immediately to the scene and sent Lieutenant Cosart and First Sergeant Rann to conduct the preliminary investigation.

Mr. and Mrs. Frank Hansom and Mrs. Harry Lawrence, who live in the vicinity, told the troopers that they heard the drone of the motor as the plane flew low through the valley just west of the Van Deusen Hill. They went out on the porch and saw the plane as it approached the top of the hill. The landing lights on the lower wings were burning. The plane passed from their view before it crashed.

George Perkins, of North Rose, who was driving a truck filled with apples at the foot of the hill, stopped his machine to watch the plane. He told troopers he heard the crash, but did not see the plane as it struck the trees.

The tragic news of the crash was taken to Mrs. Hughes in Oneida by Sergt. John Ronan, a friend of the family. Mrs. Hughes and children were preparing to leave home for the movies as Sergeant Ronan drove up.

When she saw Sergeant Ronan, Mrs. Hughes remarked that she knew he was the bearer of bad news and asked him for the worst. When told

weather report for aviation use information to be broadcast on the teletype system.

Lieutenant Hughes was a native of Alder Creek, Oneida County. The family later moved to Ridge Mills, two miles from Rome, where he passed the greater part of his youth.

He was graduated from Rome Free Academy in 1914 as president of his class. He was a leader among his classmates and was an outstanding athlete, being a star in football, baseball and basket ball.

He was a member of the Rome Free Academy football team which won all of its 10 games in 1918, defeating the best teams in Central New York. Lieutenant Hughes was considered one of the outstanding football backs in scholastic football at that time.

He was enthused with the idea of joining the State Police and to harden himself for the life of a trooper, obtained a position in the casting shop of the rod mill at the Rome Wire Company, now a division of the General Cable Corporation. He held this situation at night and during the day took instructions in horsemanship at a Utica riding academy.

He joined troop D, State Police, on Feb. 1, 1918, and became troop clerk. He was promoted top sergeant of Troop D and in 1923 was commissioned a lieutenant and assigned to Troop G at Troy. Four years later, at his own request, he was transferred back to Troop D.

Lieutenant Hughes became interested in aviation when the Oneida Flying Club was organized in 1928. He later transferred to the State ground school where he completed

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G. Troy, on the Cazenovia-Peterboro highway, 5½ miles east of Cazenovia, last night.

Both the pilot and his passenger were killed instantly, it is believed, and Lieutenant Hughes was burned on the right leg in the flames which quickly enveloped the plane. The cockpit in which the pilot was strapped acted as a protection from the fire. Corporal Gaines, who had been riding in the front cockpit, was hurled from the plane by the impact of the crash and his body was found in a water-filled ditch about 10 feet away.

Preliminary investigation last night indicated Lieutenant Hughes, who was head of the State Police flying corps, either had lost his bearings in the blinding rain and snow and dropped down to pick up landmarks, or had realized he could not continue the journey and was attempting a forced landing on the highway.

The plane struck the top of a large elm tree on the brow of Van Deusen Hill. The left lower wing was clipped off as it crashed an eight-inch limb. Another wing dropped off as the plane bounced along for some 1,500 feet and then turned its nose into the narrow highway. The motor was buried in the mud at the edge of the road.

The State bought the plane a little more than a year ago and it was used regularly by Lieutenant Hughes in traveling in his dual capacity police work and enforcement of Federal and State aviation regulations. He flew the plane for more than 35,000 miles last year in his official capacity.

Corporal Gaines' watch stopped at 5:19 o'clock, indicating the crash occurred at that time. Farmers in the vicinity, who had seen the plane and the resultant fire, reported the time as being between 5:15 and 5:30.

Mrs. Hughes remarked that she knew he was the bearer of bad news and asked him for the worst. When told that her husband was dead she collapsed. She was revived and later told friends that she had had a feeling all day that something untoward was going to happen.

Lieutenant Hughes and Corporal Gaines were on their way from Batavia headquarters of Troop A, to Oneida. They left Batavia at 4:02 o'clock yesterday afternoon.

The weather kept most of the planes in this section on the ground, but Lieutenant Hughes believed he could push through the fog and rain. He did not encounter the snow until near the spot where the crash occurred.

Corporal Gaines was a teletype expert and was at Sidney yesterday morning when word came that trouble had developed in the machines installed at the Batavia barracks. Lieutenant Hughes, who was at Sidney at the time, was going to Batavia, and he took the corporal along with him.

The investigation today is being conducted for the Federal Government by Asbury W. Meadows, inspector in this district of the Department of Commerce, and State troopers.

Dr. S. T. Barton, coroner, of Canastota, investigated the crash last night and directed the removal of the bodies to the undertaking establishment of Monroe & Dunbar at Oneida at 9 o'clock last night.

Troopers guarded the burned wreckage at the side of the road last night and today and directed the traffic between Cazenovia and Peterboro.

Maj. John A. Warner of Albany, head of the State Police, paid a tribute to the two troopers and announced that he was not prepared to say whether the wrecked plane would be replaced and the flying work of the aviation division continued. This

flying club was organized in 1926. He later transferred to the Utica ground school where he completed his course in 1930. Together with five brother troopers, a plane was bought and home training started.

Lieutenant Hughes' rise in aviation was rapid. He instructed the small squad, the members of which either hold transport or limited commercial licenses. In aviation circles he was known as a careful pilot. It is estimated that he had covered more than 100,000 miles in the air.

He was known as an expert horseman and a member of Troop D's rough riding team. He passed second in individual all events at the rodeo staged at Madison Square Garden in December, 1929.

Recently he organized a troop rifle team and competed with this team Wednesday night in a Central New York Pistol and Revolver League match at Utica.

The aviation branch of the State Police was designated by the State Legislature a year ago and Lieutenant Hughes was named commander of the unit. A new Fleet biplane was purchased by the State to replace the ship which Lieutenant Hughes and his brother troopers had bought. The State plane was maintained at the Oneida Airport, the base for air activities of the troop.

Lieutenant Hughes lives at 219 Belmont Avenue, Oneida. He is survived by his wife, Dorothy Lewis Hughes, formerly of Cortland; three children, Tremaine, Jr., 12, Margaret, 10, and Yale, 1; his father, Charles Hughes of Richfield Springs; and two brothers, Gaylord Hughes of Rome and Gilbert Hughes of Utica.

He was a member of Oneida Lodge, 787, B. P. A. E., and of Oneida Lodge, 270, F. & A. M.

Corporal Gaines recently was transferred from Troop B at Malone to Albany, where he was in the main office of the State Police teletype system. He won his stripes

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The sound of the crash was heard by Mrs. Glendon Blowers, who lives near the tragedy scene. She called her husband and they looked out and saw the flames which they believed were caused by an automobile accident.

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Lieutenant Hughes had plans ready to place before the State Aviation Commission of a system for guarding against such an accident as cost him his life. His plan provided that every outpost of the troopers act as a

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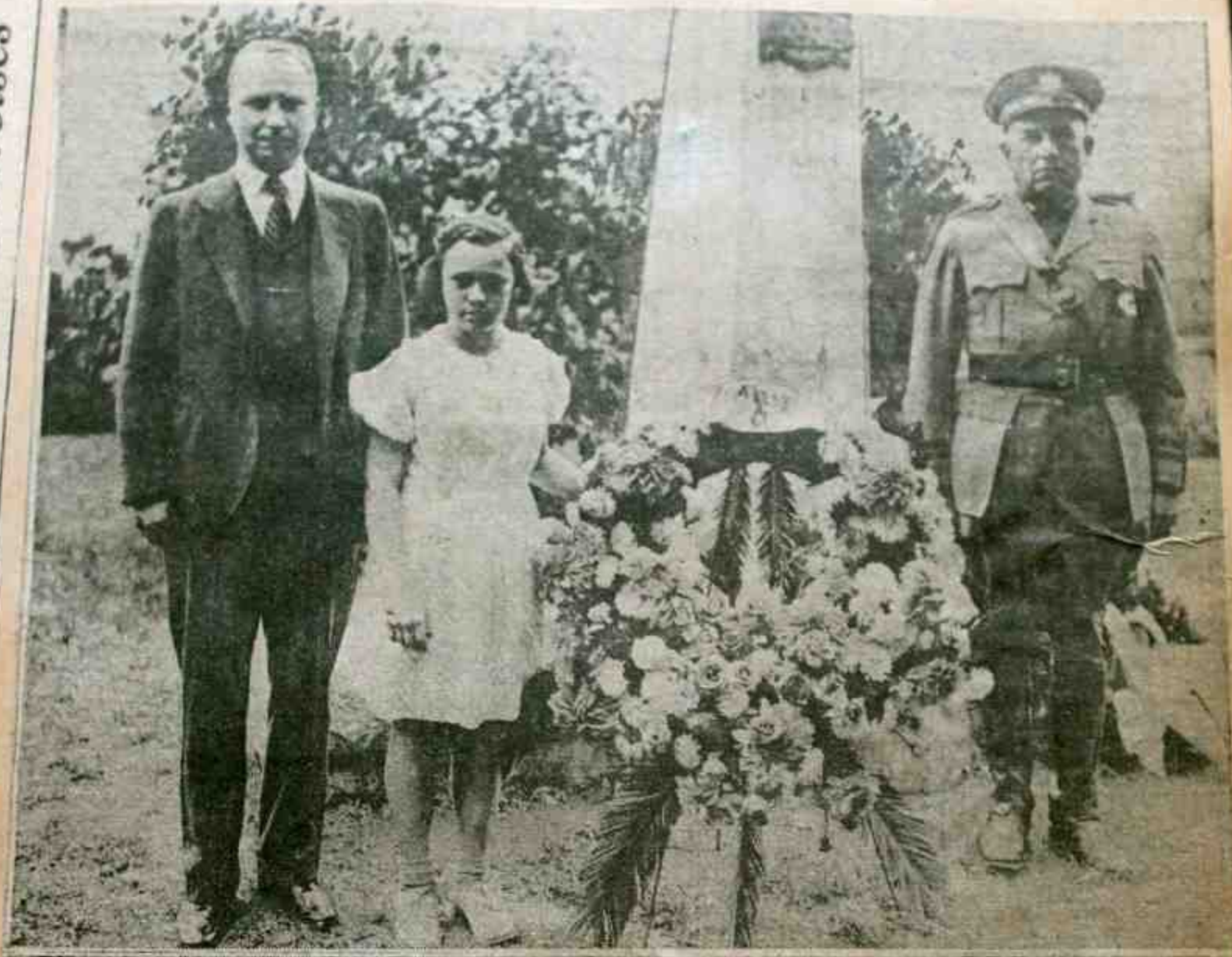
He was known as the only member of Troop B who could pilot an airplane. His home was in Three Works, Mont., and he knew Col. Charles Lindbergh when the pioneer air adventurer of the Atlantic was just learning to fly.

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Thrills galore were afforded the 6,000 persons attending the fifth annual field day of Troop D, state police, at the Oneida barracks Saturday afternoon when these members of the troop's famous rough riding team rode their

cream-colored horses in pyramid style through a blazing arch. Despite minor rains which occurred frequently throughout the afternoon the crowd was in a holiday mood and remained for the completion of the program.



Impressive ceremonies marked the dedication of the memorial shaft in honor of the late Lieut. Tremain M. Hughes, dashing head of the state's first air division, who flew to his death near Cazenovia in January, 1932. Lieu-

tenant Governor M. William Bray of Utica, a friend of the lieutenant, gave the principal address, while little 12-year-old Margaret Hughes, only daughter of the lieutenant, unveiled the stone. Photos by Americal Staff Photographers

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## HONORS HUGHES' MEMORY



LIEUT.  
TREMAINE  
HUGHES  
AVIATOR

To perpetuate the memory of Lieut. Tremaine Hughes, flying trooper who was killed in a crash near Carenovia in January, 1931, this memorial will be dedicated, Aug. 12, on the grounds of Troop D barracks at Oneida, during the annual troop games and field day on Aug. 12.

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