

List of U. S. Soldiers Cited for Bravery in This Issue

Official U. S. Bulletin

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GEORGE CREEL, Chairman * * * COMPLETE Record of U. S. GOVERNMENT Activities

VOL. 2

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No. 461

ORDER ISSUED BY PROVOST MARSHAL GENERAL ANNULS DRAFT CALLS FOR ARMY; ENTRAINMENTS STOPPED

NAVY AND THE MARINE CORPS NOT AFFECTED

*All Registrants whose Induc-
tion Orders Are Canceled
Revert to Status Existing
at the Time of Issuing
Original Order—Liable for
Immediate Call in Usual
Manner at Any Time.*

The War Department authorizes the following from the office of the Provost Marshal General:

Pending developments in the situation which arises because of the fact that Germany has signed an armistice providing for the cessation of hostilities, the President directs that all general and voluntary special calls now outstanding for the induction and mobilization of registrants of whatever color or physical qualifications for the Army, be, and the same are, hereby canceled. Pending further instructions, no more inductions shall be made into the Army, nor entrainment permitted or undertaken, under such calls. Local boards will immediately cancel and recall all induction orders—namely, Form 1028—which have been issued for induction into the Army under such calls, and shall cancel all entries made in column 24 of the classification list in connection with such calls by drawing a red-ink line through such entry except where the order issued or entry was made as to registrants already entrained, or who have become deserters when this order reaches the local board, as to all of whom the record shall remain as it stands; they shall make record of such cancellations by appropriate entry in column 29 of the classification list; they shall notify such cancellation and recall to every registrant to whom such order has been issued or opposite whose name in column 24 of the classification list has been entered the day and hour from and after which he shall be in the military service; and they shall give such notice to each such registrant by letter, telegram, or orally, or by two or all of such means, as circumstances require, that his induction order has been

(Continued on page 6.)

ALL SUNDAY AND OVERTIME WORK IN WAR PLANTS ORDERED HALTED

The following is authorized by the Secretary of War:

At a meeting this morning, attended by the Secretary of the Navy, the chairman of the Shipping Board, and the Secretary of War, it was decided, in view of the signature of the armistice, to issue immediate directions to cut out all Sunday work and overtime in Government construction and in Government-owned or controlled plants and plants producing war supplies.

The readjustment of the labor and industry of the country which has been occupied in war work will be undertaken in conference with the Department of Labor and the War Industries Board, with a view to bringing about the readjustment with the least dislocation of labor and the greatest facility possible to be afforded for the reestablishment of industry. It is clear that there is work enough in the United States for all the labor in the country. Many Government activities, like the shipbuilding industry, will continue uninterruptedly; others will be gradually readjusted. Meantime, those who are employed by the Government or working on the production of Government supplies should continue at their occupations.

DIRECTOR GENERAL M'ADOO URGES RAIL TELEGRAPHERS NOT TO GO OUT ON STRIKE

CONSIDERING WAGE QUESTION

*Impossible to Reach a Decision by
November 14, He Says, and Ad-
vises All Patriotic Men to Stick
to Their Posts—Will Act Soon.*

Director General of Railroads McAdoo has issued the following statement to the railroad telegraphers:

"I regret to learn that efforts are being made by some persons to induce telegraphers in the railroad service of the United States in certain sections of the country to strike on November 14, unless the Director General makes a decision before that date on the request of the telegraphers for increased wages.

"I can not believe that genuinely patriotic men will listen for a moment to advice from anyone to strike against the Government of the United States. All employees of the railroads are now in the service of the Government, and never in

(Continued on page 2.)

PROVISIONS FOR CANCELING WAR CONTRACTS OUTLINED IN A MEMORANDUM ISSUED BY GENERAL G. W. GOETHALS

HOW CONTRACTORS WILL BE PROTECTED

*War Industries Board Calls
Attention to the Arrange-
ments Set Forth in Supply
Circulars—Worked Out
with Considerable Care.
Termination of Contracts
in the Public Interest.*

B. M. Baruch, chairman of the War Industries Board, authorizes the following:

The War Industries Board desires to call attention to the following memorandum issued by Maj. Gen. George W. Goethals, Assistant Chief of Staff and director of purchase, storage, and traffic, regarding arrangements that have been devised for the termination of war contracts in the public interest where such termination is found necessary:

1. Standard contracts provisions on "Cancellation and Termination before Completion."

After very careful consideration, the superior board of contract review approved, and the director of purchase, storage, and traffic issued, Supply Circular No. 88, dated September 7, 1918, containing standard contract provisions, including provisions on "cancellation and termination before completion."

These provisions cover cancellation for contractor's default, termination in the public interest, assignment of sub-contracts, and taking possession of contractor's plant.

Referring particularly to termination in the public interest, Supply Circular No. 88 establishes definitely the payments to be made by the United States in the event of such termination, for articles completely manufactured at the time, and for raw materials, articles in process of manufacture, and the contractor's outstanding obligations incurred in good faith in connection with the performance of the contract. Provision is also made for payment by the United States to the contractors of a fair amount on account of depreciation or amortization of plants, facilities, and equipment provided by the

contractor for the performance of his contract.

In return, the United States is released from its obligation to take the remaining articles, not manufactured, specified in the contract and to pay anticipated profits to the contractor on the unfinished portions of the contract.

The contract provisions have been worked out with considerable care to meet the situations presented both by fixed-price contracts and cost-plus contracts. The provisions applicable to fixed-price contracts are found on pages 5 to 8, inclusive, of Supply Circular No. 88, and the provisions applicable to cost-plus contracts are found on pages 17 and 18 of this supply circular.

2. Contracts not providing for termination in public interest.

A large number of contracts now outstanding do not specifically provide for termination in the public interest. If it becomes necessary to terminate such contracts in the public interest, it is assumed that the parties will generally desire to adjust their rights on the basis of the equitable principles established by the contract provisions contained in Supply Circular No. 88 referred to above.

3. Contracts providing for continuing deliveries.

Supply Circular No. 97 sets forth contract provisions applicable to contracts providing for continuing deliveries, including provisions for termination of the contract in the public interest. These provisions apply directly to contracts executed under the provisions of Supply Circular No. 97, and it is assumed that the parties will desire to use them in connection with the termination of analogous contracts providing for continuing deliveries even though they do not contain specific provision on the subject of termination in the public interest.

4. Board of Contract Adjustment.

In order that questions arising under the contract may be promptly and fairly settled there has been created a board of contract adjustment.

Supply Circular No. 88 contains on page 12 provisions on "Adjustment of claims and disputes," providing, in effect, that any claims, doubts, or disputes which may arise under the contract and which are not disposed of by mutual agreement may be determined by petition of the contractor to the Secretary of War or his duly authorized representative or representatives.

In order to adjust such claims, doubts, or disputes as may be thus referred to the Secretary of War, and also other claims, doubts, or disputes which the contractor may desire to refer directly to the board, a general order has been issued creating the board of contract adjustments and defining its powers and duties. This board will consist of three members having the rank of lieutenant colonel, and will conduct hearings, appoint examiners, and reach decisions promptly and on principles of equity without the delays and technicalities which frequently attend litigation in the courts.

If a contractor is dissatisfied with the decision of this board, he may appeal to the Secretary of War.

It is assumed that in most instances contractors will be satisfied with the decisions thus rendered and will not find it necessary to avail themselves of their right to resort to the Court of Claims.

PROVOST MARSHAL GENERAL ISSUES ORDER STOPPING CLASSIFICATION OF DRAFT MEN WHO ARE BETWEEN THE AGES OF 37 AND 46

The War Department authorizes the following from the office of the Provost Marshal General:

Congratulating them personally upon their "truly great achievements" of the past year and a half, and bespeaking of them "the same interest and tireless energy" which has characterized their work in the past, Provost Marshal General Crowder Monday afternoon transmitted to the members of the Selective Service System throughout the country an order from the Secretary of War directing discontinuance of all work connected with the classification of registrants of September 12, 1918, who had at that time attained their thirty-seventh birthday and had not attained their forty-sixth birthday. The order transmitted by Gen. Crowder to the local boards and others of the Selective Service System, which, under his direction, has raised the victorious American Army, further directed the continuation in as expeditious a manner as possible of classification of September 12 registrants between 19 and 36 inclusive, and issuance at the earliest appropriate moment of questionnaires to the registrants between 18 and 19 years of age. Classification of these youthful registrants was also directed to proceed.

The Order and Message.

The order and message to the members of the Selective Service System issued by General Crowder was as follows:

"The Secretary of War has today issued the following order to the Provost Marshal General:

"You will at once instruct State headquarters and local and district boards immediately to discontinue all work connected with the classification of men who on September 12, 1918, had attained their thirty-seventh and had not attained their forty-sixth birthday. You will further instruct said boards to continue to completion as expeditiously as possible the classification of all registrants who on September 12, 1918,

had obtained their nineteenth and had not attained their thirty-seventh birthday. You will, finally, at the earliest appropriate moment, direct all local and district boards to issue questionnaires to all registrants who on September 12, 1918, had attained their eighteenth and had not attained their nineteenth birthday, and to proceed with and complete as early as possible the classification of such registrants."

Further Orders Later.

"Further orders will be issued later covering the matter of sending questionnaires to and classifying 18-year old registrants.

"In entering, pursuant to the foregoing instructions, upon what seems, in view of the mighty events of the day, to be the final work of this character to be done by the selective service system, I extend to the members of that system my personal congratulations upon their truly great achievements of the past year and a half—achievements that have taxed to the utmost the time, the ability, and the endurance of all those engaged in the work, and that have furnished the Army to which in large measure must be given the credit for saving to the world both civilization and government by the people. To you, members of that system, must come a sense of duty well done which a loyalty, patriotism, and devotion such as yours can bring. The country and the world knows that it owes to you a debt of thanks and gratitude which can not be measured by words but only by the affection, the respect, and the esteem, now yours, of those among whom you live and from whom you have taken that which was beyond price.

"In undertaking the completion of your work under the orders above given, I bespeak of you the same interest and tireless energy which has characterized your work in the past."

APPEALS TO TELEGRAPHERS.

(Continued from page 1.)

the history of the United States have its employees struck against their Government. It is impossible for the Director General to render a decision on the telegraphers' claims on or before November 14. The case is under consideration and will be decided at the earliest possible moment. A grave mistake will be made if any body of employees should quit their posts. It is just as essential now to keep a continuous flow of supplies to our soldiers and sailors in France as it was while the war was actually in progress.

Asks All to Stay at Posts.

"I earnestly request each patriotic employee to remember his duty to his Government and to remain at his post and await with confidence the action of the

Extension of Licenses For the S. S. "Ysseldyk"

The War Trade Board announces, in a new ruling (W. T. B. R. 316), that import licenses heretofore issued, covering importations from the Dutch East Indies on the Dutch steamship *Ysseldyk*, may be extended, notwithstanding the fact that such licenses cover commodities which have been restricted since the issuance of the licenses. No new licenses will be issued.

Director General, which will be taken at the earliest possible moment. In this hour of glorious triumph for world democracy, let us not fail to do our part by standing to our posts as our soldiers and sailors have so gallantly stood to theirs."

Food Administration to Continue Functions Under New Economic Era, Says Mr. Hoover, Reviewing the Past

STILL MUST HELP WORLD

No Decrease Probable in Volume of Commodities U. S. Must Furnish, But a Change in Articles Expected—Immediate Effect on Prices Is Difficult to Anticipate. Maintenance of Embargo to Prevent Depletion of U. S. Stocks.

The following statement was made to the newspaper men by Food Administrator Hoover at their regular weekly conference with him Monday afternoon, November 11:

With the war effectually over we enter a new economic era and its immediate effect on prices is difficult to anticipate. The maintenance of the embargo will prevent depletion of our stocks by hungry Europe to any point below our necessities and anyone who contemplates speculation in food against the needs of these people can well be warned of the prompt action of the Government. The prices of some food commodities may increase, but others will decrease because, with liberated shipping, accumulated stocks in the southern hemisphere and the Far East will be available. The demands upon the United States will change in character, but not in volume.

Course of Food Prices.

The course of food prices in the United States during the last 15 months is of interest. In general, for the first 12 months of the Food Administration the prices to the farmer increased, but decreased to the consumer by the elimination of profiteering and speculation. Due to increases in wages, transportation, etc., the prices have been increasing during the last 4 months.

The currents which affect food prices in the United States are much less controlled than in the other countries at war. The powers of the Food Administration in these matters extend:

First, to the control of profits by manufacturers, wholesalers, and dealers, and the control of speculation in foodstuffs. They do not extend to the control of the great majority of retailers, to public eating places or the farmer, except so far as this can be accomplished on a voluntary basis.

Controlled Buying for Allies.

Second, the controlled buying for the allied civil populations and armies, the neutrals, and the American Army and Navy, dominates the market in certain commodities at all times, and in other commodities part of the time. In these cases it is possible to effect in cooperation with producers and manufacturers, a certain amount of stability in price. I have never favored attempts to fix maximum prices by law; the universal history of these devices in Europe has been that they worked against the true interests of both producer and consumer.

The course of prices during the first year of the Food Administration—that is, practically the period ending July 1, 1918, is clearly shown by the price indexes of the Department of Agriculture and the Department of Labor. Taking 1913 prices as the basis, the average prices of farm produce for the three months ending July 1, 1917, were, according to the Department of Agriculture's price index, 115 per cent more than the average of 1913 prices, and, according to the Department of Labor index, it was 91 per cent over 1913 prices. The two departments use somewhat different bases of calculation.

Average of Farmers' Prices.

The average of farmers' prices one year later—that is, the three months ending July 1, 1918, was, according to the Department of Agriculture indexes, 127 per cent over the 1913 basis and, according to the Department of Labor index was 114 per cent over the 1913 average. Thus farm prices increased 12 per cent on the Department of Agriculture calculations and 23 per cent upon the Department of Labor basis.

An examination of wholesale prices—that is, of prepared foods—shows a different story.

The Department of Agriculture does not maintain an index of wholesale prices, but the Department of Labor does, and this index shows a decrease in wholesale prices from 87 per cent over 1913 basis to 79 per cent over the 1913 basis for the three months ending July 1, 1917, and July 1, 1918, respectively. The Food Administration price index of wholesale prices calculated upon still another basis shows a decrease of from 84 per cent to 80 per cent between these periods one year apart.

Thus all indexes show an increase in farmers' prices and a decrease in wholesale prices of food during the year ending July 1, 1918. In other words, a great reduction took place in middlemen's charges, amounting to between 15 and 30 per cent, depending upon the basis of calculation adopted. These decreases have come out of the elimination of speculation and profiteering.

Course of Retail Prices.

The course of retail prices corroborate these results also. Since October, 1917, the Food Administration has had the services of 2,500 weekly, voluntary retail-price reporters throughout the United States. These combined reports show that the combined prices per unit of 24 most important foodstuffs were \$6.62 in October, 1917. The same quantities and commodities could be bought for \$6.55 average for the spring quarter, 1918—that is, a small drop had taken place. During this same period of quarters ending July 1, 1917, to July 1, 1918, the prices of clothing rose from 74 to 136 per cent over 1913, or a rise of about 62 per cent, according to the Department of Labor indexes.

Since the spring quarter, ending July 1, 1918, there has been a rise in prices—the

Department of Agriculture index for September showing that farm price averages were 138 per cent over the 1913 basis, and the Department of Labor index showing 136 per cent, or a rise from the average of the spring quarter this year of 11 and 22 per cent, respectively, to the farmer. The wholesale price index of the Department of Labor shows a rise from 79 per cent average of the spring quarter, 1918, to 99 per cent for September, or a rise of 20 per cent. The Food Administration wholesale index shows an increase from 80 to 100 per cent, or 20 per cent for the same period.

In October, 1918, the Food Administration retail price reports show that the retail cost of the same quantity of the 24 principal foodstuffs was \$7.58, against an average of \$6.55 for the spring quarter, 1918, or a rise of about 18 per cent.

It is obvious enough that prices have risen during the last three months both to the farmer and to the wholesaler and retailer. On the other hand, these rising prices, have only kept pace with the farmers' prices.

Adverse to the Consumer.

Since the 1st of July this year many economic forces have caused a situation adverse to the consumer. There has been a steady increase in wages, a steady increase in cost of the materials which go into food production and manufacture, and in containers and supplies of all kinds. There has been an increase of 25 per cent in freight rates. The rents of the country are increasing, and therefore costs of manufacturing, distribution, and transportation are steadily increasing, and should inevitably affect prices. The public should distinguish between a rise in prices and profiteering, for with increasing prices to the farmer—who is himself paying higher wages and cost—and with higher wages and transport, prices simply must rise. An example of what this may come to can be shown in the matter of flour. The increased cost of transportation from the wheat-producing regions to New York City amounts to about 40 cents per barrel. The increased cost of cotton bags during the last 14 months amounts to 30 cents per barrel of flour. The increase in wholesalers' costs of drayage, rents, etc., amounts to 10 cents, or a total of 80 cents, without including the increased costs of the miller or retailer.

Not Classed as "Profiteering."

Such changes do not come under the category of profiteering. They are the necessary changes involved by the economic differences in the situation. We can not "have our cake and eat it." In other words we can not raise wages, railway rates, expand our credits and currency, and hope to maintain the same level of prices of foods. All that the Food Administration can do is to see, as far as is humanly possible, that these alterations take place without speculation or profiteering and that such readjustments are conducted in an orderly manner. Even though it were in the power of the Food Administration to repress prices, the effect of maintaining the same price level in the face of such increases in costs of manufacture, transportation, and distribution, would be to ultimately curtail production itself. We are in a period of inflation, and we can not avoid the results.

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EXECUTIVE ORDER.

*I hereby create a Committee on Pub-
lic Information, to be composed of the
Secretary of State, the Secretary of
War, the Secretary of the Navy, and a
civilian who shall be charged with the
executive direction of the committee.*

*As civilian chairman of the commit-
tee I appoint Mr. George Creel.*

*The Secretary of State, the Secretary
of War, and the Secretary of the Navy
are authorized each to detail an officer
or officers to the work of the committee.*

WOODROW WILSON.

April 14, 1917.

PRUSSIAN MILITARISM ENDED, DECLARES SECRETARY LANSING

Secretary of State Lansing yesterday
issued the following:

The American people can rejoice
that their patriotism, their loyalty,
and their splendid spirit of service
and sacrifice have been rewarded.
Prussian militarism is ended; it no
longer menaces liberty and justice.
But before us lie new tasks and new
burdens which we must assume with
the same unity of purpose, the same
devotion and zeal as have charac-
terized the Republic during this
great war. Let us, while we cele-
brate this day of victory, look for-
ward to the future conscious of our
supreme duty to humanity and con-
fident in the united will of the Nation.

ASK ENEMY PATENT LICENSES.

Two new applications for enemy patent
licenses have been filed with the Federal
Trade Commission.

The Rector Chemical Co., New York
City, has applied for use of a patent
granted in 1905 to a German assignor
to the firm of E. Merck, of Darmstadt,
Germany, on "C-C-Dialkyl-barbituric
acid and processes for making same."

The Ault & Wiborg Co., Cincinnati, has
asked for a license to use a patent
granted in 1903 to German assignors to
the firm of Actien-Gesellschaft Für Anilin
Fabrikation, of Berlin, Germany, on "Red
Azo Lake" (dyes).

The commission is investigating the
merits of both applications.

ORDER TURNS BACK DRAFT MEN WHO WERE EN ROUTE TO CAMPS

Provost Marshal Gen. Crowder
Supplements Instructions
to Stop All Army
Inductions.

The War Department authorizes the
following from the office of the Provost
Marshal General:

Supplementing his order of Monday
morning canceling all the general and
voluntary special calls outstanding for
the induction and mobilization of regis-
trants of whatever color or physical
qualification, Provost Marshal General
Crowder issued an order to include all
individual inductions for the Army. It
was specifically stated that the cancella-
tion does not affect any inductions into
the Navy or Marine Corps. These induc-
tions and entrainments will proceed as
ordered.

Entrained Men Turned Back.

The supplemental order of the Provost
Marshal General announced that the
United States Railroad Administration
has been directed to stop en route all in-
ducted men already entrained who have
not been delivered to an Army mobiliza-
tion camp under the calls included in his
cancellation order of Monday morning.
The men included in the original and sup-
plemental order are to be at once returned
to the point of entrainment, and will im-
mediately upon arrival at the original
point of entrainment be discharged from
the Army. Issuance of formal papers of
discharge will be determined later, at
which time claims for adjustment of pay
and allowances will be passed upon.

Return to Original Status.

Registrants whose induction orders are
canceled or who are discharged by the
supplemental order will revert to the
status existing at the time the original
induction order was issued, this to include
resumption of their order and serial num-
ber.

It is specifically announced that nothing
in the cancellation of the calls shall op-
erate to relieve from the consequences of
his acts any registrant who has hereto-
fore become delinquent or deserter.

Special Entrance for Use Of Public to Navy Bureau Of Supplies and Accounts

A special entrance for the use
of the public is maintained by the
NAVY (Bureau of Supplies and
Accounts) in the new building at
17th and B Streets, N.W. This
entrance is located on 17th Street
near the southern end of the first
wing. All persons are free to go
and come without passes, and every
facility is afforded those seeking
information.

CARGO SHIPMENTS TO FRANCE TO CONTINUE, SAYS MR. BAKER

Troops Now Loading for Europe
Largely Medical Personnel—
Work on War Plants.

Press interview by the Secretary of
War, November 11, 1918.

"Cargo shipments will, of course, con-
tinue. Our Army being in France, it is of
course necessary for us to maintain it,
and cargo shipments will go on without
cessation of any sort.

"Troops which are now loading to be
sent to Europe are largely medical per-
sonnel and troops of that sort."

Work on War Plants.

With reference to the continuance of
work on large plants producing war sup-
plies, etc., Secretary Baker replied, in
answer to a query:

"Some of the projects are for perma-
nent use and some are only temporary;
the permanent ones will go on, and the
temporary ones will be gradually
stopped."

The Secretary read a telegram re-
ceived from the employees of the Phila-
delphia Navy Yard, as follows:

"The employees of the Philadelphia
Navy Yard extend congratulations for
the world-wide victory for democracy."

Status of Army After War.

In answer to a question as to the
status of the Army after the war, the
Secretary said:

"Undoubtedly comprehensive legisla-
tion will be necessary, in view of the
fact that the legislation as it now stands
terminates all terms of enlistment at a
fixed period after the declaration of
peace, and it will be necessary to have
congressional legislation to determine
the permanent Military Establishment.
The department has at present, however,
no intention to present its views on that
subject."

URGES NO LET-UP IN SUPPLY OF NUT HUSKS FOR GAS MASKS

The Food Administration issues the
following:

The Army says there must be no let-
up in the collection of fruit pits and nut
shells for conversion into carbon for
gas masks. Regardless of the date that
an armistice may be signed, according
to information received from head-
quarters of the Chemical Warfare
Service, United States Army, the need
for this carbon will continue. A large
number of masks must be manufactured
regardless of when peace is signed, and
orders have been received to collect
large reserve stocks of carbon materials.

It is urged that all materials which
have been collected be assembled and
shipped at the earliest possible date, and
officials urge that collections continue
indefinitely. Collection centers have
been notified of this fact.

According to present plans a Gas
Mask Day will be observed in every
State of the Union.

WORK OF CONGRESS
BRIEFLY TOLD

The House adjourned immediately yesterday after the joint session with the Senate, at which the President read the armistice terms accepted by Germany, and notified the country that the war was at an end. The Senate reconvened and indulged in a brief discussion of the subject of economy in future appropriations, in which Senators Borah and Smoot participated. They urged the curtailment of the war program as far as possible in view of the events of the past week.

The Finance Committee resumed its consideration of the war revenue bill, and was advised by Treasury experts, to whom the previous action of the committee had been submitted for tabulation, that the contemplated \$8,000,000,000 carried in the bill as it passed the House had been reduced to around \$6,500,000,000 by the committee's amendments made thus far.

Later in the afternoon Senator Simmons, chairman of the committee, had a conference with Secretary McAdoo. The committee yesterday agreed tentatively to an amendment that will reduce the income from life-insurance taxes. The amendment increases the life insurance company deduction allowances from 3 1/2 to 4 per cent of their legal reserves.

RESERVATION FOR A CABLE
LINE FOR THE SIGNAL CORPS

EXECUTIVE ORDER.

By virtue of the power and authority vested in and conferred upon me by the laws of the United States in that behalf made and provided, it is hereby ordered that the tract of land hereinafter described be, and the same is hereby, withdrawn from settlement, location, sale, entry, or other disposition, and reserved and set aside for the use of the War Department as a Signal Corps cable line, subject to the proper use of said tract for street purposes within the limits of any town site:

A tract 150 feet wide on either side of the following described line for the first 400 feet from the point of beginning, and 25 feet on either side thereof for the remainder of the distance: Beginning at a point on Frederick Sound, Mitkof Island, whence the Red Light Blinker, in latitude 56° 49' N. and longitude 132° 56' W., bears northwest 2,700 feet; extending thence S. 65° 21' W., 6,500 feet to the intersection of Seventh and E Streets, Petersburg town site; thence west, following the middle of E Street, 1,825 feet to the intersection of Main and E Streets on the shore of Wrangell Narrows.

WOODROW WILSON.

THE WHITE HOUSE,
October 25, 1918.

THE EGYPTIAN COTTON CROP.

A cablegram from the American Consul at Alexandria, Egypt, says that the 1918-19 Egyptian cotton crop is estimated at 5,250,000 cantars of 99 pounds.

71-18-2

SUPREME COURT PROCEEDINGS

SUPREME COURT OF THE UNITED STATES.

FRIDAY, NOVEMBER 8, 1918.

Present: The Chief Justice, Mr. Justice McKenna, Mr. Justice Holmes, Mr. Justice Day, Mr. Justice Van Devanter, Mr. Justice Pitney, Mr. Justice McReynolds, Mr. Justice Brandeis, and Mr. Justice Clarke.

John P. Kyle, of St. Paul, Minn., and Richard Hartshorne, of Newark, N. J., were admitted to practice.

No. 18. City of Birmingham, plaintiff in error, v. D. J. O'Connell. Continued, per stipulation.

No. 218. Guerini Stone Co., petitioner, v. P. J. Carlin Construction Co. Argument continued by Mr. John C. Wait for the respondent and concluded by Mr. Edward S. Faine for the petitioner.

No. 378. W. C. Sterett, as receiver, etc., petitioner, v. Second National Bank of Cincinnati, Ohio. Argued by Mr. Edmund H. Dryer for the petitioner and by Mr. Lawrence Maxwell for the respondent.

No. 3, original. The People of the State of New York, complainants, v. State of New Jersey et al. Three hours allowed each side for the argument of this case on motion of Mr. Charles E. Hughes in that behalf. Argument commenced by Mr. Charles E. Hughes for the complainant.

Adjourned until Monday next at 12 o'clock. The day call for Monday, November 11, will be as follows: Nos. 3 (original), 8, 7, 8, 14, 17, 19, 30, 32, and 33.

MONDAY, NOVEMBER 11, 1918.

Present: The Chief Justice, Mr. Justice McKenna, Mr. Justice Holmes, Mr. Justice Day, Mr. Justice Van Devanter, Mr. Justice Pitney, Mr. Justice McReynolds, Mr. Justice Brandeis, and Mr. Justice Clarke.

William Jerome Kuertz, of Cincinnati, Ohio, and Charles E. Weber, of Cincinnati, Ohio, were admitted to practice.

The Chief Justice announced the following orders of the court:

No. 1. The State of Louisiana, ex rel. Wilhelm G. Schmidt, widow, etc., plaintiff in error, v. Jared Y. Sanders, governor, et al. In error to the Supreme Court of the State of Louisiana. Per curiam: Dismissed for want of jurisdiction upon the authority of (1) Bilby et al. v. Stewart, 246 U. S., 255, 257; Cuyahoga River Power Co. v. Northern Realty Co., 244 U. S., 300; Stewart v. City of Kansas City, 239 U. S., 14; (2) Stearns v. Minnesota, ex rel. Marr, 179 U. S., 223; Board of Liquidation v. Louisiana, ex rel. Wilder, 179 U. S., 622; (3) Empire State-Idaho Mining Co. v. Hanley, 205 U. S., 225; Goodrich v. Ferris, 214 U. S., 71; Brolan v. United States, 236 U. S., 216.

No. 369. John C. Madden, plaintiff in error, v. W. M. Forbes. In error to the Supreme Court of the State of Kansas. Per curiam: Dismissed for want of jurisdiction upon the authority of (1) Bilby et al. v. Stewart, 246 U. S., 255, 257; Cuyahoga River Power Co. v. Northern Realty Co., 244 U. S., 300; Stewart v. City of Kansas City, 239 U. S., 14; (2) Empire State-Idaho Mining Co. v. Hanley, 205 U. S., 225; Goodrich v. Ferris, 214 U. S., 71; Brolan v. The United States, 236 U. S., 216.

No. 523. Western Union Telegraph Co., appellant, v. The Atlanta & West Point Railroad Co. Appeal from the United States circuit court of appeals for the fifth circuit. Per curiam: Dismissed for want of jurisdiction upon the authority of Western Union Telegraph Co. v. Louisville & Nashville R. R. Co., dismissed per curiam November 4, 1918.

No. 290. Oregon-Washington Railroad & Navigation Co., plaintiff in error, v. Stoddard Lumber Co. In error to the Supreme Court

of the State of Oregon. Per curiam: Dismissed for want of jurisdiction upon the authority of section 237 of the Judicial Code, as amended by the act of September 6, 1916, chapter 448, 39 Stats. at L. 726.

No. —. Jacob Abrams, Samuel Lipman, Hyman Rosansky, Hyman Lachowsky, and Mollie Steimer, plaintiffs in error v. The United States of America. Motion to admit plaintiffs in error to bail pending the hearing of this cause granted, and the plaintiffs in error will be admitted to bail in the sum of ten thousand dollars (\$10,000) each to be approved by one of the judges of the district court of the United States for the Southern District of New York.

No. 494. The Oklahoma Operating Co., appellant, v. J. E. Love et al., etc. Motion to advance for hearing at the same time as case No. 185 on the docket for the present term granted.

No. 366. Occidental Construction Co., plaintiff in error, v. The United States of America. Consideration of the motion to dismiss postponed to the hearing in the regular call of the docket.

No. 599. Minerals Separation, Limited, et al., petitioners, v. Butte & Superior Mining Co. Petition for a writ of certiorari to the United States Circuit Court of Appeals for the Ninth Circuit granted.

No. 691. The Barber Asphalt Paving Co., petitioner v. William H. Worthide et al. Petition for a writ of certiorari to the United States Circuit Court of Appeals for the Eighth Circuit granted.

No. 692. Althelmer & Rawlings Investment Co., petitioner, v. H. B. Allen, U. S. Collector of Internal Revenue. Petition for a writ of certiorari to the United States Circuit Court of Appeals for the Eighth Circuit denied.

No. 709. James F. Bishop, administrator, etc., petitioner, v. Great Lakes Towing Co. Petition for a writ of certiorari to the United States Circuit Court of Appeals for the Seventh Circuit denied.

No. 710. Pittsburgh Coal Co., of Illinois, petitioner, v. Great Lakes Towing Co. Petition for a writ of certiorari to the United States Circuit Court of Appeals for the Seventh Circuit denied.

No. 726. Northwestern Electric Equipment Co., petitioner, v. Benjamin Electric Manufacturing Co. Petition for a writ of certiorari to the United States Circuit Court of Appeals for the Second Circuit denied.

No. 246. The Cincinnati Traction Co. et al., plaintiffs in error, v. The City of Cincinnati. Motion to dismiss or affirm submitted by Mr. Saul Slesonka for the defendant in error in support of the motion, and by Mr. Joseph Wilby and Mr. Alfred C. Cassatt for the plaintiffs in error in opposition thereto.

No. 713. The Brennan Construction Co., petitioner, v. John L. Newbold. Petition for a writ of certiorari to the Court of Appeals of the District of Columbia submitted by Mr. George E. Sullivan and Mr. John J. Hamilton for the petitioner.

No. —, original. Ex parte in the matter of Robert H. Thorburn, petitioner. Motion for leave to file petition for a writ of mandamus submitted by Mr. Frederick S. Tyler for the petitioner.

No. 720. Thomas J. Mooney, petitioner, v. The People of the State of California. Petition for a writ of certiorari to the Supreme Court of the State of California submitted by Mr. Frederick S. Tyler in behalf of Mr. Maxwell McNutt for the petitioner, and by Mr. C. M. Flickert for the respondent.

No. 30. Metropolitan State Bank, plaintiff in error, v. The People of the State of Illinois. In error to the Supreme Court of the State of Illinois. Dismissed with costs, pursuant to the nineteenth rule.

No. 32. Francis A. Churchill and Stewart Tait, copartners, doing business under the firm name and style of the Mercantile Advertising Agency, appellants and plaintiffs in error, v. James F. Rafferty, as Collector of Internal Revenue of the Philippine Islands. Appeal from and in error to the Supreme Court of the Philippine Islands. Dismissed with costs, pursuant to the nineteenth rule.

No. 3, original. The People of the State of New York, complainants, v. State of New Jersey et al. Argument continued by Mr. Charles E. Hughes for the complainants, and by Mr. Adrian Riker for the defendants.

Adjourned until to-morrow at 12 o'clock. The day call for Tuesday, November 12, will be as follows: Nos. 3, original, 8, 7, 8, 14, 17, 19, 33, 35, and 37.

SERVICE BUREAU

... OF THE ...

COMMITTEE ON
PUBLIC INFORMATION

FIFTEENTH AND G STREETS
WASHINGTON, D. C.

Information available as to Officials, Functions,
and Location of all Government Departments

**METRIC SYSTEM USE ADVISED
BY INTERNATIONAL COMMISSION**

This statement has been issued from the Treasury Department:

More extensive use of the metric system in the trade and commerce of the United States is recommended in a resolution adopted by the United States section of the International High Commission, of which Secretary McAdoo is chairman.

The commission has regarded this subject as of particular importance in the United States. It is, of course, unnecessary for the United States section to recommend to the Latin-American sections of the commission anything in connection with the metric system, which is exclusively in use throughout Latin America. One of the main obstacles to documentary uniformity as between the United States and Latin America is to be found in the fact that the United States does not make the use of the metric system obligatory, and consequently its consular documents have to allow the use of that system merely as optional. Any uniform system of classifying merchandise, however, will require on the part of the United States thoroughgoing and complete adherence to the metric system.

Useful in Trade.

Of more importance than statistical and administrative questions is the use of the metric system in trade. Now that the United States is obviously being drawn into closer and more vital commercial relations by the rest of the world, and particularly with Latin America, our manufacturers and exporters will be obliged to meet the demands of their prospective customers in a somewhat more accommodating frame of mind than hitherto. Only the English-speaking nations still have to adopt the metric system of weights and measures, and among them the British Empire, or at least Great Britain, seems to be giving serious consideration to the necessity of making a change. Those who read the Commerce Reports of the United States Department of Commerce know how numerous are the opportunities necessarily allowed to pass by because of our inability to supply goods and machinery constructed in accordance with the metric system. The subject has now assumed a most practical character in the minds of those who are planning for post-war trade expansion.

Text of Resolution.

The resolution adopted by the commission is as follows:

"The United States section of the International High Commission, having in view the present efforts to bring about the exclusive use of the metric system of weights and measures within the jurisdiction of the United States, resolves:

"I. That in the opinion of the section the adoption of that system would be productive of great advantage in the commercial relations of the United States with the other American Republics.

"II. That the Secretary of the section be directed to communicate a copy of this resolution to the chairman of the proper committees of the Senate and the House of Representatives."

DRAFT CALLS ARE CANCELED

(Continued from page 1.)

canceled. Proper proof of the issuing of such orders of cancellation and recall as to each registrant must be preserved by retention of copies thereof and by appropriate notations in column 29 of the classification list.

In respect of all registrants included under the aforesaid calls, the issuance of such order of cancellation and recall or the appropriate notation in column 29 of the classification list of the fact of such issuance shall render null and void all such orders, Form 1028, and also all entries in column 24 of the classification list in respect to such registrants, where the day and hour named in such order or said column have not yet arrived.

The President further directs that all registrants who are already inducted into the Army under these calls because of the fact that the day and hour specified in Form 1028 or entered in column 24 of the classification list have arrived but who have not been actually entrained for a mobilization camp, shall be and that they are hereby discharged from the Army. The local board shall so notify each such registrant either by letter or telegram, or orally, or by two or all of such means as circumstances require. Local boards shall retain a complete record of such action in all such cases, which record shall include copies of all written or telegraphed communications issued in connection therewith, and they shall particularly see that the fact and date of such notification of discharge is noted in each instance in column 29 of the classification list. The issue of formal papers of discharge will be considered and determined later, at which time claims for adjustment of pay and allowances for the men so inducted and discharged will be passed upon.

Navy and Marine Corps Calls.

Nothing in this telegram shall be construed as affecting any call or competent order for induction into the Navy or Marine Corps. All such inductions and entrainments will proceed as ordered.

All registrants whose induction orders are canceled, or who are discharged by this order, shall revert to the status existing at the time of the issuing of the original induction order, including a resumption of their order and serial number.

Nothing therein contained shall operate to relieve from the consequence of his acts any registrant affected by these orders who has heretofore become a delinquent or deserter. The purpose of this telegram is merely to cancel outstanding calls and stop the entrainment thereunder of men for the Army. All registrants released from induction under the provisions of this telegram are liable for immediate call in the usual manner at any time.

**Coke Producers Supplying
Men to Help Train Crews**

Coke producers in and around Uniontown, Pa., are supplying men to help the train crews move cars at the Republic yards of the Monongahela Railroad, according to reports received by the United States Fuel Administration.

**FEDERAL RESERVE BOARD'S
WEEKLY BANK STATEMENT**

Increases in the holdings of war paper, in Federal reserve note circulation and in member banks' reserve deposits, accompanied by somewhat smaller withdrawals of Government deposits are indicated by the Federal Reserve Board's weekly bank statement issued as at close of business on November 8, 1918.

Investments.—Holdings of war paper, i. e., discounted bills secured by Liberty bonds and Treasury certificates show an increase for the week of \$64,100,000 and constitute at present 57.4 per cent of the reserve banks' total earning assets, as against 55.5 per cent the week before. Other discounts on hand fell off \$12,800,000, New York and Minneapolis reporting considerable liquidation of this class of paper. Bills purchased in open market show a decrease of \$2,500,000, while Government short-term securities on hand show a net gain of \$3,200,000, three banks reporting the acquisition of 1-year Treasury certificates to secure Federal reserve bank note circulation. Total investments increased about \$52,000,000.

Deposits.—Net withdrawals of \$9.1 millions of Government funds account largely for the increase of 103.5 millions in members' reserve deposits, all the banks, except Dallas, showing substantial increases under the latter head. Net deposits show a slight decline of 1.9 millions.

Reserves.—Gold reserves declined 5.6 millions, while total cash reserves fell off 4.8 millions. The banks' reserve percentage because of the reduction in reserves and of the increase in note circulation shows a decline from 50.4 to 49.8 per cent.

Note circulation.—Federal reserve agents report the issue during the week of about 33 millions net of notes. The banks show an actual circulation of 2,558.2 millions of Federal reserve notes, an increase of 42.7 millions for the week, besides aggregate liabilities of 68.9 millions, as against 63.3 the week before, on Federal reserve bank notes in circulation.

Capital.—Payment for Federal reserve bank stock, following the admission of new members and the increase in capital stock of member banks, accounts for an increase of \$464,000 in paid-in capital, New York alone reporting an increase under this head of \$397,000.

Substantial liquidation of Liberty bonds and Treasury certificates offset in part by increases in loans supported by such securities are indicated by the weekly statement of conditions on November 1 of 750 member banks in leading cities.

Government deposits show an increase for the week of 518.6 millions, of which 303.7 millions represents the increase at the central reserve city banks. Inversely, net demand deposits show reductions of 184.6 millions at all reporting banks and of 129.6 millions at the banks in the three central reserve cities. Time deposits show a gain of 29.7 millions. Reserve balances with the Federal reserve banks declined 187.4 millions, both the banks in the central reserve and in the other reserve cities reporting large reductions in their balances with the Federal reserve banks. Cash in vault also shows a decrease of 10.4 millions.

SEALED PROPOSALS INVITED

INTERIOR DEPARTMENT.

Sealed proposals will be received at the department, room 1010, at 2 o'clock p. m. November 15, 1918, for the painting of the roof of the Pension Office Building, Washington, D. C. Forms of proposals and specifications can be had from the chief clerk of the department.

St. Elizabeths Hospital, Washington, D. C.

Bids will be received for supplying on November 11, 1918, 5,000 pounds fresh beef; on November 12, 1918, 5,000 pounds fresh beef; on November 13, 1918, 5,000 pounds fresh beef; on November 19, 1918, 5,000 pounds fresh beef.

United States Indian Service.

Bids will be received until 2 p. m., November 20, 1918, at the Yakima Agency, Fort Simcoe, Wash., for three 5-passenger touring automobiles.

Bids will be received at the United States Indian warehouse, 308 South Green Street, Chicago, Ill., until 10 a. m., November 14, 1918, for 2 coffee mills, 60 dozen full-sized cups, 55 milk pails.

TREASURY DEPARTMENT.

Bureau of Engraving and Printing, Washington, D. C.

Bids will be received until 2 p. m., November 11, 1918, for 100 skeins of red embroidery cotton, 2,000 feet white fine shelving, 5 Krantz or equal fuse switches, 1 stop and check valve, 100 pounds powdered asphaltum; until 2 p. m., November 12, 1918, for 10 pounds Merck's chronic acid, 100 birch chair seats, 500 feet leather fillet, 200 feet leather fillet, six 24-foot beams; until 2 p. m., November 13, 1918, for 8,000 sheets white glazed bond paper, 500 perforating blades, 1 all-brass cylinder, 10 double-pole fused safety switches, 1,000 sanitary towels, 12 globe valve disks, 50 circular leathers.

WAR DEPARTMENT.

Clothing and Equipage Division.

Sealed proposals, in triplicate, for furnishing carrying cases for Browning machine-gun rifle, model 1918 will be received here until November 16, 1918, and then opened. Detailed information on application to this office. Envelopes containing proposals to be indorsed: "Proposals for carrying cases for Browning machine rifle," and addressed to W. L. Delaney, Textile Equipment Branch, Clothing and Equipage Division, Munitions Building, Nineteenth and B Streets, Washington, D. C.

Sealed proposals, in triplicate, will be received at the office of the director of purchase, Munitions Building, room 3415, Nineteenth and B Streets NW., Washington, D. C., cotton goods subdivision, webbing section, until 10 a. m., November 20, for furnishing 2,000,000 yards of 1-inch olive-drab braid during the months of January, February, and March, 1919. Envelopes containing proposals must be indorsed: "Proposal for furnishing 2,000,000 yards of 1-inch braid," and addressed to this office. Sample must be submitted with proposal. Information and proposal blanks may be had on application.

DEPARTMENT OF COMMERCE.

Lighthouse Service.

Sealed proposals will be opened by the lighthouse superintendent, fifth district, Baltimore, Md., at 2 o'clock p. m. on November 25, 1918, for the privilege of occupying and using the reservation and dwelling of Dutch Gap Cutoff Lighthouse Reservation, situated about 10 miles south of Richmond, Va., on Farrars Island, Henrico County, Va., for one year beginning January 1, 1919. Information upon application to the above office.

Sealed proposals marked "Proposals for fishery products laboratory" and inclosed in an envelope addressed "Commissioner of Fisheries, Department of Commerce, Washington, D. C." will be received at this office until 2 o'clock p. m. December 4, 1918, and then opened for the construction of a fishery products laboratory in Henry Park, corner Sixth and B Streets SW., Washington, D. C. For blank proposals, specifications, plans, and particulars address Commissioner of Fisheries, Washington, D. C.

POST OFFICE DEPARTMENT.

Office of the Purchasing Agent, Washington, D. C.

Bids will be received until 2 p. m., November 13, 1918, for 150 pounds printers' roller composition for stamps.

Marine Corps Contracts

October 30, 1918.

- 678R. J. H. Montath Co., New York, N. Y., ligum vitae.
700. A. B. Dick Co., Chicago, Ill., stencil paper, ink cloths, and varnish.
700. New York Blue Print Paper Co., New York, N. Y., blue-print paper.
700. E. H. Pitcher, Washington, D. C., erasers.
700. Yawman & Erbe Mfg. Co., Philadelphia, Pa., guide cards.
700. Typewriter & Office Supply Co., Washington, D. C., guide cards.
700. R. P. Andrews Paper Co., Washington, D. C., stationery.
700. Henry Moss & Co. (Inc.), New York, N. Y., inkling pads.
700. Cal Hirsch & Sons Mercantile Co., St. Louis, Mo., adding-machine paper.
700. The Whitaker Paper Co., Baltimore, Md., adding-machine paper.
700. Universal Trading Co., Brooklyn, N. Y., stencil paper.
702R. J. C. Pearson Co. (Inc.), Boston, Mass., wire nails.
772. The Bailey-Labby Co., Charleston, S. C., iron pipe.
772. The Fairbanks Co., Baltimore, Md., shop supplies.
772. Standard Supply & Equipment Co., Norfolk, Va., shop supplies.
775. The National Marking Machine Co., Cincinnati, Ohio, marking machines and ink.
783. Amory Browne & Co., Boston, Mass., khaki suiting.
786. Vacuna Sales Co., Washington, D. C., electric floor-cleaning machines.
787. J. Spencer Turner Co., New York, N. Y., khaki suiting and duck.
790. Aiken Engineering Co., Zion City, Ill., target carriers.

November 1, 1918.

700. Hess-Hawkins Co. (Inc.), New York, N. Y., carbon paper and typewriter ribbons.
700. Osburn Paper Co., Philadelphia, Pa., paper.
700. Esleeck Mfg. Co., Turners Falls, Mass., paper.
700. Old Dominion Paper Co., Norfolk, Va., paper fasteners.
700. Graham Paper Co., St. Louis, Mo., Bristol board.
700. Bishop Paper Co. (Inc.), New York, N. Y., paper.
700. Henry Bainbridge & Co., New York, N. Y., sponge cups and numbering machines.
700. Madison Trading Co. (Inc.), New York, N. Y., hand blotters, large.
732. The New Hartford Canning Co. (Ltd.), New Hartford, N. Y., sauerkraut.
735. Ludwig & Ludwig, Chicago, Ill., musical instruments.
735. C. Bruno & Son (Inc.), New York, N. Y., altos, cleaners, stands, trumpets, and trombones.
735. H. N. White Co., Cleveland, Ohio, basses and mutes.

The Purchase Information Office, Room 2426, Munitions Building, Nineteenth and B Streets, Washington, gives information to persons desiring to sell material or supplies to the War Department and advises bidders concerning bids and awards.

749. Barnhart Bros. & Spindler, Washington, D. C., printing press.
769. Old Dominion Paper Co., Norfolk, Va., paper.
768. Newport Rolling Mills Co., Newport, Ky., galvanized steel.
785. The Fairbanks Co., New York, N. Y., screw-driving machine.
791. Cygnus Mfg. Co. (Inc.), Buffalo, N. Y., aiming point and night-firing boxes.
784-R. W. H. Duval & Co., New York, N. Y., tunnel.
797. Baker & Holmes Co., Miami, Fla., subsistence.
797. P. Ullendorff, Miami, Fla., subsistence.
797. Consolidated Grocery Co., Miami, Fla., subsistence.
797. Armour & Co., Miami, Fla., subsistence.
797. Drake Produce Co., Miami, Fla., subsistence.
797. John Seybold, Miami, Fla., subsistence.
797. Carson Fruit Co., Miami, Fla., subsistence.
797. C. D. Kenney Co., Miami, Fla., subsistence.

November 2, 1918.

- 677-R. Sawyer Goodman Co., Marinette, Wis., lumber.
677-R. C. H. Worcester Lumber Co., Chicago, Ill., lumber.
677-R. Diamond Lumber Co., Green Bay, Wis., lumber.
700. Cal Hirsch & Sons Mercantile Co., St. Louis, Mo., stationery.
700. Mathers-Lamm Paper Co., Washington, D. C., paper and tape.
700. American Clip Co., Washington, D. C., paper fasteners.
700. Madison Trading Co. (Inc.), New York, N. Y., blotters, paper, and tags.
700. Whitting Patterson Co., Philadelphia, Pa., memorandum pads and paper.
700. R. P. Clarke Co., Washington, D. C., finger pads, seals, and tabs.
710. Hoffman-Corr Mfg. Co., Philadelphia, Pa., wadding.
710. Clayton L. Hagy & Son (Inc.), Philadelphia, Pa., cotton waste.
795. R. P. Atwood & Co., St. Louis, Mo., forage.
795. Malony & Carter Co., Charleston, S. C., forage.
799-R. J. Spencer Turner Co., New York, N. Y., duck.

November 4, 1918.

- 710-R. William D. Whitaker, Philadelphia, Pa., cotton mops.
746-R. American Sheet & Tin Plate Co., Washington, D. C., steel.
784-R. Stamford Rolling Mills Co. (Inc.), Springdale, Conn., german silver.
803 J. Spencer Turner Co., New York, N. Y., tent duck.
805. Nathan Trotter & Co., Philadelphia, Pa., tin.
807. The Adder Machine Co., Philadelphia, Pa., adding machine.

November 6, 1918.

- 768-R. Wm. H. Horstmann Co., Philadelphia, Pa., drums and drum keys.
768-R. Fred Gretsch Mfg. Co., Brooklyn, N. Y., drumheads.
768-R. The Rudolph Wurlitzer Co., Cincinnati, Ohio, mouthpieces and trumpets.
808. American Type Foundry Co., Atlanta, Ga., printing press.

Sealed Bids Wanted

Machinery and Engineering Materials Division, War Department, 1422 U Street, Washington, D. C.—Sealed bids are wanted until dates indicated under circular proposals as follows for furnishing miscellaneous supplies for the Machinery and Engineering Materials Division. Additional information may be had upon application to the purchasing officer as above:

- Proposal No. 1106, opening of November 22, 1918.—Sixty-inch parabolic search-light mirrors.
Proposal No. 1500, opening of November 12, 1918.—Cut-outs, sockets, and miscellaneous lighting equipment.
Proposal No. 1501, opening of November 19, 1918.—Sockets, cut-outs, and lighting material.
Proposal No. 1502, opening of November 19, 1918.—Knobs, tubes, insulators, and lighting material.
Proposal No. 1503, opening of November 22, 1918.—Nine hundred miles bare copper wire.

PURCHASES AND CONTRACTS TO BE MADE BY CLOTHING AND EQUIPAGE DIVISION OF U. S. ARMY QUARTERMASTER CORPS

The following are contemplated requirements of the Clothing and Equipage Division, Quartermaster department of the Army:

Leather-Rubber Subdivision, Harness Branch.

Bids to be submitted on or before November 14. Name of buyer: A. F. Cochran, room 3435:

Aprons, blacksmith's, leather.
Carrying cases, leather, inspector's pocket kit.
Saddles, engineer pack.
Rings, harness, japanned, 1-inch.
Hames, cart harness.
Buckles, roller, japanned, No. 52, 1 1/2-inch.
Rings, harness, japanned, 4-inch.
Snaps, harness, round eye, 3/4-inch to 1-inch.
Snaps, harness, open eye, 5/8-inch to 1-inch.
Snaps, harness, bolt, swivel eye, 3/4-inch to 1-inch.
Squares, halter.
Rings, hame.
Hooks, hame, cart.
Hames, harness, E. W. 24-inch collar.
Pads, backband, felt, 8 by 20 inches.
Loops, trace.
Rings, halter with loop.
Doors, harness, 2 1/2 to 2 inches.
Carriers, wire-cutter, model 1918.
Scabbards, rifle, model 1904.
Saddles, McClellan, model 1904, w/art. cincha, wheel (po), artillery harness, wheel.
Spur straps, lower, model 1911.
Spur straps, upper, model 1911.
Cases, leather, for barometers, complete, w/shoulder straps.
Leather belting, single, 2 inches wide, weight 15 ounces per square foot.
Leather belting, single, 2 1/2 inches wide, weight 15 ounces per square foot.
Leather belting, double, 1 inch wide, weight 28 ounces per square foot.
Pouches, model 1918, for tromblons.
Straps, shoulder, billet piece (po), dispatch case, model 1910.
Harness, leather, for double logging harness.
Collar, leather.
Slides, shoulder strap (po), dispatch case, model 1910.
Straps, shoulder, buckle piece (po), dispatch case, model 1910.
Leather aprons, style B, oak tanned, size 27 by 26 inches, 3/4 inch thick.
Sobolajima, model 1910 (pack outfit).
Rawhide lacing.
Leather cement.
Cases, 24-centimeter signal projector.
Belt, 24-centimeter signal projector.
Strap, 24-centimeter signal projector.
Harness, double logging.
Collars, heavy, for above.
Sweat pads, No. 146N-12.
Aprons, rubber.
R. incots.
Leather, medium harness, w/light shoulders.
Springs (po), bayonet scabbard, model 1917.
Chamels, large pieces.
Leather, rawhide.
Leather hinges, harness makers'.
Rubbers, Army nurses'.
Palms, sailors', hide, brass mounting, for sewing.

Leather-Rubber Branch.

Bids to be submitted on or before November 15. Name of buyer, W. W. Wheeler, jr., major, Marine Corps.

Gloves, heavy leather, specification 1305.
Bids open November 15, 1918.
Mittens, leather, one finger, specification 1319. Bids open November 15, 1918.

No. 1 O. D. duck:

18-inch	yards	93,361
22-inch	do	75,360
18-inch	do	274,364
18-inch	do	21,982
25-inch	do	62,299
22-inch	do	1,025
22-inch	do	1,121
22 or 34 inch O. D. duck	do	75,000
25-inch No. 6 O. D. duck	do	48,863

No. 8 O. D. duck:

30 1/2-inch	yards	13,288
30 1/2-inch	do	25,000
30-inch	do	64,120
30 1/2-inch	do	1,033,440
30 1/2-inch	do	565,425
30-inch	do	115,889
30 1/2-inch	do	26,442
30 1/2-inch	do	161,131
30 1/2-inch	do	2,818
30 1/2-inch	do	75,290
30-inch	do	116,202
30 1/2-inch	do	11,575
30 1/2-inch	do	94,877
30 1/2-inch	do	81,469
30 1/2-inch	do	219,456
30 1/2-inch	do	24
30 1/2-inch	do	42,425
30 1/2-inch	do	193,003
30 1/2-inch	do	79,154
30 1/2-inch	do	130,814
30-inch	do	197,963
30 1/2-inch	do	68,122
30 1/2-inch	do	26,728
30 1/2-inch	do	47,569

Enamel 54-inch duck, surface glazed black

yards	14,250
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Black enamel, 54-inch

yards	14,455
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Duck, white:

10-ounce	do	2,500
12-ounce	do	2,500
14-ounce	do	2,500

Duck, 14-ounce, O. D.

do	3,500
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Duck, 10-ounce, enamel

do	250
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Duck:

8-ounce	bolts	138
10-ounce	do	30

Duck, No. 10:

28-ounce	do	4,458
22-ounce	do	11,300

25-inch O. D. duck, No. 2

yards	69,141
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26-inch O. D. duck, No. 8

do	208,405
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30-inch O. D. duck, No. 8

do	7,925
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O. D. duck, No. 9:

36-inch	do	409,460
36 1/2-inch	do	81,479
36 1/2-inch	do	10,835
36 1/2-inch	do	26,128
36 1/2-inch	do	1,620,000
36 1/2-inch	do	257,834
36 1/2-inch	do	120
36 1/2-inch	do	291,366
36 1/2-inch	do	175
36 1/2-inch	do	413
36 1/2-inch	do	884
36 1/2-inch	do	309
36 1/2-inch	do	60,852
36 1/2-inch	do	7

38-inch enamel duck, G. F. do

yards	394,974
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Duck for floors, 12-ounce

do	722 1/2
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No. 9 duck, O. D.:

36 1/2-inch	do	16,497
36 1/2-inch	do	26,950
36 1/2-inch	do	83,866
36 1/2-inch	do	27,159
36 1/2-inch	do	16,973
36 1/2-inch	do	98,545
36 1/2-inch	do	18,000

No. 1 Duck O. D.:

22-inch	do	165,915
18-inch	do	30,916
Do	do	60,000
22-inch	do	4,980

Duck, 72-inch

do	20
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Duck, 8-ounce, khaki D. F.

yards	1,800
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Duck, 10-ounce, 36-inch, D. F.

yards	3,600
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Duck, 8-ounce, white D. F.

yards	3,600
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Duck, 12.9 O. D. paraffined

do	10,875,000
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No. 8 O. D. duck:

36-inch	do	51,678
Do	do	95,569
Do	do	51,678
Do	do	95,569
30 1/2-inch	do	58,637
Do	do	114,548
22-inch, No. 2 duck O. D.	do	119,347
35-inch, No. 6 duck O. D.	do	97,989

Cheesecloth:

Red	do	500
Do	do	2,000
Blue	do	500
Do	do	2,000
Cheesecloth	do	59,000
Do	do	24
Do	bolts	2,000
Do	yards	2,000
Do	bolts	375

Pillow cases, 45/38

Nos.	25,856
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Sheets, 72/33

do	790,448
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Bed sheets, cotton, A. T. S., various sizes

do	1,300
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Canton flannel, 32-inch

yards	427,000
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Cotton flannel, 28-inch

do	6,000
----	-------

Cloth, table, A. T. S., various sizes

do	200
----	-----

Napkins, linen

do	500
----	-----

Cotton blankets, 7 feet by 4 feet

blankets	4,000
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Sheetings, hospital, double faced, 36-inch or 42-inch

yards	20
-------	----

Cheesecloth

do	25
----	----

Red

do	5,000
----	-------

Blue

do	5,000
----	-------

White

bolts	3,750
-------	-------

Cheesecloth

do	1,250
----	-------

Do

do	1,250
----	-------

Wipers, gas masks

wipers	6,000,000
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Blankets, dug-out

blankets	142,227
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Muslin, 54-inch

yards	209
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Cheesecloth, 36-inch, white

yards	81,534
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Twill jeans, bleached, 36-inch, in gray, 38 1/2-inch, 84/50, 3.15 yards per pound

yards	183,627
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Cheesecloth, 31-inch, 28/36, 7.6 to 7 yards per pound

yards	5,302,450
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Cheesecloth, 31-inch, 28/36

do	1,810,000
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Muslin, water-bag lining, bleached, 36-inch, 80/80

yards	27,500
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42-inch 72/84, 2.90 to 21.93

mead cloth	73,433
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Target material, 76-inch

do	170,094
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Sheeting:

52-inch, 14-ounce, target material	yards	217,620
40-inch, 64/64, 2.40, in gray, yards	2,938,400	

Towels:

Hand, huckabuck	543,680
Bath, A. T. S.	500

Rubberized drills, O. D., 50-inch, yards

138,136

Mead cloth, 42-inch, 72/84 inch, 2.90, 2.95, in gray

yards	78,167
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Sheeting, 76-inch, 14-ounce

do	535,512
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Drills:

37-inch, 8-ounce	do	6,133
37-inch, 8-ounce	do	11,653
37-inch, 8-ounce	do	26,452

Sheetings:

76-inch, 14-ounce	do	583,508
76-inch, 14-ounce	do	20,000

Stripes, cotton, 4-inch, in rolls, 5 inches in diameter

rolls	800
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Cloths, wiping, herringbone, ticking:

6 inches square	800
3 inches square	800
5 inches square	800

Drills, rubberized, 50-inch, O. D., yards

665,847

Cotton cloth, 76-inch, 14-ounce, yards

20,000

Osnaburghs

yards	2,214,000
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Sheetings, 36-inch, 64/68, 3.50, or 40-inch, 64/68, 3.15

yards	640,000
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Burlap:

For cleaning purposes	do	15,875
Do	do	119,020
40-inch, 19-ounce	do	50,000
40-inch, 25-ounce	do	53,200
43 1/2-inch, 19-ounce	do	188,000
40-inch, 23-ounce	do	6,800
40-inch	do	50,000

Sacks:

Burlap	500
Do	500

Webbing:

Burlap, 2-inch	yards	3,000,000
Jute	do	74,237
31-inch	do	55,343
31-inch, 1 1/2-ounce	do	565,801
31-inch, 1 1/2-ounce	do	728,000
22-inch	do	194,000
22-inch	do	31,976

Halter, 1 1/2-inch O. D., 1.8-ounce

yards	50,000
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Paper for baling

do	2,600
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Kraft wrapping, 24 by 36, 9-inch diameter rolls, 25 1/2 pounds, pounds

50

Oilcloth, about 42 inches wide, rolls

50

Burlap, 40-inch mouth pad, yards

6,800

Burlap

square yards	55,000
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Webbing, 2-inch, O. D. or natural color, 1-ounce to 1.6-ounce, yards

341,000

Bags, burlap:

5-bushel, heavy, sugar (only secondhand bags)	195,000
4-bushel, heavy, sugar (only secondhand bags)	40,000
3-bushel, heavy, sugar (only secondhand bags)	25,000
5-bushel, heavy sugar	50,000
3-bushel, heavy, sugar	100,000

Burlap

yards	50
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LIST OF CASUALTIES REPORTED AMONG THE UNITED STATES FORCES OVERSEAS

SECTION 1, NOVEMBER 12, 1918.

The following casualties are reported by the commanding general of the American Expeditionary Forces:

Killed in action.....	172
Died of wounds.....	42
Died of accident and other causes.....	7
Died of disease.....	118
Wounded (degree undetermined).....	107
Wounded slightly.....	85
Missing in action.....	110
Total.....	641

Killed in Action.

MAJOR.

WRIGHT, Benjamin F. Mrs. Ray C. Wright, care E. H. Austin, Bryan, Tex.

CAPTAIN.

SERCOMB, Albert A. George Meehan, 5 North Wabash Avenue, Chicago, Ill.

LIEUTENANTS.

COSGROVE, John D. Mrs. Sarah Agnes Nace, 1002A Glasgow Avenue, St. Louis, Mo.

FOX, John H. John D. Fox, 5213 Germantown Avenue, Philadelphia, Pa.

GARDNER, Alfred W. Mrs. Mary E. Gardner, 325 West Eighty-ninth Street, New York, N. Y.

NEUBAUER, William O. John V. Neubauer, 40 Quinlan Avenue, Lynchburg, Va.

SERGEANT MAJOR.

BAIR, Harold H. Mrs. Flora J. Bair, 340 Walnut Street, Hanover, Pa.

SERGEANTS.

KELSEY, Harry R. Miss Mattie Kelsey, Easton, Kans.

LEADER, Charles Bigler. Mrs. Mary C. Leader, Bedford, Pa.

McLAUGHLIN, Floyd P. Mrs. Lulu Bell McLaughlin, Trenton, Mo.

NEVILLE, Patrick. Mrs. Margarette Lebara, 29 Arklow Street, Waterford, Mass.

POWELL, Ballard B. Mrs. Anna Powell, 2518 T Street, Sacramento, Cal.

SCHLEGEL, Bernhard F. Andrew Schlegel, Westchester, Pa.

DUPRE, Harold J. David Dupre, 218 Park Avenue, Syracuse, N. Y.

HOLLAND, Carl E. Mrs. Alice Holland, 623 East Tenth Street, Sedalia, Mo.

KENNEDY, Thomas J. Mrs. Nora Kennedy, 602 Washington Avenue, Larksville, Pa.

RODGERS, Sam M. Mrs. Eliza Rodgers, Hurtsville, Tenn.

ROTH, Ralph R. Robert W. Roth, 608 T Street, Atchison, Kans.

THOMPSON, Charles H., jr. Mrs. Basha England Thompson, box 81, R. F. D., Novato, Cal.

WATSON, James R. Mitchell Watson, Jefferson, Ohio.

CORPORALS.

GREER, Edmond Brown. John Steel Greer, Legerwood, N. C.

GRISWOLD, Levi. Mrs. Lettie McAnich, Yarrow, Mo.

HILLER, John E. Fred Hiller, 414 Edgar Street, Kalamazoo, Mich.

JONES, John L. Ashbell W. Jones, Tina, Mo.

JOOS, Philip E. Larony Joos, Beulah, N. Dak.

MAHER, Peter. Daniel Maher, Springmount, Windgap Co., Kilkenny, Ireland.

MENKENS, George A. Mrs. Anna Menkens, 102 Hopkins Avenue, Jersey City, N. J.

RANDOLPH, Roy. Mrs. Mary Dull, Melford, Iowa.

VIGUS, Frank M. Mrs. Will Vigus, Ozawie, Kans.

WALL, Earnest W. Mrs. Minnie Crowell, 1208 T Street, Sacramento, Cal.

WILSON, Herbert H. Mrs. Stella Wilson, 207 Grand Street, Grafton, W. Va.

BAHNEY, John W. Mrs. Lillian Bahney, 2701 V Street, Sacramento, Cal.

BOTTORFF, Glen W. John W. Bottorff, Downs, Kans.

CONWAY, John Eliason. Mrs. Fannie T. Conway, R. F. D. 3, Herndon, Va.

71-18-3

CRISPENS, Howard E. Mrs. Elizabeth Mehring, 622 East Clement Street, Baltimore, Md.

CURTIS, Samuel D. Mrs. Edna Curtis, 437 South Sixth Street, Hannibal, Mo.

CUTLER, James R. James G. Cutler, 520 North Broadway, Abilene, Kans.

EBY, James. Mark Eby, R. F. D. 14, Fort Wayne, Ind.

ELKINS, Orville A. Williams R. Elkins, Lexington, Mo.

KINNIE, Thomas S. James Kennier, Primrose, Nebr.

MILLS, George W. Absolum Mills, Dukedom, Tenn.

RAINES, Clarence M. F. M. Raines, Clinton, Mo.

SCHORER, Frank A. Mrs. Theresa Schorer, Hotel Albany, New Brunswick, N. J.

SEXTON, Joseph C. Mrs. Alice Dean Sexton, Morris City, Ill.

TIPPEN, Roy E. Andrew M. Tippen, Lavalie, Mo.

VETTER, Frank J. Mrs. Mary Vetter, Palsade Avenue, West Hoboken, N. J.

WAGONER.

SAYERS, Erwin E. Mrs. Margaret Sayers, Washington Hotel, York, Pa.

COOKS.

PIELOP, Edwin P. Mrs. E. Pielep, Brenham, Tex.

BARBER, Sam. Mrs. Lula Barber, Mount Pleasant, Tex.

PRIVATE.

ACKERMAN, Harvey P. William O. Ackerman, Las Cruces, N. Mex.

AIRY, George E. Mrs. Adie V. Airy, 2205 Lamley Street, Baltimore, Md.

ALLEN, Beverly M. Paul D. Allen, Raleigh, N. C.

AMBERS, Thomas M. Mrs. Gilbert Ambers, R. F. D. 4, Norristown, Pa.

ANDERSON, Alfred W. Fritz Anderson, Keller and McAfee Streets, St. Paul, Minn.

ANDERSON, Simeon M. Peter Anderson, San Ramon, Cal.

ANGILERI, Vito. Miss Bridget Angileri, 1134 Willoughby Avenue, Brooklyn, N. Y.

ARNOLD, Edward Ralph. Otho Arnold, 2002 South Palasade Street, Wichita, Kans.

BULSING, Henry J. Frank B. Bulsing, 2331 Arlington Street, San Francisco, Cal.

CAMPBELL, Eugene O. Mrs. William R. Campbell, Pentleton, British Columbia, Canada.

DALRYMPLE, John. James McClure Dalrymple, Monmouth, Oreg.

DAVIDSON, Harold Arthur. George Davidson, Soldiers Grove, Wis.

DAVIES, Thomas H. David T. Davies, 11 Wall Street, Plymouth, Pa.

DIAMOND, David. Boris Diamond, 705 South Twentieth Street, Philadelphia, Pa.

DI BLASE, Carmelo. Joe Di Blase, Second Street, Wilson, Pa.

DIEHL, Charles R. Mrs. Laura B. Diehl, Dry Run, Pa.

DONALDSON, Glenn S. Mrs. Wilhelmina C. Donaldson, 714 Johnson Street, Winona, Minn.

DONOVAN, Jerry Stephen. Mrs. Ellen Donovan, 3958 Army Street, San Francisco, Cal.

DUPUIS, George E. Mrs. Josephine Dupuis, St. Johnsbury, Vt.

GANTT, George E. L. A. Gantt, Liberty, S. C.

GEFFERT, William H. William John Geffert, North Lincoln and Ogden Avenues, Hinsdale, Ill.

GOFF, George. Mrs. George Goff, Perry, Fla.

GOODMAN, Jacob. Isaac Boskt, 437 Demont Street, Brooklyn, N. Y.

GRAIL, Thomas G. Mrs. Mary Grail, 1736 South Charles Street, Baltimore, Md.

GRIESHABER, Otis J. Mrs. Kate Grieshaber, box 313, Buhl, Idaho.

GUYLEFUS, Burton B. Mrs. Adella Hogan, Valls Gates, N. Y.

HART, Leo J. James J. Hart, 823 North Twenty-eighth Street, Philadelphia, Pa.

HOBUCK, Earl A. Mrs. Belle Hobuck, 740 Crocker Street, Los Angeles, Cal.

HOLMES, Clyde E. Edd M. Holmes, Tyler, Mo.

HOPPER, Barney H. Columbus Hopper, Forest City, N. C.

HOWELL, Richard C. Mrs. Lena Dwyer, 20 North Main Street, East St. Louis, Ill.

JOERNES, Clark Adam. Mrs. Minnie Jeornes, Jackson, Mo.

JOHN, Angus G. Mrs. Olive M. John, Wenatchee, Wash.

JOHNSON, Carl E. Carl E. Johnson, 422 West Lawson Street, St. Paul, Minn.

JONES, William A. Tenney Spencer, R. F. D. 2, Ivanhoe, Va.

KANE, Edward T. Mrs. Mary Kane, Shenandoah, Pa.

KARLOWICZ, Frank. Walter Karlowicz, Warsaw State, Putlusk County, Porzand, Russian Poland.

KEARNEY, Francis Edward. Patrick F. Kearney, Chest Springs, Cambria County, Pa.

BLEVINS, William E. John M. Blevens, Linden, Mo.

BOLLINGER, Franklin Guy. Mrs. George Bollinger, 238 East Pitt Street, Bedford, Pa.

BOND, Arthur Dale. Mrs. Rachel North, Hyden, Ky.

BOTKIN, Jay. Mrs. Sarah Root, R. F. D. 1, Wellington, Kans.

BRYANT, Ray Harvey. Hazel Margaret Peters, 623 West Noble Street, Oklahoma City, Okla.

COOKE, George V. Miss Nayne Cooke, 517 West Tenth Street, Erie, Pa.

CORNELL, Victor. Mrs. Jennie Cornell, 4635 Pillsbury Avenue, Minneapolis, Minn.

COWGILL, Walter William. Mrs. Beulah Cowgill, 3419 Smart Avenue, Kansas City, Mo.

CULLERS, Rufus E. Mrs. Rebecca Cullers, Rileyville, Va.

CUPP, Paul E. George W. Cupp, 373 South Jefferson Street, Kittanning, Pa.

DAVIS, Nalvin T. Thomas W. Davis, New-castle, Va.

DAVIS, Roy. Alvin V. Davis, Lavalette, W. Va.

DE FELDE, Joseph. Peter De Fede, 217 East One hundred and thirteenth Street, New York, N. Y.

DEMERON, Henry P. Mrs. J. E. Paxton, Brookford, N. C.

DI PAOLA, Peter. Ascenio Di Paola, 416 East One hundred and first Street, New York, N. Y.

DUNN, Thomas F. Mrs. Mary Dunn, Marcellus, N. Y.

DWYER, John. Mrs. Mary E. Dwyer, 713 Jefferson Street, San Francisco, Cal.

EANES, Robert C. William B. Eanes, 822 Washington Street, Danville, Va.

ERNST, William A. Herman Ernst, 2719 Susquehanna Avenue, Philadelphia, Pa.

FRESE, Clarence B. Mrs. Battie H. Frese, Dixon, Cal.

GRIESHABER, Joe J. Miss Eula Grieshaber, care of Burlew Hardware Co., Charleston, W. Va.

HAGEMAN, August. Frank Hageman, Lantry, S. Dak.

HAYES, Samuel E. Samuel C. Hayes, R. F. D. 1, Whiteville, N. C.

KATZ, Zadoc M. Meler Katz, 211 East Baltimore Street, Baltimore, Md.

KLOPP, Herman C. Mrs. Annie Klopp, 431 Broadway, Blue Island, Ill.

KOCH, Louis Peter. Jurgen Koch, Concord, Nebr.

LOGAN, William. John Logan, R. F. D. 1, Fisher, Minn.

LOWE, Mammie M. Prestley Lowe, Kirksville, Mo.

McDONALD, Harold B. Alexander C. McDonald, R. F. D. 1, Vermillion, S. Dak.

McMAHON, Leo James. John McMahon, 108 Erie Street, Jersey City, N. J.

McVAY, Charles J. L. Louis McVay, 610 South Fifth Street, Burlington, Iowa.

MACINNES, John. Mrs. Thomas Baker, 107 Jackson Street, Holyoke, Mass.

MASON, Frederick C. William Mason, Ohio Pyle, Pa.

PARKER, Charles H. Hardin A. Parke, 1440 L Street, Fresno, Cal.

KEATON, Thomas F. Mrs. Susie Cotton, Forbes, Mo.

KEEGAN, James E. Miss Clara L. Keegan, North Main Street, Pascoag, R. I.

KEITH, Harry D. Mrs. Nora V. Keith, Nada, Utah.

KELLY, Martin J. Patrick Kelly, 1940 North Uber Street, Philadelphia, Pa.

KNIGHT, Alexander. John W. Knight, Lydia, Va.

LANDERS, Carl E. John E. Landers, Kenmare, N. Dak.

LARIMER, Clifford A. David Larimer, Laurens, Iowa.

LEE, Arthur S. O. S. Lee, White Earth, N. Dak.

CASUALTIES REPORTED BY GEN. PERSHING

McDANIELS, Roswell. Mrs. Stella McDaniels, 5 Delaware Avenue, Bath, N. Y.
 MARTIN, Harold J. James J. Martin, 431 Bainbridge Street, Brooklyn, N. Y.
 RAY, Walter E. Thomas J. Ray, Elk Park, N. C.
 REESE, Lewis E. Mrs. Mary Reese, Blaine, Okla.
 RICHARDSON, John R. Mrs. Mary Richardson, 217 Virginia Street, Butte, Mont.
 RIES, Charles T. George Ries, McHessner, Mont.
 RIGGLEMAN, Harry Gibson. Albert Riggleman, Williamsport, W. Va.
 RIVENBURG, Frank. Mrs. Frank Smith, 171 Meserole Avenue, Brooklyn, N. Y.
 RIZZA, John. Mrs. Rosa Delorenza, Ogliastro Chento, Italy.
 ROBBINS, William E. Tom Robbins, Wilson, N. C.
 ROBERTS, Byron B. Mrs. Mary A. Roberts, Deer Park, Wash.
 ROBERTS, John E. William E. Roberts, 4906 Kingnessing Avenue, Philadelphia, Pa.
 ROBINSON, Harold C. William Robinson, Princeton, Mo.
 ROSECRANS, Charles F. Fred Ernest Rosecrans, Crescent City, Cal.
 ROSENBERG, Arthur C. Martin L. Rosenberg, Farwell, Minn.
 ROSS, Carl E. Mrs. L. M. Rhoades, general delivery, Kansas City, Tex.
 ROWDEN, Herbert S. John Rowden, Oxford, Ark.
 ROYSE, Elbert. Mrs. Mary Royse, Sweetwater, Ill.
 SANDERS, Thomas R. John B. Sanders, Memphis, Mo.
 SCHAEFER, Charles H. Mrs. Louisa Kramer, 229 Stark Street, Cincinnati, Ohio.
 THOREN, James. Ceradams Theodore, Valzechia, Lucetia, Greece.
 TUCKER, George H. Mrs. Margaret B. Tucker, R. F. D. 5, Wilmington, Ohio.
 VANDRIGGLE, Walter John. Mrs. Alice Vandriggle, 2609 East Twelfth Street, Kansas City, Mo.
 VIOLA, Ralph H. Mrs. Mattie M. Viola, 510 N. W. Seventh Street, Abilene, Kans.
 WEBB, William E. Miss Minnie Webb, Plainview, Tex.
 WILLIAMS, Herbert Clarence. Mrs. Julia Williams, 101 Sexton Road, Columbia, Mo.
 WILLIS, Charles F. James S. Willis, R. F. D. 1, Desoto, Iowa.
 WOODWORTH, James R. L. S. Woodworth, 20 Nesbit Street, Providence, R. I.
 ZIMMER, Ernest William. Mrs. Ernest Zimmer, White Bear Lake, Minn.
 PEARSON, Lewis F. Henry C. Devault, R. F. D. 6, Tazewell, Tenn.
 PETERMAN, Frank B. Mrs. Mary Kubart, Friendship, Wis.
 PHILIPPE, Albert. Florent Philippe, Tenth Street, South Charleston, W. Va.
 PINKHAM, Albert L. Mrs. Elizabeth B. Pinkham, 415 Washington Street, Grass Valley, Cal.
 ROFFIS, Irving S. Samuel Roffis, 582 East Twenty-eighth Street, Brooklyn, N. Y.
 RUTHERFORD, Laurie G. Stephen Rutherford, 226 Second Avenue, Santa Barbara, Cal.
 SCHRINER, George. Jacob Kirk, Laurel, Mont.
 SHELLEY, Howard C. Mrs. Beatrice Shelley, Crosby, Minn.
 SMITH, William W. Joseph H. Smith, Eureka, Mont.
 SORENSON, Robert N. Holger Johnson, Grafton, N. Dak.
 STEIN, Erwin B. Albert E. Stein, 126 East Avenue, 45, Los Angeles, Cal.
 THIBEAULT, Wilfred. Joseph Thibault, Manville, R. I.
 THOMAS, Frank. David C. Thomas, R. F. D. 2, Chase City, Va.
 YOST, Frank E. George P. Yost, R. F. D. 4, Wolfe City, Tex.

Died from Wounds.

CAPTAIN.

ABERCROMBIE, Charles H. Mrs. Lucile Abercrombie, 669 East Seventeenth Street, Portland, Oreg.

CORPORALS.

ALFIERI, Henry C. Thomas Alfieri, 1053 Conselyea Street, Brooklyn, N. Y.
 EMERY, Oliver O. Mrs. Nellie T. Emery, West Stockholm, N. Y.
 EUBANKS, Edgar J. Mark Eubanks, 24 West Douglas Street, Rice Lake, Wis.
 MARGESON, Wylie. George Margeson, R. F. D. 6, Marquette, Iowa.
 REYNOLDS, Raymond. Mrs. Alva W. Reynolds, Georgetown, Del.

SHIELY, Edward R. Mrs. Sarah Shiel, 901 Fell Street, San Francisco, Cal.

PRIVATE.

ALLIS, John Robert. Ernest Emery Allis, 327 North Seventh Street, Salina, Kans.
 ASH, Charles R. Mrs. Margaret Ash, 534 Fifty-seventh Street, Brooklyn, N. Y.
 BAGBY, Hubert. Mrs. Emma Bagby, 609 East Ohio Avenue, Clinton, Mo.
 BARFIELD, Henry. Mrs. Maggie Barfield, 1159 Olympia Avenue, Columbia, S. C.
 COSBY, Bernard J. Mrs. Maggie J. Cosby, R. F. D. 1, Middletown, Va.
 DANKS, Alex. Miss Bronislawa Danks, 12 Short Street, Lawrence, Mass.
 DEANGILO, Dominic. Giovanni Diangelo, in care of Nicola Fabrizio, Castellamare, Abruzzi, Italy.
 DOOLEY, Frank W. Mrs. Norah Dooley, 224 West One hundred and forty-second Street, New York, N. Y.
 DYMSKI, Charles. Mrs. Eucia Dymski, 180 Grant Street, New York, N. Y.
 ERICSON, Eloy A. Albert M. Ericson, R. F. D. 3, box 6, Red Wing, Minn.
 EVANCKEY, Joseph. J. J. Evanckey, box 164, Danora, Pa.
 GALLAGHER, William. Philip Harley, 46 Crosby Street, Lowell, Mass.
 GILLIGAN, James N. Mrs. Julia Gilligan, 58 West Ninety-third Street, New York, N. Y.
 HALL, Claud S. Mrs. Blanche Haynes, Falconer, N. Y.
 HART, Edwin S. Mrs. Ella Hart, R. F. D. box 117, Colgate, Md.
 HILTZ, Floyd. Mrs. Elizabeth Walters, 525 Hawley Avenue, Bridgeport, Conn.
 JOHNSON, Richard Francis. Mrs. Anne Johnson, Charlottesville, Va.
 JONES, Palmer F. Frank Jones, Netawaka, Kans.
 KOTILOV, Abe. Israel Kotilov, 2528 Holmes Street, Kansas City, Mo.
 KOTZEN, William W. Mrs. Mollie Kotzen, 7711 Brewster Avenue, West Philadelphia, Pa.
 KOWALSKI, Mike. Zyg Bugelski, 1326 Franklin Avenue, Grand Haven, Mich.
 KRENZ, Walter. Miss Olga Krenz, 610 Willard Street, San Francisco, Cal.
 LAMB, Norman H. Robert Lamb, Sullivan, Mich.
 LEWIS, Samuel. Traf Bernard, Southgate, British Columbia, Canada.
 NANCE, Harry William. Miss Madge Nance, 128 Washington Street, Dayton, Ohio.
 NEIGHBORS, Clyde. Mary Talbert, Akron, Mich.
 ODDO, Sam. Carmelo Oddo, Milittle, Rosamarino, Messina, Italy.
 REID, Allen. Allen L. Reed, R. F. D. 2, Yale, Okla.
 SAGERS, Robert C. Mrs. Edna Weaver, 465 South Main Street, Marion, Ohio.
 WESNER, Andrew. Mrs. Ella Wesner, 13 Anstie Avenue, Brooklyn, N. Y.
 WIGHTMAN, Mark N. Mark N. Wightman, R. F. D. 1, box 42, Elk Grove, Cal.
 WILLIAMS, John. Mrs. Sarah E. Williams, St. Paul, Va.
 YODER, Irvin E. Mrs. Rachel Wood, R. F. D. 3, Albion, Mich.
 YTTERBOE, Olaf. Mrs. Gunhild Ytterboe, Bird Island, Minn.
 ZAKAS, Anton. Mike Christian, Jamesport, N. Y.

Died from Accident and Other Causes.

COLONEL.

WILLIAMS, Alexander W. Mrs. Alexander W. Williams, 3423 Newark Street, Washington, D. C.

CORPORAL.

CATTI, John H. Mrs. Rose Catti, 562 Hudson Avenue, Weehawken, N. J.

COOK.

PEROT, Joseph. Mrs. Antomise Perot, Breauz Bridge, La.

PRIVATE.

BERNER, Ray B. Mrs. Charles Berner, Glen Carbon, Pa.
 HEYER, Henry. Edward Heyer, Breese, Ill.
 KELLY, Patrick F. James H. Kelly, care of Kendrick Seminary, Webster Grove, Mo.
 NEDLIN, Max. Morris Nedlin, 1660 South Turner Avenue, Chicago, Ill.

Died of Disease.

LIEUTENANTS.

ALAMO, Joseph W. Del. Maj. Gen. Frank D. Baldwin, United States Army, retired, 1440 Detroit Street, Denver, Col.

KNOTTS, Frank A. T. E. Knotts, 675 Adams Street, Gary, Ind.

MASTER ENGINEER.

KING, Bartlette Alanson. William George King, 139 Hewitt Avenue, Marquette, Mich.

SERGEANTS.

HAMMOND, Raymond S. Grant Hammond, 9 Fern Street, Rochester, N. Y.
 McCANN, Thomas J. Mrs. Nellie B. McCann, 21435 Grange Street, Philadelphia, Pa.
 FORSCH, Edward E. Herman A. Forsch, 172 Harvey Avenue, Detroit, Mich.
 REEDER, Benjamin J. Benjamin F. Reeder, 1003 West Main Street, Ottawa, Ill.
 SCHMER, William C. John H. Schmer, Harvard, Nebr.
 SMITH, Ingle. Mrs. Anna Smith, St. Marys, W. Va.

CORPORALS.

ASHBY, William C. Mrs. Charles Ashby, 246 Webster Street, Syracuse, N. Y.
 BRADSHAW, Leonard H. Nancy A. Bradshaw, corner Congress and Uncapher Avenues, Marion, Ohio.
 BRANNON, Leon. William Brannon, Finleyson, Ga.
 CANTHORN, Joseph R. Miss Lillian Cawthorn, Greenville, Tex.
 DEPRIL, Remy A. Sylvia Depril, Seamon, Kans.
 EWING, Howard B. John T. EMM, Pekin, Ill.
 McLAUGHLIN, Frank. Mrs. Anna S. McLaughlin, box 41, Hubbard, Ohio.
 NELSON, Hans C. Charley Nelson, Viborg, S. Dak.
 REID, Buford. Mrs. Clara Reid, Sherman, Miss.
 SPRINGER, Simon Bolivar. Hosca Springer, Woodburn, Oreg.
 MAPES, Ernest. Charles Mapes, 38 Block U, Pueblo, Colo.
 OBERLE, Paul. Mrs. Paul Oberle, 330 Poplar Street, New Haven, Conn.
 RICHMOND, Leo. A. Richmond, Onaway, Mich.

MUSICIAN.

DOUGHERTY, Ronald. Isaac F. Dougherty, 519 West Chesapeake Avenue, Crisfield, Md.

MECHANIC.

KOSLOWSKI, Paul A. Dominick Koslowski, 365 Oak Street, Manassaw, Wis.

WAGONER.

WINGO, Bernard J. Fred J. Wingo, Charlotte Courthouse, Va.

COOK.

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PRIVATE.

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 O'CONNOR, Robert W. Mrs. Melissa O'Connor, Guthrie, W. Va.

71-18-4

O'DONNELL, James B. Mrs. Della Stanley, 1666 Myrtle Avenue, Brooklyn, N. Y.
 O'HEA, William R. Mrs. Mary E. O'Hea, 2142 North Newkirk Street, Philadelphia, Pa.
 OTTER, Erich R. Herman R. Otter, Llan-ville, Pa.
 PETSKA, James. Mrs. May P. Kenny, 4520 Czar Avenue, Cleveland, Ohio.
 PROC, Andrew. Mrs. Andy Proc, 1620 Juniata Street, Philadelphia, Pa.
 PTASHKAN, Nathan. Mrs. Fanny Goldman, 248 South Street, Philadelphia, Pa.
 RANDALL, Charles F. Mrs. Margaret Randall, 961 Metropolitan Avenue, Brooklyn, N. Y.
 RAPEL, Carle B. Weslie Cariton Raper, 54 West End Place, Atlanta, Ga.
 RATCLIFF, Orice. James Ratcliff, North Perry Street, Attica, Ind.
 RAZZANI, Thomas. Miss Maria L. Razzani, 49 Durkowitz Street, North Tonawanda, N. Y.
 REAMS, Walter James. Richard L. Reams, Yale, Okla.
 RENKONS, Frank. Mrs. Mary Rankons, 32 Everett Street, East Hampton, Mass.
 ROBERTSON, Mark. Mrs. Sarah Robertson, R. F. D. 6, Attica, Ind.
 ROSE, John H. Thomas F. Rose, R. F. D. 1, Hammondville, Ohio.
 ROSENTHAL, Jacob. Mrs. Mary Rosenthal, 92 Herli Street, Brooklyn, N. Y.
 RUSSELL, James F. Thomas J. Russell, R. F. D. 1, Northfield, Mass.
 SCHEINFELD, Gedalia. Isaac Scheinfeld, Vachnovka, State Rive, Russia.
 SCHIEFER, Jacob. Mrs. Caroline Schiefer, 93 Kibbourn Street, Buffalo, N. Y.
 SJOBLUM, Carl. Mrs. Hulda Erickson, Barre, Mass.
 SOFIANOS, Louis. Christ Sofianos, Agia Paraskevi, Metylene, Greece.
 SPRINGER, Edward J. Mrs. Helen Renner, 1323 North Sixteenth Street, Philadelphia, Pa.
 STASIAK, Walter. Mrs. Josie Hyland, 1807 Wabash Avenue, Chicago, Ill.
 STEIN, George E. Mrs. Catherine Stein, 922 North Fourth Street, Philadelphia, Pa.
 STOKES, Frederick C. James Stokes, Freehold, N. J.
 STONE, Fred. Mrs. Gertrude Stone, R. F. D. 1, Columbia Cross Roads, Pa.
 STRAIN, Samuel D. Mrs. Margaret Strain, 939 East Tioga Street, Philadelphia, Pa.
 SULLIVAN, Timothy J. Mrs. Catherine Sullivan, 20 Leonard Street, Springfield, Mass.
 SUMMERS, Francis. Mike Summers, Higginsville, Mo.
 SUPPERSTEIN, Abraham. Morris Supperstein, 23 Brady Street, London East 1, England.

SECTION 2, NOVEMBER 12, 1918.

The following casualties are reported by the commanding general of the American Expeditionary Forces:

Killed in action	191
Died of wounds	93
Died of disease	107
Wounded severely	34
Wounded slightly	63
Missing in action	66
Total	557

Killed in Action.

MAJOR.

COOK, Fred A. Mrs. Fred A. Cook, Croton on Hudson, N. Y.

CAPTAINS.

DALE, Edgar Hayden. Mrs. Letha G. Dale, 202 Central Avenue, Coffeyville, Kans.
 KENADY, James C. Mrs. Lydia W. Kenady, Dexter, Mo.

LIEUTENANTS.

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 HOWARD, Herbert W. Mrs. Selma Howard, 6448 Yale Avenue, Chicago, Ill.
 CARR, Joseph A. James J. Carr, 18 Burt Avenue, Auburn, N. Y.
 HANLY, William J. B. Hanly, 1806 Ninth Avenue, Oakland, Cal.

SERGEANTS.

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 BENAPPL, Roscoe G. Mrs. Margaret Benap, 3987 Badlong Avenue, Los Angeles, Cal.
 DUNCAN, Charles M. Edward L. Duncan, Dearborn, Mo.
 FOXWORTH, Frank. Mrs. Ella Foxworth, Doylestown, Pa.
 LOVELESS, Patrick. William M. Loveless, Johnson City, Tenn.
 DAVID, Bertie W. Mrs. Nannie M. David, Winchester, Ky.
 HUGHES, Amos. Mrs. Mary Hughes, general delivery, McConnellsville, Ohio.
 NEVINS, Floyd E. Miss Mary Carney, 4042 East Thirtieth Street, Indianapolis, Ind.
 ROGERS, Walter J. Mrs. Lillian Rogers, 102 South Fremont Street, Baltimore, Md.

CORPORALS.

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 BENNETT, Thomas. Mrs. Mary Bennett, Belmont, W. Va.
 BIRD, Archie A. Mrs. George Bird, 1129 Crosby Street, Rockford, Ill.
 CALLAHAN, William E. Margaret Medler, 1730 Briggs Avenue, Brooklyn, N. Y.
 CASSIDY, Richard I. Mrs. M. H. Eshbaugh, High Street, Johnsonburg, Pa.
 CHANCELOR, Clarence E. B. F. Chancellor, Memphis, Mo.
 DIETZ, John G. Mrs. Sadie Dietz, 260 Tireman Avenue, Detroit, Mich.
 DOYLE, Delta Wilbur. Amos Ayres Doyle, Harrison Street, Highland, Spokane County, Wash.
 DUGAT, George T. Luther A. Dugat, box 293, Texas City, Tex.
 ECKENROTH, Paul E. Andrew E. Eckenroth, 333 East Eighth Street, Bloomsburg, Pa.
 GORDON, James. Pink Gordon, Amarilla, Tex.
 GUTHRIE, Charles L. Mrs. Bertha Guthrie, 406 East Jefferson Street, Williamsport, Pa.
 JENNA, Frank. Victor Garratano, 122 George Street, Brooklyn, N. Y.
 PETERS, Harold R. Mrs. Grace Ballard, Troy, Pa.
 ROSENCRANTZ, George C. Jacob Rosen-crantz, St. Edward, Neb.
 CRANDELL, Boyd. Mrs. Annie Crandell, 1630 East Twenty-fifth Street, Baltimore, Md.
 DARNBROUGH, Albert. Thomas Darnbrough, 15 Redfern Street, Centerville, R. I.
 DAVIS, Frank G. Frank E. Davis, 130 South Mill Street, Santa Paula, Cal.
 DAWSON, Harry J. Mrs. Josie Dawson, 227 Forty-fourth Avenue, San Francisco, Cal.
 FLORI, Oscar A. Mrs. Anna Flori, 2116 Ohear Avenue, St. Louis, Mo.
 GASTON, Robert A. Mrs. Lily Gaston, corner of Tilden and Carson Streets, Fort Sam Houston, Tex.
 HARRIS, Lester L. Mrs. Sara B. Sandusky, 309 East Robidoux, St. Joseph, Mo.
 HARRISON, Daniel O. Mrs. Eliza Harrison, Hardy, Va.
 McPHAIL, John D. Malcolm L. McPhail, Hope Mills, N. C.
 SCHROEDER, August. Mrs. Lena Schroeder, Washington, Mo.
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 TACKETT, Morya. Mrs. Eliza Tackett, 22 East Front Street, Newport, Ky.
 WALDHAEUER, George M. Mrs. Emilia Waldhauer, 25 Pellington Place, Brooklyn, N. Y.
 WINTERFIELD, Moses. Mrs. Sarah Winterfield, 249 East One hundred and twenty-sixth Street, New York, N. Y.

BUGLER.

BAGWELL, Ernest M. Mrs. May Bagwell, Tonganoxie, Kans.

MUSICIAN.

LAYMAN, Ray. Mrs. Elizabeth Layman, 2117 East Tenth Street, Kansas City, Mo.

MECHANIC.

FOOTS, Henry. Mrs. Lucenda Fouts, Chrisman, Ill.

WAGONERS.

FLATTERY, Ambrose Edward. Mrs. Catherine Flattery, 352 McMillan Avenue, Detroit, Mich.

CASUALTIES REPORTED BY GEN. PERSHING

MITCHELL, Earl. Mrs. Dora McNeely, Poplar Bluffs, Mo.

COOKS.

BEHRMAN, August M. Mrs. Anna Behrman, 1809 Boston Street, St. Louis, Mo.
ELBON, Ben W. Ben Elbon, sr., 3707 Avenue E, East Lake, Tenn.
HUNTER, Roy M. Mrs. Elsie Jane Hunter, 427 Main Street, Scalp Level, Pa.

PRIVATES.

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BEAUDINE, Chester C. Mrs. Josephine Beaudine, R. F. D. 1, Kent, Minn.
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BISHOP, Levi. George W. Bishop, Dexter, Ill.
BLAIR, William C. Hiram Blair, Belfield, N. Dak.
BLANN, Lawrence Roy. Mrs. Lelah Blann, Richmond, Mo.
BOWER, Elmer Merton. John A. Bower, 520 Madison Avenue, Nankegan, Ill.
BOWER, William. James Bower, Brookings, S. Dak.
BROOKS, Alf. Mrs. Alice Brooks, R. F. D. 1, Box 26, Rogersville, Tenn.
BROXTON, George V. Mrs. Mary Broxton, 509 Bluff Street, Hannibal, Mo.
BUCHANAN, Dewey H. Mrs. Ella Buchanan, 514 East Eighth Street, Abilene, Kans.
BURKETT, Roy L. A. L. Burkett, 200 High Street, Chillicothe, Mo.
BURNS, Aubra. Mrs. Etta Bell Burns, R. F. D. 2, Council Grove, Kans.
CAIN, Frank. William N. Cain, Arno, Va.
CAVALLO, Giovanni. Dan Ginde, 449 Whitaker Avenue, Trenton, N. J.
CHICERLO, George. Vito Chichello, Prov. Di Chietti S Vito Chietino, Italy.
CLINE, Benjamin F. Mrs. Annie Cline, Thurmont, Md.
COLLINS, John W. Mrs. Ida Collins, McAllister, Ariz.
CRAIG, James Verne. Charles Augustus Craig, 251 North Mill Street, Kansas City, Kans.
CREWS, Elliott A. R. J. Crews, Westpoint, Tenn.
CROCKETT, Charlie A. Robert Crockett, De Kalb, Mo.
CURTIS, Frank. Mrs. Lyda Curtis, Valley Falls, Kans.
DOERR, Louis. William Doerr, 217 Third Avenue, College Point, N. Y.
DORATY, John H. William J. Doraty, R. F. D. 5, Humbolt, Tenn.
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DRILL, Edward L. Andrew Drill, Princeton, Wis.
DWYER, William Edward. Mrs. George Brown, 1990 Clifford Avenue, Rochester, N. Y.
DYE, Curtis Alexander. Mrs. Affie Vogt, 215 Richmond Street, Huntington, W. Va.
ENGLAND, Robert J. Edward England, 501 East Second Street, Carrollton, Mo.
ANDERSON, Theodore. Herman Anderson, San Creek, Wis.
BALLOU, Carley. Jim W. Ballou, Columbia, Ky.
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BENINCASA, Filippo. Innocenzo Iannizzi, 315 Pencoek Street, Pottsville, Pa.
BEST, Rexford. David Best, route 3, Princeton, N. C.
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ECKIS, Ferris L. George O. Eckis, Berlin Center, Ohio.
EDWARDS, Arthur R. Mrs. Vida Seibuhr, Lebo, Kans.
ELDE, Severre. Berge Johannis Elde, Daglum, N. Dak.
EISELE, John A. Mrs. Mary Elsele, 1110 Glenwood Avenue, Philadelphia, Pa.
FOSTER, Jesse L. Mrs. Ella Apgar, Garden Grove, Cal.
FOUSTE, John M. Joseph Foust, Lowden, Wash.
FOX, Elmer. Charley Fox, Hughesen, Cal.

GIBBONS, Arthur W. William A. Gibbons, 523 Cambridge Street, Knoxville, Tenn.
GRENNAN, Fred L. James W. Grennan, Burlington, Kans.
HALE, Carroll Polian. John H. Hale, Bison, Okla.
HAYES, John R. Mrs. Anna F. Hayes, 71 Academy Street, Hampton, Va.
HEERY, Nicholas W. Mrs. Catherine Heery, 746 Campbell Avenue, West Haven, Conn.
HOLLOWAY, Guy Marcellus. Ray Holloway, Willow Springs, Mo.
HORNBECK, Earl E. Mrs. Louise Hornbeck, 2323 Atlantic Street, Los Angeles, Cal.
HOY, Carl. Security Trust Co., Bakersfield, Cal.
HUGHES, Edison. Elmore Hughes, Ono, Ky.
JANORS, Joe. Mrs. Frank Di Marco, 28 Locust Street, Carnegie, Pa.
FIXICO, Sonny. Mrs. Amey Fixico, Sasakwa, Okla.
FLORIAN, Otto Joseph. Anton Florian, 2451 South Turner Avenue, Chicago, Ill.
GRATZ, Samuel Philip. John Gratz, Company E, Thirty-second Infantry, Camp Kearney, Cal.
CRIM, Robert L. Mrs. Della T. Crim, Kilgore, Tex.
HALL, William Harry. Mrs. Edith Hall, Trenton, Mo.
HARTLEY, Walter R. Edgar Hartley, Loudenville, W. Va.
HEAD, Cleveland. Frank Head, Arley, Ala.
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JONES, Clyde F. Herbert Jones, Russell, Pa.
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KITE, Jesse J. Mrs. Pearl Spain, Casey, Iowa.
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KLINE, Lloyd W. Hays T. Kline, Wauneta, Chase County, Nebr.
KONIK, Michael J. Mrs. Mary Konik, 1913 Madison Avenue, North Braddock, Pa.
KOWAMASKY, Frank. Miss Sophie Kowamasky, 21 West Poplar Street, Shenandoah, Pa.
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LANGHAM, Charles L. John N. Langham, R. F. D. 2, Marion Center, Pa.
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MERKIEL, Liza. Mike Merkiel, R. F. D. 8, Gaylord, Mich.
MIDKIFF, Oscar. John M. Midkiff, Blooming Rose, W. Va.
MITCHELL, Robert L. Joe Mitchell, Cadiz, Ky.
MOLLENHOUR, George Earl. Edward Louis Mollenhour, Chetopa, Kans.
OVERTON, Leotis C. Hugh C. Overton, Fort Towson, Okla.
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PASKE, Lawrence H. Joseph Paske, 2427 North Maplewood Avenue, Chicago, Ill.
PETERSON, John C. William E. Peterson, 324 South Detroit Street, Warsaw, Ind.
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PROSSER, Albert N. Mrs. Anna G. Prosser, 653 Fox Street, Denver, Colo.
QUEENAN, Joseph P. Mrs. Mary Queenan, 6832 Yale Avenue, Chicago, Ill.
RAAB, Leon Edward. Joseph Raab, 105 Second Street, New York, N. Y.
RIDDLE, John. Mrs. C. M. Riddle, Marion, Kans.
ROBINSON, Earle W. Benjamin A. Robinson, R. F. D., Charleston, W. Va.
ROSEVELD, Will. R. De Vries, Hull, Iowa.
SCHULER, August C. Mrs. Mary Schuler, R. F. D., Finland, Pa.
SCOTT, Frank Samuel. Walter Scott, R. F. D. 4, Box 76, Augusta, Wis.
SMITH, Fred G. Mrs. Phoebe Smith, Conrad, Mont.

SOLBERG, Oscar. Selma Solberg, Big Timber, Mont.
STAATS, Frederick. Miss Frances Staats, 1189 Bay Street, Rosebank, Staten Island, N. Y.
STARNES, Charlie W. John H. Starnes, Baileyton, Tenn.
STERN, Milton. Mrs. Carrie Stern, 2332 North Van Pelt Street, Philadelphia, Pa.
STEWART, James. George Stewart, 62 South Thirteenth Street, Newark, N. J.
ST. GERMAIN, Joseph. Edward St. Germain, Main Street, Baltic, Conn.
SWAIM, Roy. Ben Swaim, R. F. D. 4, Wamego, Kans.
SZYMANSKI, Waldislow. Hanorata Wysacka, Sixth Street and Montauk, care of F. O. Siwerman, Bayside, Long Island, N. Y.
TUCKER, Ellis A. William B. Tucker, Mincola, Kans.
WAIDLER, William F. Mrs. Sophie Waidler, 2751 Glynnawr Avenue, Sheridan, Pa.
KEATING, Frank M. Mrs. Ida Centers, R. F. D. 1, Lancaster, Wash.
LEMMER, Arthur H. Mrs. Theresa J. Thiede, Shakopee, Minn.
LOCKWOOD, Hardy M. James M. Blank, Corsica, S. Dak.
LONG, Courtney Millard. Mrs. Walter Long, St. John, Kans.
LUMBER, Robert F. Mrs. Gillie M. Lumber, 914 Galsgow Street, Portsmouth, Va.
MILLER, Harry D. Frank Miller, Second Street, Coplay, Pa.
MILLS, Ollie. Mrs. Willie Mills, 407 Heights Boulevard, Houston, Tex.
MOHR, Henry T. Theodore F. Mohr, 96 Newton Boulevard, Freeport, N. Y.
NEAL, Ruel. Claude Neal, 105 West Green Street, Le Roy, Ill.
PAHL, Carl O. Mrs. Anna Pahl, 4556 North Smedley Street, Philadelphia, Pa.
ROCHE, Joseph A. Mrs. Catherine Roche, 43 India Street, Brooklyn, N. Y.
ROLLINS, Oscar H. Mrs. Bessie L. Rollins, 212 Fayette Street, Charlestown, W. Va.
RORKE, Richard J. Miss Anna Rorke, 55 Sycamore Avenue, Clifton Heights, Pa.
RUEHL, Harry. Mrs. Rosie Ruehl, 1841 West Pratt Street, Baltimore, Md.
RUSHING, Joseph. Ardell Rushing, Granite City, Ill.
SCHAFF, Max. Dr. Walter Hoffman, 235 West Kinney Street, Newark, N. J.
SCHLEDEWITZ, David. Fred Schledewitz, 532 O Street, Fresno, Cal.
SCHOLLER, Theodore G. Miss Leona A. Felton, 413 Washington Street, Camden, N. J.
SCHULTZ, Walter R. Mrs. Amanda Schoultz, 3607 Market Street, Philadelphia, Pa.
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SLUBOWSKI, John. Mrs. Joanna Felks, Godache, Pultusk, Poland, Russia.
STOUT, Earl H. Albert Stout, Horton, Kans.
STOWERS, Walter C. Charles J. Stowers, R. F. D. 1, Felton, Minn.
STRONG, George. Mrs. Lucy Ann Strong, 115 Avenue O, Latrobe, Pa.
THOMPSON, Cecil E. Mrs. Charles W. Thompson, Escalon, Cal.
TITUS, Lloyd. Mrs. Bertie Titus, Munith, Mich.

Died of Wounds.

CAPTAIN.

ALBERTSON, Webster S. Mrs. Webster S. Albertson, R. F. D. 5, box 21, Vancouver, Wash.

LIEUTENANTS.

HOLLIDAY, Harry A. G. A. Holliday, 612 Washington Street, Traverse City, Mich.
MORRISON, Clyde T. Mrs. Kate Morrison, Timpson, Tex.

SERGEANTS.

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STINE, Claud Nicholas. George Nicholas Stine, Lafayette, Colo.
BROOKS, Philip W. Mrs. Dorsey Brooks, 520 Jefferson Avenue, Brooklyn, N. Y.
TROY, Robert Gustave. Mrs. Bertha Troy, Monessen, Pa.
WILLIAMSON, Ellis W. James B. Williamson, Raeford, N. C.

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CASUALTIES REPORTED BY GEN. PERSHING

FLANAGAN, Robert Leo. Mrs. John Shea, 161 Beethoven Street, Binghamton, N. Y.
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 SMITH, Rosie. Miss Emma Smith, 505 Spring Street, Gadsden, Ala.
 STORMONT, Benjamin. Andrew J. Stormont, Gallipolis, Ohio.
 DEERING, William B. Mrs. Anna Clark, Cedar Springs, Mich.
 EDWARDS, Hobart. Ether Klipple Edwards, Craig, Colo.
 ROTH, Lloyd I. Henry Roth, 601 Arlington Avenue, Govans, Baltimore County, Md.

MECHANIC.

WILES, Harry E. Mrs. Ella O. Wiles, 421 Western Avenue, Abingdon, Ill.

COOKS.

ANDERSON, Axel Linous. Mrs. Sophie Anderson, 224 Marion Avenue, Youngstown, Ohio.
 MAY, Roy. Daniel L. May, Hendrix, Okla.

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 CECIL, Harry O. Mrs. Bertha Cecil, 1537 Deuber Avenue, Canton, Ohio.
 COLEMAN, Brown W. H. A. Coleman, Hines-ton, La.
 CRONIN, Cloyd H. Mrs. Sallie Essex, 320 Pine Street, Zanesville, Ohio.
 DAVIS, Harry. Mrs. Jennie Davis, 406 East Main Street, Girardville, Pa.
 DEL SORDO, Antonio. Mrs. Mabalina Pace, Giulianova Spiaggia Tera., Mo. Abruzzi, Italy.
 DORSCHIED, Norbert B. George Dorschied, 210 Abbot Road, Buffalo, N. Y.
 FAIRCLOTH, Archie. Id. Faircloth, 411 Grove Street, Payetteville, N. C.
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 GAVAZI, Luigi. Joe Gavazi, Elmora, Pa.
 JANNEY, Arthur. William H. Janney, Hanover, N. Mex.
 JOHNSON, Ralph R. Mrs. Mary Klassner, 81 Waverly Street, Buffalo, N. Y.
 KURTZ, Johannes. Mrs. Elizabeth Webber, Kayser, S. Dak.
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 MCGREGOR, Carson. Mrs. Eliza J. McGregor, Wallaceburg, Ontario, Canada.
 MILLER, Max. Mrs. Sadie Ross, 19 Atlantic Avenue, Marblehead, Mass.
 MOLISSE, Francesco. Carmella Esposito, 145 Merrick Road, Rockville Center, N. Y.
 MOLL, Fred W. Fred Moll, Box 139, Ebenzer, N. Y.
 ABBOTT, Harry L. Edward Devinger, 178 Boynton Street, Mendville, Pa.
 ALBERTSON, Charles H. Mrs. Mollie Albertson, Elizabethton, Tenn.
 ALBERTSON, Levi. Mrs. Annie Albertson, Leland, Iowa.
 APPENBRINK, August. Mrs. Julia Appenbrink, 814 Payson Avenue, Quincy, Ill.
 BEAUCAGE, Napoleon. Pete Beaucage, Chassel, Mich.
 BERG, Harold. Lavritz Berg, Lena Station, Otten, Norway.
 BRITTON, Carl P. Mrs. Jesse R. Britton, East Alsted, N. H.
 BRUGER, Godfrey E. Mrs. John Faro, 66 William Street, Malone, N. Y.
 BRYAN, Leroy. Mrs. Annie Bryan, Royalton, Pa.
 CARLSON, Hilmer T. Mrs. Hulda Sandeen, 265 Twentieth Avenue, South Minneapolis, Minn.
 CERNERA, Ralph. Donata Cernera, 187 Skillman Street, Brooklyn, N. Y.
 CHICHLICAS, Nicolaos M. Andrew Damatis, 142 Georgia Street, Vallejo, Cal.
 CRITES, Carl R. Mrs. Ida E. Crites, general delivery, Lakeside, Ohio.
 CURFMAN, Thomas D. Mrs. George Curfman, 906 North Seventh Street, Stenben-ville, Ohio.

DAVIS, Leslie. John T. Davis, Osage City, Kans.
 DIX, James W. John C. Dix, 505 Upper Street, Danville, Va.
 DRESCHER, Howard. Miss Addie Drescher, 1411 Fifth Street, Chehalis Wash.
 DUNN, James R. James C. Dunn, 1708 North Twenty-second Street, Richmond, Va.
 FLAHERTY, Raymond. Mrs. Bridget Flaherty, 261 Eighth Street, South Boston, Mass.
 FOND, Moses. Elias Fond, Hawkins, Wis.
 FOUCH, Ralph. Mrs. Mary E. Fouch, Wash-port, Ohio.
 FRANKENFELD, Austin W. Mrs. Mary Frankenfeld, R. F. D. 1, Coopersburg, Pa.
 GOURGIOTIS, Theodore E. Steve D. Gooras, box 1149, Garfield, Utah.
 GRAHAM, Curtis Lemont. Gilbert Graham, Lacones Mills, Clearfield, Pa.
 JOLLER, Leo C. Mrs. Mary Joller, 817 Chianti Street, Pittsburgh, Pa.
 KAMINSKI, Alexander. Mrs. Mary Zdrodaska, 315 Williams Avenue, Detroit, Mich.
 MACDOUGALL, Howard. Mrs. Annie Mac-dougall, 448 Sixteenth Street, Brooklyn, N. Y.
 MONETTE, Walter R. Ames Monette Hines, Wis.
 MONEY, Roy G. Grant W. Money, 12506 Vashli Avenue, Cleveland, Ohio.
 NAUGHTON, Francis Xavier. Mary Francis Naughton, 205 Briggs Street, Harrisburg, Pa.
 PELHAM, Cramer H. Mrs. C. H. Pelham, R. F. D. 2, Whitney, Tex.
 PEO, A. Emil. Mrs. Minnie Pao, 2436 Surrey Street, Chicago, Ill.
 PURCELL, Wilbur G. Thomas E. Purcell, Oldham, Va.
 REEVES, Edward R. Mrs. Loretta Reeves, 702 Sheridan Road, Chicago, Ill.
 REINNO, Anello. Angelo Reilno, Tuglia Province, Lecce, Italy.
 SARDI, Lawrence J. Miss Anna Sardi, 313 Van Bunt Street, Brooklyn, N. Y.
 SEXTON, Charles L. Charles Sexton, 93 Clinton Avenue, Oneonta, N. Y.
 SCHLEIG, John E. Mrs. Edna S. Schleg, R. F. D. 1, Trevorton, Pa.
 SIMAITIS, Anton. Miss Millie Simaitis, 1504 Fifth Avenue, Chicago, Ill.
 SIMINGTON, George S. Miss Lillian Maschal, 1517 D. Griffith Avenue, Los Angeles, Cal.
 SKELTON, Benjamin W. John T. Skelton, Central, S. C.
 SMITH, Earl. Mrs. Ollie Merrick, General Delivery, Chillicothe, Mo.
 SMITH, William. Mrs. Paul L. Green, 419 Burtonwood Street, Reading, Pa.
 SMOTHERS, Jake. Dave Murphy, Hand, Ark.
 SOUTHARD, Ernest James. Frank M. Southard, Russ, Mo.
 SPEAR, Charley. Mrs. Josie Masquat, Horton, Kans.
 STEENSON, William. Mrs. Ellen Steenson, Greenwich, N. Y.
 UCINOWICZ, Wasil. Joseph Romamoski, 421 Avenue C, Bayonne, N. J.
 WARE, William F. Mrs. Pearl Inman, Springfield, Oreg.
 WATERS, Albert M. Mrs. Sadie H. Waters, 120 South Sixth Street, Columbus, Ohio.
 WELNC, Anthony. John Willis, 913 Wash-ington Avenue, Troop, Pa.
 WOOD, Charles B. Mrs. Nancy Jane Wood, Carterville, Mo.

Died of Disease.

CAPTAIN.

PRYOR, John Porter. Mrs. A. P. Kraus, 3001 Memphis Street, El Paso, Tex.

NURSES.

DRUMMOND, Henrietta I. Mrs. Jean D. Drummond, 282 West Avenue, Pawtucket, R. I.
 McMILLEN, Anna Marie. Mrs. Sarah Crsprung, Twenty-fourth and Washington Streets, Allentown, Pa.

SERGEANTS.

BONNER, Theodore P. Jr. Theodore P. Bonner, sr., Hickory, N. C.
 BREEDING, Jay E. Mrs. Virinda Breeding, Idaho Falls, Idaho.
 DAVIS, Russell E. Miss Minnie Shannon, Grafton, N. Dak.
 ELLIOTT, Theodore S. Mrs. Hattie L. Ell-ott, 820 Hickory Street, Pine Bluff, Ark.
 PATTEN, Elbert N. Mrs. Edward W. Patten, Maryland, N. Y.

CORPORALS.

GREENE, Logan B. Mrs. D. M. Greene, North Los Roubles Avenue, Pasadena, Cal.
 GRIFFITHS, Harold W. Frederick R. Grit-bbs, Adams, N. Y.
 RICHARDSON, George E. William H. Rich-ardson, 892 Virginia Avenue, Hagerstown, Md.

BUGLER.

BROWN, Roy M. Charles Brown, Ontona-gon, Mich.

MUSICIAN.

BULLOCK, Daniel J. Mrs. Ella Kane, 2254 Cecil Avenue, Baltimore, Md.

COOK.

COE, Russell L. John H. Coe, Grand Junc-tion, Iowa.

PRIVATEES.

ANDREWS, John A. John Andrews, Hamil-ten, Ill.
 ARMSTRONG, Walter R. Mrs. Belle Bounds, 510 Sweepson Street, Knoxville, Tenn.
 BADER, Joseph A. Mrs. Mary H. Bader, 414 Union Street, Baltimore, Md.
 BAILEY, Percy H. Harry H. Bailey, Hills-boro, N. H.
 BAKER, Willie. Mrs. Lena Sneed, R. F. D. 1, box 29, Creedmoore, Tex.
 BARG, Orville L. Mrs. Nettie Hoising, 917 Thirteenth Avenue South, Minneapolis, Minn.
 BARTELS, Frank T. Earl J. Bartels, 940 East Avenue, Hamilton, Ohio.
 BOEHLEN, Carl. Mrs. Anna Boehlen, 517 East One hundred and forty-seventh Street, New York, N. Y.
 BUSH, Harry J. Mrs. Mary Bush, R. F. D. 1, Ballston Station, N. Y.
 CARLSON, Albert F. Mrs. Gundy Carlson, R. F. D. 2, Clarrissa, Minn.
 CHAPMAN, Clyde. Charley H. Chapman, Nacadoches, Tex.
 CHAPMAN, Lee. Mrs. Janie Martin, Orange-burg, S. C.
 CLARDY, Rives. Phtus Clardy, R. F. D. 2, Lafayette, Ky.
 COOPER, Floyd. Mrs. Goodeth Cooper, Way-noka, Okla.
 CRIGLER, John. Mrs. Minnie Crigler, R. F. D. 1, West Point, Miss.
 DEETER, James H. John H. Deeter, R. F. D. 1, Seibert, Colo.
 DEFRANCISCO, Nicholas. Mrs. Therisa De-francisco, 417 East one hundred and forty-seventh Street, New York, N. Y.
 DEGRAFFENREID, Robert. Jessie DeGraf-fenreid, R. F. D. 4, Chester, S. C.
 DONAN, John E. Mrs. Minnie Donan, Camp-bellsville, Ky.
 EDENFIELD, Benton. Dave Edenfield, R. F. D. 5, Swainsboro, Ga.
 ENTSEY, Orla S. Daniel Entsey, White, Pa.
 FAIR, Dewey C. W. Charles J. Fair, Flag-ler, Colo.
 FAIRLEY, Porter M. William Fairley, Ag-good, Mo.
 FRY, Tom. George Hackman, Charleston, Miss.
 GILBERT, Ray G. Mrs. Eva Gilbert, R. F. D. Craftsburg, Vt.
 GORDON, Buford C. Mrs. Mary A. Gordon, 1906 South Street, Lexington, Mo.
 HALL, Henry J. Mrs. Clara H. Hall, 118 South Kansas Avenue, Chanute, Kans.
 HARTZELL, Ollie O. Mrs. Blanche Hart-zell, Emington, Pa.
 HAYES, George. Miss Ada Miller, 80 Cather-line Street, Detroit, Mich.
 HELICKSON, Haavel N. Mrs. Mary Hel-ickson, R. F. D. 1, box 28, Brocton, Minn.
 HIDDEN, Brad M. Mrs. Lois F. Hidden, 57 Franklin Street, Ocean Grove, N. J.
 HOGBOOM, George. Miss Emma Hogboom, 1509 Fulton Street, Keokuk, Iowa.
 HOLZLEITER, Lawrence. Mrs. Margaret Holzleiter, Route 8, Brookville, Ind.
 HUGHES, Claude E. Mrs. Lizzie Hughes, 126 South Main Street, Abbeville, S. C.
 JENNINGS, William U. Benjamin F. Jen-nings, Clinton, Okla.
 JOCKHECK, Henry G. John H. Jockheck, general delivery, Hitchcock, S. Dak.
 JORDAN, Legree. Myra D. Jordan, R. F. D. 1, Machen, Ga.
 KEITH, Carl A. Joseph M. Keith, West Eleventh Street, Jonesboro, Ind.
 KINNEY, Isaac L. Mrs. Almyra M. Kinney, East Sparta, Ohio.
 LOFTIN, Homer. Mrs. Mable P. Loftin, Delta, Colo.
 LONG, Benjamin H. John E. Long, 1430 North Street, Havelock, Nebr.
 LONGSTROM, Martin C. Peter O. Long-strom, Flagler, Colo.

CASUALTIES REPORTED BY GEN. PERSHING

McELRATH, John. James McElrath, R. F. D. 1, Hollins, Ala.
 McLOUGHLIN, Francis. Mrs. Mary McLoughlin, 481 Seventeenth Street, Brooklyn, N. Y.
 McMAHON, Daniel C. Dennis McMahon, 93 Amsterdam Avenue, New York, N. Y.
 MARY, Anton. Mrs. Tony Mary, Bee, Nebr.
 MANNING, Carl. John Manning, Chewey, Okla.
 MARSOUN, Joe F. Frank M. Marsoun, R. F. D. 5, Roscobel, Wis.
 MATHIS, Edward L. Robert L. Mathis, R. F. D. 2, Erin, Tenn.
 MAYLE, Leonard C. Henry Mayle, R. F. D. 2, Roxbury, Ohio.
 MODICA, Joseph. Frank Modica, R. F. D. 2, box 134, Kingston, N. Y.
 MOORE, Henry Vincent. Emmett Moore, R. F. D. 64, Ashville, N. Y.
 NEERGAARD, Harold C. Clifford Neergaard, Rio Grande, Cal.
 NELSON, Fred W. Mrs. Delle Nelson, West-plains, Mo.
 NICKERSON, Mack. Mrs. Fannie Nickerson, Greensboro, Va.
 PARUTIS, John. Mrs. Anne Glozeris, 761 South Kolmar Avenue, Chicago, Ill.
 PEEPLES, Zeffoe. Mrs. Allie Peoples, R. F. D. 1, Kite, Ga.
 PFROMMER, William B. Mrs. Muriel Pfrommer, 1224 North Fifty-seventh Street, Philadelphia, Pa.
 RETHERFORD, John D. Mrs. Sarah E. Retherford, Starksville, Miss.
 REEVES, Dayle S. Alvin E. Reeves, R. F. D. 3, Washington, Iowa.
 REEVES, William M. Delmore Reeves, Camp Verde, Tex.
 SAGE, Clyde L. Louis E. Sage, Schroon Lake, N. Y.
 SCHWARTZ, Joseph H. Mrs. Helen M. Schwartz, R. F. D. 3, Green, Iowa.
 SEE, Claude. Mrs. Ide T. See, R. F. D. 1, box 31, Appling, Ga.
 SEUFERT, Frank. Miss Emma Seufert, 60 Daggett Street, New Haven, Conn.
 SHAFFSTALL, Howard W. Mrs. Minerva Shaffstall, R. F. D. 2, Upper Sandusky, Ohio.
 SHEFFIELD, Harry. Mrs. Lula W. Watson, Guyton, Ga.
 SHERIN, Andrew J. Mrs. Mary Sherin, Osakis, Minn.
 SHUPARD, Horace E. Jay M. Shupard, 609 Green Street, Bridgeport, Pa.
 SKRZYPAK, Thomas. Mrs. A. Skrzypak, 555 Westside Avenue, Perth Amboy, N. J.
 SMITH, Lonnie L. John Smith, R. F. D. 1, Quitman, Ga.
 WATERMAN, Forrest E. Elmer Waterman, R. F. D. 4, Morley, Mich.
 REINES, William T. James E. Reines, Fal-mouth, Stafford County, Va.
 ROBRECHT, Albert. J. Robrecht, box 69, R. F. D. 3, Watsonville, Cal.
 RODWELL, Lonnie Thomas. Mrs. Mary Boyd, R. F. D. 6, box 37, Lewisburg, N. C.
 SCHULDT, Louie. Mrs. Emma Kalass, Clayton, Minn.
 SCHULZ, Arthur P. Richard Schulz, 264 Vossell Avenue, Norwich, Conn.
 SCHUSTER, George J. Mrs. Catherine Schuster, 236 North Main Street, Sharpsburg, Pa.
 SMITH, Arthur V. Sedrick L. Smith, R. F. D. 1, Beallsville, Ohio.
 STACK, John. Thomas Stack, 82 Walnut Street, Hartford, Conn.
 STETTLER, Clarence. Mrs. Glen H. Halterman, R. F. D. 2, East Stroudsburg, Pa.
 STONEBRAKER, Hubert. Mrs. Nadine Stonebraker, Humansville, Mo.
 STOUT, Paul J. Mrs. Paul J. Stout, 275 Lexington Avenue, New York, N. Y.
 SUNDQUIST, Edwin A. Oscar Sundquist, Lyons, Nebr.
 SWANSON, Andrew. Lovett S. Swanson, R. F. D. 1, Fayetteville, Ga.
 TACKER, Albert O. William Tacker, Macks-ville, Kans.
 TALBOTT, Bert K. Mrs. Ethel Talbott, 921 East Ninth Street, Kansas City, Mo.
 TANGEMAN, Harry E. Burt G. Tangeman, R. F. D. 2, McGregor, Iowa.
 TOM, George B. Young Kit Tom, 1298 Huanut Street, Honolulu, Hawaii.
 VAILE, Edward L. Mrs. Emma P. Vaile, 222 Piedmont Avenue, Cincinnati, Ohio.
 WAGNER, Clarence G. George Wagner, R. F. D. 3, Red Bud, Ill.
 WAHNER, Frank L. Frank F. Wahner, 761 Thirty-sixth Street, Milwaukee, Wis.
 WALKER, Ralph G. George A. Walker, 617 Mulberry Street, Scottsdale, Pa.

Wounded Severely.

CAPTAIN.

MOORE, Charles E. Mrs. Eleanor Eyster Moore, Charlestown, Jefferson County, W. Va.

LIEUTENANT.

MULCAHY, Richard W. Daniel Mulcahy, Portage, Wis.

SERGEANTS.

FIEDLER, Isidor. Mrs. Samuel Fiedler, 1053 Morris Avenue, New York, N. Y.
 ROGERS, Henry S. Mrs. Agnes Morris, 808 North Twelfth Street, Philadelphia, Pa.

CORPORALS.

STRAND, Otis W. Ole Strand, Deerfield, Wis.
 WEBER, John E. Mrs. Eliza Stafsholt, Arthur Manor, Scarsdale, N. Y.

MECHANIC.

MOSES, Jim. Mrs. Hester Moses, Brook-wood, Ala.

PRIVATE.

ALLEN, Florin W. Florin Allen, 1922 Mad-ison Street, Baltimore, Md.

BARNEY, Willis. William Barney, Buffalo, N. Dak.

CARSON, George R. Mrs. Edna C. Carson, 465 Eastern Parkway, Brooklyn, N. Y.

CLAUSON, Benjamin. Mrs. Elizabeth Clauson, 9 Fuller Place, Brooklyn, N. Y.

FENWICK, Louie P. Henry Fenwick, Bernie, Mo.

FICKENWORTH, Walter J. Miss Celia Fick-enworth, 734 North Trumbull Avenue, Chi-cago, Ill.

FOOR, Harry Paul. Edward Foor, Bedford, Pa.

FULTZ, Isaac. Lufe Baer, Brushart, Ky.

HATCHER, Clayton A. J. E. Hatcher, R. F. D. 4, Headland, Ala.

LANDIS, John Alvin.

McMAHON, Floyd George. Mrs. Elizabeth Bailey, R. F. D. 3, Lincoln, Ill.

McNUTT, Walter E. Mrs. Sadie McNutt, 189 Post Avenue, Battle Creek, Mich.

MILOTA, Albert M. Albert Milota, Cresco, Iowa.

MIRAGLIOTTA, Vincent. Vincent Miragli-otta, 329 East Fourteenth Street, New York, N. Y.

MONCRIEF, Tillman H. E. H. Moncrief, Gardendale, Ala.

MOON, Sanford D. Frank Moon, Balaton, Minn.

MOORE, Elsworth. James W. Moore, Colum-bus Street, Wilmington, Ohio.

MORGAN, Harvey Jones. Joseph Morgan, Ellwood, Nebr.

MOSIER, James. Mrs. Mary Mosier, 9111 Shepard Avenue, Cleveland, Ohio.

MOUCHETTE, Robert W. Mrs. E. M. Mou-chette, Aliceville, Ala.

MURPHY, Christopher C. D. W. Murphy, R. F. D. 2, Ashford, Ala.

ORENDER, John F. John P. Orender, Inola, Okla.

RHOADES, Raymond. Mrs. Ida Rhoades, 145 Wood Street, Bellevue, Ohio.

SHUPP, Glenn B. Charles Shupp, box 316, Nashville, Mich.

VANHAREN, Arthur. Mrs. Rose Vanharen, 931 East Monroe Street, Phoenix, Ariz.

WHITMER, Elmer. Joseph Whitmer, R. F. D. 3, Mankato, Kans.

WICKERT, Henry. Mrs. Lillian Wickert, 611 Livingston Avenue, Albany, N. Y.

Wounded Slightly in Action.

CORPORALS.

ANDERSON, Joseph W. Anders Anderson, R. F. D. 3, Ludington, Mich.

CLARK, Laymon T. Herman Clark, Mount Airy, Ga.

MOORE, Clarence A. Richard A. Moore, Lum-berton, N. C.

SNYDER, Clarence E. Mrs. Goldie Snyder, 1925 Fourteenth Street, Canton, Ohio.

VEITCH, Henry I. Henry Veitch, Ensley, Ala.

BUGLER.

ISAACSON, Oakley F. Andrew Isaacson, 221 Avenue F, Brooklyn, N. Y.

MUSICIAN.

SOMERS, James Harvey. Miss Anna Somers, 328 West Forty-ninth Street, New York, N. Y.

MECHANIC.

ROHN, Charles P. Mrs. J. O'Connor, 350-A, Twentieth Street, Brooklyn, N. Y.

PRIVATE.

ADDISON, George. Mrs. See Dickenson, 2406 East Thirty-seventh Street, Cleveland, Ohio.

AXE, Lloyd R. Thomas Axe, Lemon Place, Pa.

BARSH, Christian J. Mrs. Irene Stahler, 309 Whaley Street, Columbia, S. C.

BISHEAU, Oakley. George Bisheau, Ringle, Wis.

BOYCE, Guy H. Levi H. Boyce, Waitesfield, Vt.

BURROUGHS, Taylor. Henry Burroughs, 308 Hercules Street, Mobile, Ala.

DUNHAM, Willia R. Mrs. Elsie U. Dunham, Vidalia, Ga.

FARRELL, Leo M. James Farrell, R. F. D. 2, Lebanon, Ind.

FERRARO, Joseph. Antonio Ferraro, 36 Bliss Via Alfere Alcomio, Tripine, Italy.

FLAX, Harry. Mrs. Fennie R. Flax, 30 Walk Street, Norfolk, Va.

FOLEY, Patrick. Mrs. Mary A. Foley, 589 Hazelwood Avenue, Pittsburgh, Pa.

GLENN, Thomas L. Mrs. Minnie Glenn, 638 Sumerlea Street, Pittsburgh, Pa.

GLOMSKI, Julius. Mrs. Catherine Glomski, 633 Germania Street, Eau Claire, Wis.

GROGAN, Julius. W. T. Grogan, R. F. D. 4, Talladega, Ala.

HAMILL, Paul H. Dr. Charles A. Hamill, Ligonier, Pa.

HAMMETT, Julius. Mrs. E. M. Hammett, Jacksonville, Ala.

HEHN, John C. John C. Hehn, 113 Bloom-field Avenue, Newark, N. J.

KOUNTSKIS, Konstantinos. Emanuel G. Kountakis, box 684, Hopewell, Va.

LARSON, Albert B. Mrs. Clara C. Larson, 309 Twenty-first Street, Scranton, Pa.

LEWIS, Irven O. Abner Lewis, Utica, Minn.

MAHER, Thomas. Mrs. Gertrude Maher, 122 South Thirty-seventh Street, Council Bluffs, Iowa.

MARCOFF, Joe. Mrs. Bessie Kaltman, 646 Box Street, New York, N. Y.

MATTERA, Joseph. Mrs. Carmelia Mattera, Serrano, Italy.

MILLIGAN, Alvin C. Clifford Milligan, Pine Village, Ind.

MINNICK, Franklin L. Mrs. Martha E. Min-nick, 1318 Mentor Street, Philadelphia, Pa.

MOORE, George I. Samuel Moore, R. F. D. 4, Amanda, Ohio.

MOORE, George R. Samuel B. Moore, 710 Division Street, Lansing, Mich.

NAGLE, Raymond G. Edward Nagle, Spring Street, Nazareth, Pa.

NELSON, Leslie. C. E. Nelson, Burlington, Kans.

NICHOLLS, Wallis W. Mrs. Wallis W. Nicholls, 327 North Second Avenue, Ster-ling, Colo.

PATE, James L. William J. Pate, Woodville, Tex.

POGOKITIES, Anthony. Mrs. Martha Pogo-kities, 2163 Lafayette Boulevard West, De-troit, Mich.

ROOT, Elmer. Mrs. Sallie Root, 142 South Twelfth Street, Reading, Pa.

ROSENBERG, Theodore. Mrs. Fredricka Rosenberg, 2506 San Jose Avenue, Ala-meda, Cal.

ROSKOSKI, Joseph. Bennie Roskoski, 76 Cherry Street, Wyandotte, Mich.

ROUSE, James O. Mrs. Nora Rouse, Frank-lin, Mo.

ROZMIAREK, Stanley A. Frank Rozmiarek, Farwell, Nebr.

SARES, John. Aron G. Swanson, 3015 Thirty-seventh Avenue, South Minneapolis, Minn.

SEIBEL, Walter J. Mrs. G. Seibel, R. F. D. 8, Fond Du Lac, Wis.

SETLIFF, Percy J. Mrs. D. A. Setliff, 915 Jersey Avenue, Winston-Salem, N. C.

SCHWINGER, Max W. Mrs. Mary Schwinger, 820 West Eleventh Street, Austin, Tex.

SHAFFER, George Robinson. Mrs. Jerry Wilson Shaffer, 56 North Franklin Street, Waynesboro, Pa.

SIMMONS, Gilbert B. George Simmons, Lehigh, Iowa.

SMITH, George W. Mrs. Mary Smith, George-town, Tex.

SNODGRASS, Harry Jay. Mrs. Eva L. Snodgrass, Gardner, Kans.

SULLIVAN, Mark. Mrs. C. L. Sullivan, Barneveld, Wis.

VELLIA, Roy. Mrs. Elizabeth Vellia, 52 Ce-dar Place, Brooklyn, N. Y.

VESTER, George W. Clarence F. Vester, 1009 Bader Street, Cincinnati, Ohio.

VIGNOCHI, Primo. Raymond V. Vignochi, 300 Deleon Street, Ottawa, Ill.

WEBSTER, William. W. S. Haines, Jones-ville, Ky.

CASUALTIES REPORTED BY GEN. PERSHING

WILDER, Herman C. Mrs. Effie Wilder, New Cumberland, Pa.
WILK, Max A. W. H. Wilk, Windsor, Colo.
WILLIAMS, John M. Mrs. Laura Williams, R. F. D. 6, Box 70, Mount Pleasant, Mich.
WOOD, Harry. Ralph Todd, 335 Colorado Street, Los Angeles, Cal.
YODER, Oliver D. Daniel F. Yoder, Gunn City, Mo.

Missing in Action.

SERGEANTS.

BURKE, James A. Mrs. Bridget Burke, Byrnesville, Pa.
HOBBS, Herbert John. Mrs. Angelina Hobbs, 1725 La Salle Avenue, Niagara Falls, N. Y.
CORPORALS.

SLEICHER, Arthur N. Mrs. Arthur N. Sleicher, Troy, N. Y.

PRIVATES.

ADERHOLD, Howard M. Mrs. Annie M. Aderhold, Montoursville, Pa.
AULL, Charles J. Mrs. Catherine Aull, 10 North Rural Street, Indianapolis, Ind.
BARONI, Ennio. Angio Saroni, 93 Mulberry Street, New York, N. Y.
BETILLIAN, Edward. William Betillian, Conneaut Lake, Pa.
BOLDEN, Charlie B. Vade Bolden, R. F. D. 1, Porterville, Ala.
BORRESON, Svend. Mrs. Tora Borreson, Taastrup, Denmark.
BREWER, David L. Mrs. Emily Brewer, Chiltonville, Mass.
BRUNETT, Theodore. Mrs. Margaret Brunett, 3506 Bowman Street, Philadelphia, Pa.
BURKE, William J. Mrs. Jane E. Sweeney, 3439 Cresson Street, Philadelphia, Pa.
CASSENS, Walter W. Ernest Cassens, 912 West Fourth Street, Sterling, Ill.
DAWSON, Felix W. Mrs. Tom G. McClendon, Bogalusa, La.
DERITO, Serphine. Frank Derito, Kulp Mount, Pa.
DE RITTA, Joseph. Frank Scittrarelli, 224 Atwells Avenue, Providence, R. I.
DILLON, James. Mrs. Sarah M. Dillon, 575 West Main Street, North Adams, Mass.
DRECHSEL, Carl N. Otto Koerner, 221 Seventh Avenue, Woonsocket, R. I.
DUBBS, Leroy. Joseph K. Vanderslice, 3915 North Tenth Street, Philadelphia, Pa.
EARDLY, John. Mrs. E. A. Swain, box 33, Grapeville, Pa.
FORD, Howell. William L. Ford, West, Tex.
HIGGINS, Walter S. Mrs. Mary Higgins, 560 East Twenty-eighth Street, Brooklyn, N. Y.
LASTOWSKY, Alex J. Mrs. Annie Ziegarska, 120 Girard Street, Atlas, Pa.
LUCIER, Paul L. Mrs. Mary J. Lucier, 118 Franklin Street, Haverhill, Mass.
LUKUC, Stanis. John Rakus, 115 North Market Street, Mount Carmel, Pa.
McGUGAN, Thomas. Mrs. Anna McGugan, 445 Plainfield Street, Providence, R. I.
McMILLION, Roy. Mrs. McMillion, Concho, W. Va.
McNAMEE, Harry C. Mrs. Catherine R. McNamee, 12 Landaff Road, Llanersha, Pa.
MARTINKUS, John. Mrs. Martha Martinikus, 119 Everett Avenue, Scranton, Pa.
OSTER, William. William Oster, 134 Columbia Avenue, Atlas, Pa.
PEARCE, Frank W. John K. Pearce, Trenton, Tenn.
PIERCE, William, Jr. Mrs. William H. Pierce, 585 North Main Street, Warren, R. I.
ROBSON, Thomas. Mrs. Sue Tichenor, 204 East Penn Street, Evansville, Ind.
RUBINEAN, Benjamin F. Mrs. Ruth A. Osborne, Oxford, Pa.
SATRA, Charles. Mrs. Fannie Satra, Kilgore, Nebr.
SHARPE, Karl V. Mrs. Ellen Sharpe, Oskaloosa, Iowa.
SKEIE, Ingvald. Tom Skeie, 1949 Phillips Avenue, Butte, Mont.
TANNER, Reuben E. Mrs. Annie Carpenter, 56 Grant Avenue, Cranston, R. I.
WAKELY, Vern B. E. N. Wakely, 337 South Prospect Street, Marion, Ohio.
WALTERS, Charles. Mrs. Etta Walters, 1512 Toledo Street, Logansport, Ind.
WORK, Daniel. Mrs. Louis McCurter, 182 East Russell Street, Columbus, Ohio.
WORTHINGTON, Robinson Morris. Mrs. Isabel Worthington, Wall Road, Lake Como, N. J.
SWANSON, Eskil. Victor Swanson, 124 Forest Avenue, Cranston, R. I.
TESTANI, Antonio. Lorenzo Testani, 141 Grand Street, Bridgeport, Conn.
TOTARO, Charles Victor. Mrs. Elizabeth Totaro, 2931 Dayton Street, St. Louis, Mo.
TRIPP, William F. Mrs. Ella Tripp, 199A Essex Street, Lynn, Mass.

ULRICH, James A. Mrs. Julia Ulrich, 4018 Kensington Avenue, Philadelphia, Pa.
UTAN, Charles. Sam Utan, 607 Pine Street, Scranton, Pa.
VALDEZ, Hipolito. Mrs. Rafaelita Valdez, Elvira, N. Mex.
VANAUKEN, William E. Abraham Vanauken, 1016 Hanover Avenue, South Allentown, Pa.
VAN ORDSTRAND, Court K. Isaac S. Van Ordstrand, general delivery, Haven, Kans.
VETRONA, Michele. Gloun Glorio, 1135 South Eighteenth Street, Philadelphia, Pa.
WALKER, William George. Mrs. John Walker, 188 Lakeview Avenue, Cambridge, Mass.
WALTER, John F. Mrs. Jennie Walter, 705 Railroad Avenue, Sunbury, Pa.
WARNER, Charles E. John F. Warner, 1205 Meade Street, Williamsport, Pa.
WEYRICK, William J. Mrs. Elsie Weyrick, Lumberport, W. Va.
WENDT, John F. Karl Wendt, 58 Lexington Avenue, Providence, R. I.
WESTENHISER, Allan C. Mrs. Adeline Westenhiser, 713 South Figueroa Street, Los Angeles, Cal.
WHEAT, Floyd A. Mrs. Myra A. Wheat, Moravia, N. Y.
WHEAT, Harry. Mrs. Fannie Wheat, Main Street, Hellestown, Pa.
WIEDER, Harold. Mrs. Rose Wieder, Shillington, Pa.
WILLIAMS, Edward T. Mrs. Della Williams, Beccaria, Pa.
WILLIAMS, Israel. Mrs. Louis Metz, 2538 South Sheridan Street, Philadelphia, Pa.
WILLIAMSON, William. Mrs. Margaret Adams, box 437, Albion Road, Manville, R. I.
WITMER, Ralph H. Jacob H. Witmer, Gratz, Pa.
YOKUS, Mathew A. Mrs. Katie Yokus, Tunnel Street, Williamstown, Pa.

CORRECTIONS IN CASUALTY LISTS.

Killed in Action, Previously Reported Missing in Action.

CORPORALS.

HARMON, Edward J. Frederick Harmon, North Girard, Pa.
HOBKIRK, Ross T. Mrs. Helen B. Hobkirk, Milliam Road, Marlboro, Mass.
MARUSCAK, George. Mrs. Anna Maruscak, Bradenville, Pa.

PRIVATES.

CABE, Fred C. William P. Cabe, Canton, N. C.
DE BERRY, Ernest E. Mrs. Ray Neal, Sheridan Lake, Colo.
KLINGBEIL, Palmer C. Mrs. Hilda Klingbeil, box 236, Clinton, Wis.
PILGRIM, Grover Willis. J. T. Pilgrim, Neshoba, Miss.
POWER, Henry J. Mrs. Mary F. Power, 241 Liveoak Street, Marlin, Tex.
REID, James. James Reid, Aberdeen, S. Dak.
SANDUSKY, William F. Charles Sandusky, Mount Pleasant, Pa.
SCHUMANN, Max E. Mrs. T. M. Schumann, 631 Chestnut Street, Athol, Mass.
SOLIE, Arthur T. Mrs. Caroline Solie, 514 Front Street, Moorhead, Minn.

Died, Previously Reported Missing in Action.

ALLES, Sergt. Edward B. Mrs. Susie Alles, 304 East Washington Avenue, Bellefontaine, Ohio.
MILES, Corp. George A. Fred Miles, R. F. D. No. 1, Canandaigua, N. Y.

Died of Wounds, Previously Reported Missing in Action.

ISAKSEN, Pvt. John. George Isaksen, 365 Hoyt Street, Brooklyn, N. Y.

Wounded Severely, Previously Reported Missing in Action.

CORPORALS.

GILLMAN, Harry. Miss Mary Caldwell, 2806 Washington Avenue, Cleveland, Ohio.
VOELKNER, Robert. Mrs. Elizabeth Rickerhauser, 338½ Fifteenth Avenue, Newark, N. J.

MECHANIC.

REED, Joseph E. Charles L. Reed, Whitehall, Mich.

PRIVATES.

BERSON, Hyman. Jacob Berson, 14 Lorne Street, Dorchester, Mass.

COGURA, Mike. Victor Cogura, Bear Creek, Mont.
DUVALL, Frank J. Arthur Duvall, 514 Ador Street, Anaconda, Mont.
KAGEFF, Henry H. Mrs. Henry Kageff, 202 Hunt Street, Detroit, Mich.
LAWRENCE, Joseph Leon. Mrs. Mary Lawrence, 948 East Sixth Street, South Bethlehem, Pa.
LIVINGHOUSE, Noah R. Mrs. Mary McCormick, R. F. D. No. 2, La Porte, Ind.
LOTZER, William P. J. B. Lotzer, Wahpeton, N. Dak.
NUNALLY, Grover C. G. Nunally, R. F. D. No. 2, Jacksonville, Ala.
REBSTOCK, Whitney. Mrs. Rose Rebstock, Cut Off, La.
ROLPH, Fred. George H. Rolph, Lake City, Iowa.
STINE, Jesse L. Mrs. Mary M. Stine, 545 West First Street, Bloomsburg, Pa.

Wounded (Degree Undetermined), Previously Reported Missing in Action.

CORPORALS.

FRIEBELE, Ray C. Mrs. Mary Friebel, Greentown, Pa.
PAULSON, Arthur John. August Paulson, Kiel, Wis.
SWAN, James E. Mrs. Emma Swan, 3106 Franklin Street, Denver, Colo.

PRIVATES.

AMA, Edward M. Joseph M. Ama, Oconto Falls, Wis.
ANDREWS, John W. Charles Andrews, 903 Maxahala Avenue, Zanesville, Ohio.
CULLEN, Frank. Miss Cecelia Cullen, 202 Brook Street, New Bedford, Mass.
DIGIACOMO, James. Mrs. Mairie Digiacomo, 27 Nassau Street, Newark, N. J.
EADES, Walter W. Mrs. Lillie V. Eades, Valden, Miss.
EASTON, Roy. William Easton, 34 South Peoria Street, Chicago, Ill.
GABRYLOWICZ, Steven. Casimir Gabrylowicz, 402 Pulaski Avenue, Cudahy, Wis.

Wounded (Degree Undetermined), Previously Reported Missing in Action.

PRIVATES.

GILLOTT, Ray. William Gilloft, 1424 Franklin Street, Pittsburgh, Pa.
HATCHER, James F. William H. Hatcher, Weston, Ohio.
KELINSKE, Emil H. Gus Kelinske, Elm Mott, Tex.
McCOOL, John Francis. Cornelius McCool, 456 Borkel Avenue, South Bethlehem, Pa.
MAIN, William B. H. E. Main, Rouseville, Pa.
MESSICK, Arthur. Mrs. Mattie E. Messick, Alton, Fla.
NEWLIN, Clarence Lee. Mrs. Grace Newlin, 129 West Mariat Street, Crawfordsville, Ind.
NEWSHAM, John J. Mrs. Ivy Newsham, Port Neches, Tex.
PRATT, Jewel H. J. T. Pratt, Cho, Ark.
PROBSTNER, Carl. Mrs. Marie Probstner, R. F. D. No. 1, Homestead, Pa.
SAMO, Andrew. Andrew Samo, 626 Florida Grove Road, Perth Amboy, N. J.

Wounded Slightly, Previously Reported Missing in Action.

SERGEANT.

PLESO, Tom. Mrs. Lizzie Pleso, Gorzyl, Kosziz, Austria.

PRIVATES.

BERLAND, Louis K. Samuel Katink, 2059 Tallott Avenue, Indianapolis, Ind.
COZTDNOZKI, Mark. Philip Coztdnozki, Poldisk, Russia.
GREEN, Benjamin F. Charles E. Green, Direct, Tex.
LEGGIO, Gaspare. Tony Lodate, 148 George Street, Brooklyn, N. Y.
PERLUCK, Ben Walter. Joseph Perluck, 1416 Biddle Street, St. Louis, Mo.

Sick in Hospital, Previously Reported Missing in Action.

COOK.

SMITH, Medard William. William H. Smith, 400 South Twenty-first Street, Louisville, Ky.

PRIVATES.

ARNESSEN, Carl A. Martin Arnesen, 813 North Waller Avenue, Chicago, Ill.
BAPEPES, Nicklos. Chris Bapepes, Athens, Greece.

(Continued on page 18.)

JOB LOT OF COMMODITIES IS OFFERED AT PUBLIC SALE BY ALIEN PROPERTY CUSTODIAN

PEARLS, TEA, AND AUTOMOBILE OIL

Rare Assortment of Goods at Disposal of Highest Bidder, Within Certain Limitations Announced by Mr. Palmer, Chief Salesman.

Pearls, rubies, and emeralds, together with tea, leather, motorcycles, cylinder oil, and other commodities that were once German owned, will be sold at public auction to American citizens within the next two weeks by A. Mitchell Palmer, Alien Property Custodian. The approximate value of these commodities is \$1,000,000.

Mr. Guffey, Salesman.

These sales will be under the supervision of Joseph F. Guffey, Director of Sales of the Alien Property Custodian's office, and will take place at the various warehouses or other places where the commodities are now stored. Only American citizens will be allowed to participate in these sales.

November 21 has been fixed as the tentative date for the sale of the pearls, rubies, and emeralds. This collection consists of 316 pearls, 3 rubies, and 2 emeralds, the approximate value of the whole being \$225,000. A number of the pearls have been matched and strung; the greater part are separate. There is one ruby valued at \$5,160, one drop emerald valued at \$4,440, and one other valued at \$3,840.

The leather to be sold consists of 1,036 bales of finished leather, consisting of 11,300 sides and 14,016 backs, with an aggregate weight of 414,811 pounds. The invoice value is \$250,000. This sale will be held on November 15 at the New York Dock Stores, Brooklyn, at 10 o'clock. A smaller lot of leather, consisting of 45 bales of sole leather and 16 bundles of sole leather, of an approximate value of \$17,000, will be sold on November 13 at 2 p. m. at the Albany Terminal Stores, Kneeland Street, Boston, Mass.

Time and Date Fixed.

The date for the sale of the once enemy owned tea has been tentatively fixed for 10 a. m., November 26, at the warehouses of Theodore Crowell, 20 South Street, New York City. There are 5,488 chests of tea in this lot, of which 2,963 chests are India Pekoe, 1,774 chests are Ceylon Pekoe, 336 chests Java Pekoe, and 415 chests Java Orange Pekoe. The invoice value of this tea is \$207,183.

The oil to be sold consists of 9,216 barrels of cylinder oil, consisting of 2,600 barrels of filtered cylinder oil, 1,000 barrels of superheated steam cylinder oil, and 5,616 barrels of steam-refined cylinder oil. The approximate value is \$125,000. The date for this sale has been tentatively fixed for 10 a. m., November 19, at the Beach Street stores of the Terminal Warehouses & Transfer Co., Beach Street, and Fairmont Avenue, Philadelphia.

November 22, at 10 a. m., has been tentatively set as the date for the sale

RULES FOR LICENSEE ACTING AS A COAL PURCHASING AGENT AT GREAT LAKES DOCKS

UNITED STATES FUEL ADMINISTRATION,
Washington, D. C.

ADDITIONAL RULES AND REGULATIONS GOVERNING THE DISTRIBUTION OF COAL AND COKE BY PERSONS, FIRMS, CORPORATIONS, AND ASSOCIATIONS SUBJECT TO LICENSE AND REFERRED TO IN SUCH RULES AND REGULATIONS AS LICENSEES.

Rule 27. A licensee who acts as purchasing agent for and by authority of a retail dealer or consumer in the purchase of anthracite coal from any of the docks on the Great Lakes without becoming the owner thereof may, subject to rules 1 and 3, charge a purchasing agent's commission not exceeding the sum of 20 cents per ton of 2,240 pounds of anthracite coal when delivery of such coal is to be effected at or east of Buffalo, or the sum of 30 cents per ton of 2,240 pounds of anthracite coal when delivery of such coal is to be effected west of Buffalo; provided, however, that no such licensee shall ask, demand, or receive any commission, charge, or profit as broker or purchasing agent from any consumer or retail dealer for the purchase of any anthracite coal from a dock company controlled directly or indirectly by such licensee or by the controlling owners of such licensee or from a dock company whose owners or the stockholders, members, or partners who control such owner also control, directly or indirectly, such licensee; and provided further, that no licensee who owns or operates a dock on the Great Lakes shall charge any margin, commission, or profit as purchasing agent for the purchase of anthracite coal for any consumer or retail dealer from any of the dock companies on the Great Lakes.

The above rule and regulation, promulgated this 2d day of November, 1918, to become effective 7 a. m. November 4, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

UNITED STATES FUEL ADMINISTRATION,
Washington, D. C.

ADDITIONAL RULES AND REGULATIONS GOVERNING THE DISTRIBUTION OF COAL AND COKE BY PERSONS, FIRMS, CORPORATIONS, AND ASSOCIATIONS SUBJECT TO LICENSE AND REFERRED TO IN SUCH RULES AND REGULATIONS AS LICENSEES.

Rule 28.—All coal requisitioned or diverted by a district representative at the request or on the order of a Federal fuel administrator for any State for consignment to some other than such administrator shall, at the request of such Federal fuel administrator, be invoiced to a licensee named by the purchaser, unless the producer of the coal so requisitioned or diverted invoices the same directly to the purchaser. If such coal is invoiced to a licensee so named by the purchaser, such licensee may, subject to rules 1 and 3, charge the purchasing agent's commission provided in rule 2.

Rule 29.—All coal requisitioned or diverted by a district representative on the direct order of the distribution division of the United States Fuel Administration at Washington, except coal requisitioned for consignment to a Federal fuel administrator for any State or for the use of any department or agency of the United States Government, including railroads under control of the United States Railroad

Administration, shall be invoiced to a licensee named by the producer of such requisitioned or diverted coal unless such producer invoices the same directly to the purchaser. If such coal is invoiced to a licensee so named by the producer, such licensee may, subject to rules 1 and 3, charge the purchasing agent's commission provided in rule 2.

Rule 30.—All coal consigned to a Federal fuel administrator for any State, whether by requisition, diversion, or otherwise, shall be invoiced to such administrator and he may distribute such coal through a licensee who may, subject to rules 1 and 3, charge the purchasing agent's commission provided in rule 2, or if such licensee acts as a wholesaler as defined in rule 24, the wholesaler's margin fixed by such administrator under rule 25.

Rule 31.—All coal diverted by a Federal fuel administrator for any State shall be invoiced to such administrator and he may bill and collect for such coal through a licensee, who may, subject to rules 1 and 3, charge the purchasing agent's commission provided in rule 2.

Rule 32.—No purchasing agent's commission or wholesaler's margin shall be added under rules 28, 29, 30, and 31 on diverted coal where the shipper of such diverted coal, or anyone as agent for such shipper, has added the 15 cents rebilling charge on such diverted coal allowed by the order of the United States Fuel Administrator dated January 14, 1918.

The above rules promulgated this 1st day of November, 1918, to become effective at 7 a. m. November 2, 1918.

H. A. GARFIELD,
United States Fuel Administrator.

LIST OF OVERSEAS CASUALTIES

(Continued from page 17.)

BLAYLOCK, John A. Louis S. Blaylock, Dahlen, Ill.
DEATON, Walker. Mrs. Becky J. Deaton, Quicksand, Ky.
ENGLAND, Stephen R. Mrs. Masalone England, 5 East Knotts Avenue, Grafton, W. Va.
HARRIS, Louis Henry. Mrs. Anna Harris, 275 Williams Street, Buffalo, N. Y.
ZILKO, John Peter. Mrs. Bertha Zilko, 20 Russ Lane, Bristol, Conn.

Returned to Duty, Previously Reported Missing in Action.

CHRISTIAN, Sergt. Eugene L. J. W. Christian, Note, Oreg.

PRIVATE.

BAKER, Michael. Mrs. Matt Baker, Henderson, Cal.
BRUCE, Argus Otho. Otha Bruce, West Fourth Street, Huntington, W. Va.
BRUNO, Carmine. Nick Bruno, Vinafro Campobasso, Italy.
BUSSERT, Robert L. Mrs. Ella S. Bussert, 804 Pierce Street, Macomb, Ill.
ENGEMANN, Frank J. John Engemann, Treloar, Mo.
FELHOFFER, Henry. Frank Felhofer, Sister Bay, Wis.
Guettner, Otto. Mrs. Matilda Guettner, 1712 Green Street, Fort Wayne, Ind.
KRENSING, Fred C. Fred Krensing, Browns Valley, Minn.
LOVE, Harrison W. Mrs. Ethel Karow, 788 Pearl Street, Oshkosh, Wis.
RAJMAVICH, Edward J. Joseph Radjavich, 1024 West Willow Street, Shamokin, Pa.
TAFF, Franklin. William Taff, Florence, Wis.
THOMPSON, Nathan. Mrs. Anleria Thompson, Park, Ky.
VAIL, Mike. J. W. Vail, Hamburg, Ark.
WATERS, Albert F. Mrs. P. F. Waters, 25 Arlington Street, Worcester, Mass.
WILANSKY, Sam. Miss Diana Wilansky, 300 Henry Street, New York, N. Y.
YOUNG, Russell A. James Young, Lawton, N. Dak.
ZIMMERMAN, Frank Martin. Mrs. Anna Zimmerman, 454 East Nineteenth Street, Erie, Pa.

of 50 cases of Excelsior model motorcycles, 4 cases of Firestone Nonskid tires, 2 cases of extra motorcycle parts, and 8 cases containing 10 Rogers side cars M. The invoice value of the motorcycles and parts is \$11,450, and of the side cars, \$711. This sale will be held at the office of the Fidelity Warehouse Co., 288 South Street, New York City.

All of the above commodities were once the property of enemies. Some of them were in transit to Germany when taken over by the Alien Property Custodian. Full information obtained from William J. Hawson, Bureau of Sales, Alien Property Custodians' Office, 110 West Forty-second Street, New York City.

PROCEDURE FOR OBTAINING OCEAN SHIPPING PREFERENCE FOR SOUTH AMERICAN EXPORT

NEW RULING BY WAR TRADE BOARD

Form of Application for Licenses by Shippers to Brazil, Uruguay, Paraguay, and the Argentine, or For Ports Via Those Countries.

(1) The War Trade Board, after consultation with the shipping control committee of the United States Shipping Board, announces, in a new ruling (W. T. B. R. 301), the adoption of the following procedure, effective November 18, 1918, for the obtaining of ocean shipping preference for shipments of any commodity, excepting coal, coke, and fuel oil, which are—

(A) Destined to the following countries on the eastern coast of South America, viz, Brazil, Uruguay, Paraguay, and the Argentine; or,

(B) Destined to any country or colony by way of Brazil, Uruguay, Paraguay, and the Argentine.

Applications for License.

(2) On and after November 18, 1918, applications for licenses to export any commodity, excepting coal, coke, and fuel oil, to the destinations and in the manner mentioned above in paragraphs (A) and (B) must include one of each of the following papers properly executed:

An application on Form X, to which should be attached—

Such information sheets as may be required by the regulations of the War Trade Board, as Form X-1, X-2, etc.

A supplemental information sheet, Form X-118.

(3) On Form X-118 the applicant is required to give certain information as to the purposes for which the export shipment is to be made.

Marked with Preference Number.

(4) If an export license is granted on such application, the War Trade Board will mark thereon a preference number indicating the order of ocean shipping preference which the shipment to be made under such licenses will receive. The ocean shipping preference on licenses will be honored in accordance with the preference number, No. 1 taking preference over No. 2, No. 2 over No. 3, and No. 3 over No. 4, subject only to the exigencies of prompt loading and satisfactory stowage and cargo.

Exporters making shipments under export licenses dated on and after the 1st day of December, 1918, must note on the bill of lading the serial number of the export license and the ocean shipping preference number, if any. Carriers in making their manifests must enter the export license number and ocean shipping preference number opposite each entry of goods covered by such export license. Carriers are required to file, immediately after the sailing of the vessel, an extra copy of the manifest with the shipping control committee, 45 Broadway, New York City.

(6) This procedure has been adopted because of the great shortage of shipping

Executive Order Setting Aside Lands In Oahu, Hawaii, for Military Purposes

EXECUTIVE ORDER.

ORDER OF WITHDRAWAL.

With the consent of the government of the Territory of Hawaii, it is hereby ordered that the following described tract of land, lying between the present seaward boundary of the military reservation of Fort DeRussy (situated in Kalia, Waikiki, Island of Oahu, Territory of Hawaii), as defined in General Order No. 20, War Department, 1916, and the seaward face of the new sea wall, be, and the same is hereby, withdrawn and set aside for military purposes:

1. Beginning at monument No. 20, marked by a brass plate set in the center of the above-mentioned new sea wall, said sea wall being approximately 2 feet wide on top, said monument being a boundary monument of the above-mentioned military reservation as described in said general order: from said monument No. 20 (from this point to monument No. 31 hereinafter described, the traverse follows the center of the above-mentioned sea wall, while the boundary follows the seaward face of said sea wall).

119 50' 00"—405.46 feet to monument No. 21, marked by a brass plate; thence 123 11' 00"—100 feet to monument No. 22, marked by a brass plate; thence 129 46' 00"—100 feet to monument No. 23, marked by a brass plate; thence 136 46' 00"—100 feet to monument No. 24, marked by a brass plate; thence 143 48' 30"—100 feet to monument No. 25, marked by a brass plate; thence 145 45' 30"—505.55 feet to monument No. 26, marked by a brass plate; thence 141 02' 30"—100.03 feet to monument No. 27, marked by a brass plate; thence 135 57' 30"—99.99 feet to monument No. 28, marked by a brass plate; thence 130 50'

30"—99.97 feet to monument No. 29, marked by a brass plate; thence 125 47' 30"—100.03 feet to monument No. 30, marked by a brass plate; thence 121 17' 30"—58.34 feet to monument No. 31, marked by a brass plate; and situated at a corner of the above-mentioned sea wall. From the seaward face of the above-mentioned corner of the sea wall the boundary extends in a straight line to monument No. 32, hereinafter described, direct azimuth and distance from monument No. 31, being 237 58' 00"—113.85 feet to standard concrete monument No. 32, situated on the south side of Dewey Avenue, said monument No. 32 being identical with a point on the boundary of the Fort DeRussy Military Reservation as described in the above-mentioned general order: (from said monument No. 32 to monument No. 20, the point of beginning, the boundary follows the seaward side of the Fort DeRussy Military Reservation as described in the above-mentioned general order) from said monument No. 32,

Southeasterly along the old mean highwater mark to a point, the direct azimuth and distance being 321 21' 01.7"—182.71 feet; thence

Southeasterly along the old mean highwater mark to a point, the direct azimuth and distance being 324 40' 00"—183.00 feet; thence

Southeasterly along the old mean highwater mark to a point, the direct azimuth and distance being 321 10' 00"—301.80 feet; thence

Southeasterly along the old mean highwater mark to a point, the direct azimuth and distance being 325 52' 00"—245.50 feet; thence

Southeasterly along the old mean highwater mark to a point, the direct azimuth and distance being 316 11' 00"—418.79 feet; thence

Southeasterly along the old mean highwater mark to a point, the direct azimuth and distance being 305 08' 40"—297.22 feet; thence

Southeasterly along the old mean highwater mark to the point of beginning the direct azimuth and distance being 300.57' 40"—101.50 feet.

The above described tract of land contains 1.657 acres, more or less. All azimuths are true and except where otherwise specified, the boundary extends in straight lines between monuments. The standard concrete monument is molded in the shape of a truncated pyramid having an upper base 8 inches square and a lower base 12 inches square. In the center of the upper base is set a brass plate 3 inches square.

WOODROW WILSON.

THE WHITE HOUSE,
October 21, 1918.

Issue No Money Orders Drawn on Santo Domingo

OFFICE OF THIRD ASST. P. M. GEN.,
WASHINGTON, November 4, 1918.

At present no arrangement exists for an exchange of money orders between the United States and the Republic of Santo Domingo. Therefore postmasters must decline to issue orders for payment in the latter country.

Santo Domingo (the Dominican Republic) should not be confused with Dominica, one of the Leeward Islands in the British West Indies, with which orders are exchanged on the domestic basis. (See Table No. 4, p. 84, Postal Guide for July, 1918.)

W. J. BARROWS,
Actg. Third Asst. P. M. Gen.

tonnage to the east coast of South America. The purposes are to insure speedy delivery to such countries of commodities essential to the obtaining in such countries of materials urgently needed by the United States and the countries associated with it in the prosecution of the war, and also, in so far as tonnage available will permit, to supply those articles necessary for the vital economic needs of the countries on the eastern coast of South America.

(7) Exporters are warned that under present shipping conditions there will be considerable delay in obtaining space for commodities covered by licenses bearing the lower ocean shipping preferences. It is the purpose of the War Trade Board, however, to continue to issue licenses with the preference number so that, in the event that the shipping shall at any time improve, exportation may be made thereunder.

Should Refile Applications.

(8) Holders of licenses issued which have not stamped thereon the ocean shipping preference should refile their applications on Form X, attaching thereto Supplemental Information Sheets X-8 and X-118.

(9) On and after the 1st day of December, 1918, all licenses for export to Brazil, Uruguay, Paraguay, and the Argentine not bearing ocean shipping preference numbers will be considered in class No. 4.

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COTTON PARITIES BASED ON MAXIMUM PRICE AGREEMENT

The price-fixing committee authorizes the following:

In accordance with the agreement between the representatives of the cotton industry and the price-fixing committee, July 1, 1918, the following parities, based on the maximum prices then agreed to, have been fixed by the price-fixing committee, to remain in effect until October 1, 1918, which agreement was, on September 24, extended to remain in effect until November 16, 1918:

Width.	Sley and pick.	Weight.	Price per yard.
Plain carded cloth:			
29 inches.	66x52	13.33	50.00
30 inches.	68x54	9.00	14.5
Do.	72x58	9.55	14.5
Do.	69x59	5.32	14.5
Do.	80x84	6.25	19.5
30 inches.	68x56	8.70	14.5
40 inches.	72x68	8.60	16.5
Do.	88x80	6.25	20.5
Do.	88x80	6.00	20.5
Do.	72x69	9.00	15.5
Plain combed cloth:			
30 inches.	73x55	10.25	16.5
Do.	72x59	10.00	17.5
38 inches.	96x125	5.90	28.5
38 inches.	96x125	7.75	27.5
39 inches.	68x55	11.00	17.5
40 inches.	108x112	6.50	32.5
Do.	104x100	7.25	39.5
Do.	100x96	8.75	32.5
Do.	98x100	6.00	29.5
Do.	98x92	9.35	33.5
Do.	92x90	9.00	24.5
Do.	95x92	7.35	27.5
Combed pouce:			
34 inches.	61x62	5.20	22.5
Do.	64x62	5.30	22.5
38 inches.	64x72	5.75	29.5

PLENTY OF SMALL HARD COAL BUT LARGER SIZES SCARCE

The campaign among domestic users of anthracite coal in the East, recently inaugurated by the Fuel Administration, to induce them to supplement the supply of the larger sizes with No. 1 buckwheat, of which there is a plentiful supply, is meeting with marked success, according to information that comes from that section.

The Federal fuel administrator for Vermont reports active cooperation by both dealers and users. "We are satisfied that by using it both during the day and night, especially with the larger sizes of anthracite, a saving of at least 25 per cent of the larger sizes can be made in using buckwheat," says the Vermont report.

Coal dealers are cooperating with local and State fuel officials in advocating the combined use of the larger sizes and buckwheat, laying in supplies and instructing users as to the proper methods of using. While there is plentiful supply of buckwheat available in that section, the larger sizes are scarce and there is a pressing need for the adoption of measures that will conserve the former.

Information on the combined use of buckwheat and the larger sizes will be supplied consumers by local coal dealers and the State and local fuel officials, and the public is requested to ask for the information and to follow the suggestions.

PARITIES ON COTTON GOODS ANNOUNCED BY THE PRICE-FIXING COMMITTEE

The Price-Fixing Committee authorizes the following:

In accordance with the agreement between the representatives of the cotton industry and the price-fixing committee, July 1, 1918, the following parities based

on the maximum prices then agreed to have been fixed by the price-fixing committee, to remain in effect until October 1, 1918; which agreement was on September 24 extended to remain in effect until November 16, 1918:

Width.	Sley and pick.	Weight.	Price per yard.	Width.	Sley and pick.	Weight.	Price per yard.
Albert twills:				Carded filling sateens—con.			
35 inches.	64x80	4.00	19.5	43 inches.	96x132	3.35	37.5
35 inches.	64x72	5.40	16	43 inches.	64x104	3.85	24.5
35 inches.	72x120	2.78	29.5	43 inches.	64x112	3.85	25.5
35 inches.	72x120	3.00	27.5	Combed filling sateens:			
38 inches.	64x80	4.00	20.5	39 inches.	96x100	3.35	44.5
40 inches.	72x120	2.38	33.5	39 inches.	84x135	4.25	35.5
43 inches.	70x120	2.22	35.5	39 inches.	96x135	3.35	41.5
Four-leaf twills:				Gray sheetings:			
29 inches.	104x54	2.00	31	28 inches.	48x48	4.35	14.5
29 inches.	104x48	2.15	29.5	36 inches.	52x56	2.95	21
29 inches.	84x37	3.00	20.5	36 inches.	60x72	3.15	22.5
29 inches.	104x48	2.50	26	36 inches.	40x30	3.90	15.5
29 inches.	88x38	2.50	23.5	36 inches.	48x48	4.00	16.5
30 inches.	98x42	3.00	22.5	40 inches.	44x44	2.70	21.5
30 inches.	88x42	2.00	28.5	40 inches.	56x60	3.60	19.5
30 inches.	98x42	2.20	27.5	Wide gray sheetings:			
30 inches.	108x48	2.31	28	48 inches.	48x48	2.25	27.5
30 inches.	80x37	2.70	21.5	54 inches.	44x44	2.00	30.5
30 inches.	98x42	3.00	22.5	54 inches.	48x48	2.00	31
36 inches.	88x48	1.90	31.5	64 inches.	60x60	2.25	32.5
36 inches.	78x42	1.50	37.5	Part waste Osnaburgs:			
37 inches.	78x42	1.75	32.5	32 inches.	32x28	1.88	20.5
37 inches.	104x42	1.83	34.5	34 inches.	32x28	1.77	23.5
37 inches.	76x42	2.00	29.5	36 inches.	32x28	3.00	18
39 inches.	76x40	1.90	31	36 inches.	32x28	3.25	16.5
48 inches.	76x42	1.54	37.5	36 inches.	32x28	3.60	15.5
50 inches.	76x42	1.48	39.5	36 inches.	32x28	3.90	14.5
58 inches.	76x42	.96	59	40 inches.	32x28	1.60	31.5
58 inches.	76x40	1.33	45.5	40 inches.	32x28	2.00	25.5
58 inches.	68x55	1.35	45.5	40 inches.	32x28	2.28	22.5
58 inches.	48x64	1.40	43.5	40 inches.	32x28	3.25	17
59 inches.	88x56	2.00	37	40 inches.	32x28	3.50	16
Three-leaf twills:				40 inches.	36x36	3.00	18.5
30 inches.	68x76	3.85	19.5	Clean Osnaburgs:			
31 inches.	68x80	3.85	19.5	36 inches.	32x28	3.00	18.5
31 inches.	64x72	4.00	18.5	36 inches.	32x28	3.25	17
31 inches.	68x80	4.20	18.5	36 inches.	32x28	3.80	15
39 inches.	68x76	3.25	23.5	36 inches.	32x28	2.28	23.5
39 inches.	64x104	5.10	29.5	40 inches.	32x28	2.28	23.5
Carded warp sateens:				Gray drills:			
30 inches.	144x84	3.00	27.5	30 inches.	76x60	2.45	24.5
42 inches.	96x64	2.75	27.5	30 inches.	68x56	2.50	23.5
43 inches.	140x96	3.45	24.5	30 inches.	68x44	3.00	20.5
53 inches.	108x64	1.14	59.5	30 inches.	68x40	4.00	16
54 inches.	108x64	1.22	56.5	30 inches.	84x48	4.25	16.5
54 inches.	93x60	1.30	52.5	30 inches.	60x50	5.25	13.5
54 inches.	96x64	1.05	62.5	33 inches.	72x48	2.50	24.5
54 inches.	85x64	1.05	63.5	34 inches.	68x56	2.38	25.5
55 inches.	93x60	1.08	60.5	36 inches.	68x56	2.00	28.5
55 inches.	108x64	1.18	58.5	37 inches.	68x40	2.75	22.5
Carded filling sateens:				37 inches.	68x40	3.00	21.5
38 inches.	80x124	4.40	28	Wide gray drills:			
39 inches.	96x132	3.75	31.5	49 inches.	72x48	1.68	38.5
39 inches.	72x120	3.20	27.5	52 inches.	64x38	1.75	34
39 inches.	72x120	3.60	26	52 inches.	68x42	1.75	34.5
39 inches.	84x124	3.75	30	54 inches.	68x42	1.70	35.5
39 inches.	96x160	3.50	35.5	54 inches.	70x44	1.70	36.5
39 inches.	96x160	3.35	36.5	56 inches.	70x44	1.70	36.5
43 inches.	72x120	3.35	28.5	60 inches.	70x44	1.53	40
43 inches.	84x124	3.35	33.5				

EXECUTIVE ORDER.

By virtue of the authority vested in me by "an act making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1919, and for other purposes," approved July 1, 1918, I hereby direct that the sum of \$10,000, or so much thereof as may be necessary, be, and it hereby is, allotted out of the appropriation "for the national security and defense" to be expended under the direction of the Postmaster General in the administration of the control and operation of the telegraph and telephone wire systems now being exercised in pursuance of my proclamation of July 22, 1918.

WOODROW WILSON.

THE WHITE HOUSE,
October 8, 1918,

COKE DIRECTOR ON COMMITTEE.

W. S. Blauvelt, director of the Bureau of Coke, United States Fuel Administration, has been appointed a member of the production committee working under James B. Neale, director of production. Mr. Blauvelt's special duties will be in the line of increasing and maintaining the production of coke.

Special emphasis has been laid on the necessity for a large and steady coke output by the production committee. Coke production has been running about 30,000 tons weekly below the minimum required for the Government program, and both operators and coke workers have been asked to cooperate toward overcoming the deficit.

GOVERNMENTAL AGENCIES FOR SETTLING LABOR DISPUTES

The functions of the regularly constituted Government agencies for the settlement of labor disputes are explained in a leaflet issued by the United States Shipping Board Emergency Fleet Corporation through the industrial relations group.

In this statement is detailed the aims and scope of each Government agency. The first one taken up is the Shipbuilding Labor Adjustment Board or more commonly known as the Macy Board.

This board deals exclusively with adjustments of wages, hours, and conditions of labor (a) in the construction or repair of those shipbuilding plants for which funds are being provided by the United States Shipping Board Emergency Fleet Corporation or the Navy, and (b) in the construction or repair of ships which is carried on under a contract with the Emergency Fleet Corporation or the Navy, exclusive of work being done in the navy yards. The board has its own examiners in all districts where shipbuilding is carried on. In yards that do not deal directly with the union shop, committees are provided to consider grievances.

The War Labor Board.

The National War Labor Board, or more commonly known as the Taft-Walsh Board, was formed by presidential proclamation to settle industrial disputes that threaten delay of war material production. It will not act in cases that are within the jurisdiction of regularly constituted Government boards of arbitration and conciliation operating in special fields, and reserves the right to decide what cases are of sufficient importance to demand attention. The assistance of the War Labor Board should be requested only after every other means of arbitration shall have been invoked.

The Bureau of Conciliation and Mediation was organized to supply mediators in industrial disputes. If a mediator is unable to bring disputants together, he may report the facts and recommend action by the War Labor Board.

National Adjustment Commission.

The national adjustment commission handles longshoremen's disputes; the railway board of adjustment No. 1 takes care of cases arising in engine, train, and yard service; railway board of adjustment No. 2 handles cases arising in railway shop matters.

The cantonment adjustment commission functions in cantonments and other Army construction work; the harness and saddlery commission adjust labor disputes arising in the manufacture of harness and leather goods for the Army, while the anthracite conciliation board handles labor disputes arising in the mining of anthracite coal.

Industrial Relations Group.

L. C. Marshall, director of the industrial relations group, will assist employees and workers in referring disputes to the proper Government agencies for mediation or arbitration. Briefly the functions of the industrial relations group are as follows:

Offers counsel and advice along the lines of scientific employment and administers draft deferments, transfers, and

FIFTY-EIGHT NEW LOCOMOTIVES OUTPUT OF ONE WEEK IN OCTOBER

The United States Railroad Administration, division of operation, mechanical department, issues the following statement of locomotives shipped during week ended October 26, 1918:

	Works and roads.	Number.	Type.	Individual engine No.
American.....	C. & A.....	3	USRA Mikado.....	892-4
	Erie.....	7	USRA 8-wheel switch.....	127, 129-34
	T. & P.....	11	USRA Mikado.....	550-60
	W. & L. E.....	6	do.....	6015-20
	H. V.....	3	Mallet.....	215-17
	Erie.....	4	USRA Mikado.....	3200-3
	Chic. June.....	4	USRA 6-wheel switch.....	231-4
	Rutland.....	4	USRA Mikado.....	32-35
	P. L. W.....	1	Santa Fe.....	7223
		43		
Lima.....	Ill. Cent.....	9	Mikado.....	1563-78
Baldwin.....	Penna.....	1	do.....	2461
	C., C. & St. L.....	3	USRA Mikado.....	6095-7
	Union Pac.....	1	Mikado.....	2171
	St. L.-S. F.....	1	Santa Fe.....	69
		6		

Grand total, 53.

MARKET FOR FARM TRACTORS IN FRENCH VINEYARD DISTRICT

Consul Paul H. Cram, at Certe, France, reports:

Owing to the shortage of labor and horses, there exists in this district, as in all parts of France, an excellent market for farm tractors. However, it should be noted that wine growing is by far the chief branch of agriculture carried on in this region. Therefore tractors designed for sale in southern France should be constructed for use in the vineyards.

In a communication to the "Academie d'Agriculture," dated December 12, 1917, Mr. Ringelmann, director of the "Station d'Essais de Machines de Paris," explained the importance of the market

similar matters relating to the handling of the personnel in shipyards.

The group offers expert assistance in all matters affecting the health and physical welfare of the workers in the shipyards. The safety engineering section gives close attention to the matter of the safety of the workmen engaged in building ships and ship material. It is the function of the education and training section to inaugurate training centers throughout the country where men may be trained for shipyard work, and men already in the shipyards may be given more advanced training.

Labor Administration Section.

The labor administration section is a department for advice and counsel in the proper handling of disputes between employer and worker. While not organized for the purpose of arbitration, this section is often able to counsel those interested in such a manner as to avoid loss of time through strikes or lockouts.

Copies of this leaflet may be had by addressing the director of industrial relations group, United States Shipping Board Emergency Fleet Corporation, 140 North Broad Street, Philadelphia, Pa.

which French, Algerian, and Tunisian vineyards offered to farm tractors. The extent of the vineyards which may be cultivated mechanically is estimated at 1,581,463 acres.

The labor to be performed in the vineyards consist of plowing to a depth of 10 to 15 centimeters (3.93 to 5.90 inches) and scarifying to a depth of 5 centimeters (1.96 inches). According to Mr. Ringelmann, the maximum width of a tractor should not exceed 1 meter (32.83 inches). The tractor, together with the plow or cultivator, should be able to turn around within a distance of 8 meters (26.24 feet) at a maximum. The weight should not exceed 1,100 kilos (2,424 pounds). Furthermore the tractors should be so constructed that they may be utilized for the application of sulphate and sulphur to the vineyards. In order to make use of these tractors for hoeing and weeding purposes, it would be necessary to install an appliance which would permit a modification of the distance between the wheels in order to correspond with the space between the lines of vines. The outer side of the tires of the wheels should pass at about 20 centimeters (7.87 inches) from the axis of the line of vines to be weeded.

The name of a dealer in agricultural implements who has expressed a desire to represent an American firm is transmitted and can be obtained from the Bureau of Foreign and Domestic Commerce or its district or cooperative offices by referring to file No. 106776.—Commerce Reports.

CHANGE IN NAME ANNOUNCED.

The United States Railroad Administration issues the following:

CIRCULAR No. 54-A.

The name of the Insurance and Fire Protection Section, established by Circular No. 54, dated September 3, 1918, is hereby changed to The Fire Loss and Protection Section.

W. G. McAdoo,
Director General of Railroads.

CANADA REQUISITIONS BUTTER OUTPUT OF FIVE PROVINCES

Consul Felix S. S. Johnson, at Kingston, Ontario, reports:

The output of all creameries in the Provinces of Alberta, Saskatchewan, Manitoba, Ontario, and Quebec for the next 30 days has been commandeered by the Canadian Government. The text of the order-in-council is as follows:

1. Manufacturers of creamery butter shall deliver all such butter made in the Provinces of Alberta, Saskatchewan, Manitoba, Ontario, and Quebec between September 30 and November 10, 1918, both days inclusive, to a cold-storage warehouse at Montreal designated by the Dairy Produce Commission at the following prices per pound: Grade No. 1, 46½ cents; grade No. 2, 46 cents; grade No. 3, 45 cents; delivered at warehouse, Montreal, freight and cartage paid.

2. No person shall sell to the Dairy Produce Commission any creamery butter manufactured before the 30th of September, 1918, at a price in excess of the following: Grade No. 1, 43½ cents per pound; grade No. 2, 43 cents per pound, delivered at the warehouse, Montreal, freight and cartage paid.

3. Every manufacturer of creamery butter in the Provinces of Alberta, Saskatchewan, Manitoba, Ontario, and Quebec shall make weekly returns to the Canada food board, showing the quantity of butter manufactured by them, the names of persons to whom sold, the quantities and prices of each sale during the week, and the quantity on hand at the end of the week.

4. No person shall sell to any person, except to a dealer licensed by the Canada food board to deal in, more creamery butter than is sufficient for his ordinary requirements for a period not exceeding 30 days.—Commerce Reports.

THE LATIN-AMERICAN DEMAND FOR U. S. STRUCTURAL STEEL

The Department of Commerce, Bureau of Foreign and Domestic Commerce, issues the following:

Latin-American concerns wishing to specify American structural steel for building and railway purposes can now do so without difficulty by referring to pamphlets in Spanish and English just issued by the Bureau of Foreign and Domestic Commerce, Department of Commerce. These pamphlets are intended to facilitate sales of such materials in Latin countries and are published in response to numerous requests from those countries.

The text defines with scientific accuracy the generally accepted American standards as adopted by the American Society for Testing Materials, and the publication of the series has been made possible by the cooperation of the American Society of Civil Engineers and the Bureau of Standards and Bureau of Foreign and Domestic Commerce of the Department of Commerce.

The five pamphlets announced are Standard Specifications for Structural Steel for Buildings, Industrial Standards No. 8; Standard Specifications for Structural Steel for Locomotives, Indus-

ITALIAN DECREES ARE ISSUED RELATING TO STANDARD SHOES

Consul Winship, at Milan, reports:

It now appears from the local press that the Italian Government will shortly initiate the sale of "national shoes" in Milan.

The sale of these shoes is restricted to certain classes of the population—mutilated and invalid soldiers and their families, members of families having a man in the Army and receiving "relative" allowance from the Government, members of families receiving support from charitable organizations, and employees (both private and governmental) receiving the high-cost-of-living indemnity. Owing to the fact that the quantities of these shoes on hand at present are very limited and that it is impossible at the moment to increase stocks, the Government will use its discretion to establish exceptions, even in the case of the classes named.

Each person may have but one pair of shoes.

Inspectors to Maintain Quality.

Consul Wilbur, at Genoa, reports:

A recent ministerial decree provides for the inspection of the "national" boots and shoes by experts, this inspection to take place at the authorized retail shops, district warehouses, or at the factory itself.

Shoes not conforming to the standard will be marked "refused," and the factory making them must furnish an equal number of pairs of approved shoes at its own expense. The rejected footwear will remain at the disposal of the Ministry of Industry, Commerce, and Labor, which may distribute them among charitable institutions upon the payment of their appraised value. The money so received, less the expenses of packing, shipping, inspection, etc., may be credited to the shoe factory after the substitution of other approved footwear has been made.

The decree also empowers the minister to order shoe factories to turn out specified quantities and types of "war" shoes, to be put on sale in free commerce at prices established by the ministry.—Commerce Reports.

trial Standards No. 9; Standard Specifications for Carbon Steel Bars for Railway Springs, Industrial Standards No. 10; Standard Specifications for Quenched and Tempered Carbon-Steel Axles, Shafts, and Other Forgings for Locomotives and Cars, Industrial Standards No. 12; and Standard Specifications for Carbon Steel Forgings for Locomotives, Industrial Standards No. 13. These can be purchased at 5 cents a copy from the Superintendent of Documents, Government Printing Office, Washington, D. C., or from any of the district or cooperative offices of the Bureau of Foreign and Domestic Commerce. Other numbers of the series will follow.

Licenses Are Restricted On Imports of Chrome Ore

The War Trade Board announces in a new ruling (W. T. B. R. No. 314), that

COLLEGE WOMEN'S UNIT LANDS IN FRANCE FOR Y. M. C. A. WORK

The national war work council, Y. M. C. A., authorizes the following:

The first college women's unit to do Y. M. C. A. work for American soldiers overseas has just landed in France. Eight graduates of Smith College, with two more to follow within a few days, form the unit. They will work wherever stationed in France. They pledge themselves to remain a year, and are subject to all Army and Y. M. C. A. regulations. Their expenses will be met by their college or by the graduates themselves.

Especially Fitted for the Work.

The courage under shell fire and the readiness to meet emergencies which American college women in France have already shown make the Y. M. C. A. particularly glad to welcome the new unit. Mrs. F. Louis Slade, chairman of the women's over-seas committee of the Y. M. C. A., said yesterday that college women are especially able to meet the requirements of the over-seas work.

Personnel of the Unit.

Mrs. Edna Schell Witherbee, 1908, who was in charge of the hostess house at Plattsburg, is the director of the Smith College canteen unit; Miss Mildred McCluney, 1904, of St. Louis, the vice director. The other women of the unit who have already gone to France are Miss Helen Durkee, 1902, of New York, an artist whose portraits have appeared at the academy; Miss Elizabeth Seeber, 1908, a teacher in the Flushing High School; Miss Agnes Bowman, 1911, librarian and designer, of Elkhart, Ind.; Miss Stella Tuttle, 1907, Chicago, assistant principal; and Miss Pauline Fullerton, 1905, librarian in the New York Public Library.

"The idea is that they are to do canteen service as a group in any one of the big American camps in France," said Mrs. Alice Lord Parsons, former president of the Smith alumnae, yesterday. "But they are entirely at the disposal of the Y. M. C. A., and stand ready to be stationed anywhere in France."

Expenses of the Unit.

It costs \$2,000 a year to maintain one canteen worker in France, or \$20,000 for the unit of 10. If sufficient funds are contributed another canteen unit may be organized. Mrs. Frederick H. Cone, of 170 West Fifty-ninth Street, is the chairman of the Smith College canteen unit. Contributions may be sent to her or directly to the Bankers' Trust Co., 16 Wall Street, New York, which will acknowledge each contribution.

This is only the first of a number of college canteen units which will go overseas shortly to engage in Y. M. C. A. work.

all outstanding licenses for the importation of chrome ore, except those covering shipments from Cuba, Canada, and Brazil, are revoked as to shipments from abroad after November 11, 1918.

Hereafter, no licenses will be issued for the importation of chrome ore, except licenses covering shipments from Cuba, Canada, and Brazil.

German Hold on Hawaii Sugar Industry Broken by Alien Property Custodian Reorganizing the H. Hackfeld Company

The Alien Property Custodian's office issues the following:

The powerful German hold on the sugar industry of the Hawaiian Islands has been crushed. The control of Hawaii's most important industry has been restored to its people. This is the effect of the announcement of A. Mitchell Palmer, Alien Property Custodian, that he had completed the Americanization of the H. Hackfeld Co., the great German-owned corporation which for years has played so important a part in the sugar situation of the Hawaiian Islands. In 1917 plantations controlled by this German company produced 140,000 tons of cane sugar.

Organized New Company.

Mr. Palmer Americanized this German concern by organizing a new company, known as the American Factors (Ltd.), and selling the entire assets and business of the German Hackfeld Co. to the American company, whose stockholders are all loyal American citizens, most of them residents of the Hawaiian Islands. As a result 649 American residents of Hawaii have become stockholders in the new corporation, which has a capitalization of \$7,500,000, because the assets of the H. Hackfeld Co. were valued at that amount.

The Americanization of the H. Hackfeld Co. is one of the most important and most interesting of the steps taken by the Alien Property Custodian to crush, for all time, the German control of America's most important industries. This concern was one of the important links in this control, and was the center of pro-German propaganda in the Pacific.

Capitalized at \$4,000,000.

The H. Hackfeld Co. was capitalized at \$4,000,000. It had undivided profits and reserves amounting to \$3,924,933. In 1917 the net earnings of the corporation were \$1,661,624. Some of the companies which it controlled were: Oahu Sugar Co. (Ltd.), Pioneer Mill Co. (Ltd.), Lihue Plantation Co. (Ltd.), Kakaha Sugar Co. (Ltd.), Makee Sugar Co., Koloa Sugar Co., Grove Farm Plantation, Waima Sugar Mill Co., The Kipahulu Sugar Co., and Pacific Guano & Fertilizer Co. (Ltd.).

The American Factors (Ltd.), has a capital of 50,000 shares at a par value of \$150, or \$7,500,000 capital. In comparison with the old capital stock of \$4,000,000, this would make the new shares as of a value of about 187½; in other words, the stockholders of the H. Hackfeld Co. are securing for themselves 7½ per cent more than was stated by the company when under German management to be their true worth or value.

Offered to the Public.

The shares in the American Factors (Ltd.) were offered to the public, and no one individual was allowed to buy more than 500 shares. Corporations or groups of persons, including families, of not less than five, were permitted to subscribe to a maximum amount of 2,500 shares; the

amounts of these subscriptions were subject to a reduction, the smallest subscribers receiving preference in every case.

The subscribers received stock trust certificates, which when surrendered, on the expiration of three years after the date of the termination of the war between the United States and Germany, entitle the holder to receive the certificate of stock mentioned in the stock trust certificate, and until then to receive the payments equal to the dividends, if any have been collected by the trustees. All of the shares of stock will be transferred to seven trustees under trust agreement to continue during the war with Germany, and thereafter for three additional years. All subscribers were obliged to satisfy the Alien Property Custodian as to their loyalty.

The trustees selected to manage the American Factors (Ltd.) are: George Sherman, R. A. Cooke, F. C. Atherton, C. R. Hemenway, Richard H. Trent, A. W. T. Bortomley, and G. T. Wilcox, all of Honolulu.

The H. Hackfeld Co. was controlled by J. F. Hackfeld, a subject and resident of Germany, through J. F. Hackfeld, (Ltd.), which was organized for the purpose of naturalizing himself, as far as possible without having to take the oath of allegiance to the United States. He went to the Hawaiian Islands many years ago and built up a business which, with the assistance given him under the karte system, amounted to many millions of dollars, when the United States entered the European war.

Only Three Officers.

According to the by-laws of the H. Hackfeld Co., there were only three officers, and in case of the death or disability of any officer, the officer of the next rank automatically filled the position. The by-laws also provided that any one officer had the authority, in case of the absence of the rest of the officers, to perform any act deemed necessary, the same as if all were present. The three officers of the company were J. F. Hackfeld, George Rodiak, and J. F. C. Hagens.

In January of this year J. F. Hackfeld was in Germany, and George Rodiak, the next ranking officer of the corporation, was in San Francisco, having been convicted of violating the neutrality laws of the United States. Hagens remained in Honolulu, and on January 10 he called a meeting of J. F. Hackfeld (Ltd.), and sold six American citizens 11,000 shares in the Hackfeld Co. These 11,000 shares, together with the holdings of Hagens and German naturalized Americans, and one American family, made the control of H. Hackfeld Co. Mr. Palmer persuaded the Americans who purchased this stock to rescind the sale.

The H. Hackfeld Co., through its subsidiary companies, has been practically the deciding factor in the sugar industry in the Hawaiian Islands. They

THE REMITTANCE OF MONEYS BY FEDERAL RAILROAD AGENTS

The United States Railroad Administration, Division of Finance and Purchases, issues the following:

WASHINGTON, D. C., October 15, 1918.

CIRCULAR No. 1.

It has been brought to my attention that a few carriers have permitted funds collected by agents and conductors to be remitted direct to the Federal treasurer. Effective at once, this practice must be discontinued.

Remittances of agents and conductors must be made direct to banks, as instructed by the Federal treasurer of each carrier of all funds charged to them in station account with the exception of the following, which may, if more convenient, be remitted direct to Federal treasurers:

Special collections for miscellaneous items, including rents, etc.

Company paper, such as vouchers, pay checks, etc.

Nonbankable paper, including discharge certificates and other evidences of disbursements made by agents under direction of Federal treasurer.

Federal treasurers shall issue, on receipt of this circular, suitable instructions where their agents and conductors have not heretofore been so instructed.

JOHN SKELTON WILLIAMS,
Director, Division of Finance.

have ordinarily produced from 20 to 30 per cent of the sugar of the Hawaiian Islands. The company is one of many ramifications. They own or control the Pacific Guano & Fertilizer Co. (Ltd.), which furnishes phosphates to the Hawaiian sugar growers; they have in the past brought this phosphate from South America in their own boats to the Hawaiian Islands.

Conducted General Store.

H. Hackfeld Co. also conducted a general merchandise business, wholesale as well as retail, and owned the B. F. Ehlers Co., of Honolulu, which is the largest department store west of San Francisco. The company has branches in New York and San Francisco. This is now known as the Liberty Store.

George Rodiak, one of their former officers, pleaded guilty in the courts of the United States in San Francisco to having violated the neutrality laws of the United States, in that he fitted out certain ships in order that these ships might assist the German raiders in the Pacific Ocean. At the outbreak of the European war in 1914 ships flying the German flag which entered the port of Honolulu for harbor were taken care of by H. Hackfeld Co. The *Pommern* was one of these vessels which came from Australia with cargo of British merchandise on board. It is said that H. Hackfeld Co. assisted the German raiders on the Pacific Ocean in replenishing their supplies, especially with coal.

All enemy-owned property in the Hawaiian Islands, Philippines, Porto Rico, Panama, the Virgin Islands, and the other insular possessions has been administered by the Alien Property Custodian through the Division of Insular Possessions, of which Walter D. Denegre is chief.

Tells How German "Industrial Autocracy" Has Been Blocked In Designs Upon America

Far Reaching Plans to Control Manufacture and Commerce Thwarted by "Americanization" of Alien Property, Says Custodian Palmer, Addressing Philadelphia Society. Blow Already Felt as Indicated by Berlin's "Cringing Protest."

In an address, on November 7, before the University Extension Society of Philadelphia, on "The Functions and Policies of the Alien Property Custodian," A. Mitchell Palmer, the custodian, said in part:

The office of Alien Property Custodian was created by an act of Congress, known as the trading-with-the-enemy act, approved October 6, 1917. Under this law it became the duty of all persons in this country having the custody or control of any property of whatsoever nature belonging to, held for, or owing to an enemy person, to make report thereof to the Alien Property Custodian, to whom the President delegated the power to demand and receive such property, and by whom it was to be administered with all the powers of a common law trustee. The act in defining enemy persons is declaratory of the common law. It makes residence and not nationality the sole test of enemy character.

German Hostility Revealed.

When the original trading-with-the-enemy act was passed a full realization of German industrial menace had not dawned upon the law-making body. The design of Germany in planting an industrial and commercial army upon American soil was only vaguely felt, and Congress followed the custom of other war-time legislation in making provision for the conservation and safekeeping of enemy-owned property in this country, without any attempt to employ the power of the Government as a war weapon to destroy the German hold upon American industry and commerce. The Alien Property Custodian was given the powers of a common-law trustee to manage and operate the property within his control and to dispose of the same only if and when necessary to prevent waste and protect the property. But after a large bulk of this enemy property had come under one hand and we were able to piece together the picture of Germany's industrial aggression during the last 40 years, there came not only a fuller realization of the hostile nature of Germany's industrial investment in America, but also of the powerful weapon against the foe which lay ready at our hands.

The Americanization Plan.

The Congress then adopted the Americanization idea. On March 28, 1918, an amendment to the Trading with the Enemy Act was passed, giving to the Alien Property Custodian the general power of sale, providing only that enemy property should be sold at public auction to American citizens, except in cases

where the public interest would best be served by private sale, to be determined by the President. Under this amendment it has been possible for the Alien Property Custodian to make a big start in the work of permanently divorcing German capital from American industry.

Serious Obstacles Encountered.

When I came to carry out my selling program, however, I met with two very serious obstacles. I found that some of the most important of the German-owned industries in this country were operating under patents issued by the United States Government to German subjects, which patents were being used and enjoyed by the American corporations owned by the enemy, and which had never been formally assigned and were still the property of the German subject. The Trading with the Enemy Act did not permit me to demand and take over those enemy-owned patents, and, consequently, I faced the possibility of being required to sell American corporations to American citizens divested of their chief assets. The other obstacle was the difficulty in making title to American purchasers of stock because the certificates representing the enemy ownership were outside of our reach, being in the strong boxes of the owners in the enemy countries. By further amendment to the Trading with the Enemy Act just approved, both these obstacles have been removed.

Further Powers Extended.

The Alien Property Custodian is now empowered to demand and take over an enemy-owned patent, and is further empowered to require corporations to issue to him a new certificate of stock in lieu of certificates which can not be reduced for transfer by reason of their being in the enemy country. We shall now proceed to sell at public auction to American citizens all of the interests of enemy persons in American industrial and commercial businesses where that interest is large enough to either influence or control the business. No greater favor could be shown to Germany than by carefully managing and conserving these enemy properties as against the time when at the conclusion of the war, upon accounting for the properties in kind, the former German owners could take up the invasion of American industry and commerce on the very salient which they had erected before the war. And by the same token, a blow of no mean force will be directed upon the enemy when we shall have thoroughly Americanized these industries and made it necessary for German capital at least to start all over again in its effort to get a foothold upon American industry and commerce.

Force of Blow Felt by Germany.

Germany has already felt and cringed under the force of this blow. She has bitterly protested against the plans of the Alien Property Custodian as "designed to destroy Germany's economic existence upon this continent." She has been made to realize that when America goes to war she strikes the enemy wherever he raises his head, and the industrial and commercial army built by the enemy

on American soil is suffering from the same kind of destructive assaults which have staggered the Prussian Guards on the front line. Whatever accounting is to be made when the war is over for enemy property taken here during the war, so far as that accounting affects investment in American industry, will be for the money value thereof, and not for the thing itself. Without attempting to prophesy what may be done with the proceeds, for this must remain to be settled by the treaty of peace, it is safe to say that the businesses which the Germans built up in America will be forever lost to them.

No Other Course Compatible.

No other course would be compatible with the safety of American institutions. No other course would make the American field of industry and commerce "safe for democracy," for the German autocracy is quite as apparent in its economic exploitation of the world as in its governmental and military domination of Central Europe. While we have been concerned with plans to prevent monopoly from gaining too great a hold upon American industry, Germany has been going in the other direction. It has deliberately destroyed individual opportunity, fostered combinations and monopolies, and by subsidizing its closely controlled industries has sent them out to the world with the powerful backing of the German Empire. The development of the cartel system in Germany, by which all of the establishments in one line of industry come under a central control, even to the point of retail distribution, has made it plain that the German plan was to bring into competition with the American producer not the individual German producer, but the German Empire itself. The old-time fear of the American manufacturer for the German producer, whose goods "made in Germany" had begun to be sold everywhere, was based upon no lack of confidence in American genius and productive ability, but upon the knowledge that the German plan of State-controlled industry made the competition grossly unequal. If perpetual peace is to follow the end of this war it must be grounded upon something different than the German Government's plan to make all industry and commerce redound to the power and aggrandizement of the German State.

Germany must be made to understand that her plan has failed in the industrial field as in the military. Industrial disarmament must come along with military disarmament. Autocracy in industry must fall with the fall of the Hohenzollern dynasty.

Saccharin Is Not a Food, Food Administration Says

In response to inquiries concerning reports that it has urged the use of saccharin in place of sugar, the United States Food Administration announces that it always has taken the position that saccharin is not a food in any sense.

The use or sale of saccharin as a sugar substitute in foods is illegal for all interstate purposes under the rulings of the Bureau of Chemistry of the Department of Agriculture and under the laws of some of the States, it was further stated.

LOSS AND DAMAGE FREIGHT AND PERSONAL INJURY CLAIMS

U. S. RAILROAD ADMINISTRATION,
DIVISION OF LAW,
Washington, September 12, 1918.
CIRCULAR NO. 3.

To Regional Directors, Federal Managers
and General Solicitors:

RE: CIRCULAR NO. 49.

In view of the economic conditions of the country generally and particularly the operation of the railroads, your attention is drawn to the enormous amount of money (running well into the millions) expended annually for loss and damage freight and personal injury claims. Money paid out in this connection has no economic value, a situation that must be corrected by taking such remedial steps as are necessary toward the prevention as well as the settlement of claims.

There has heretofore been no uniformity as to the jurisdiction of loss and damage freight and personal injury claims, therefore, it has been considered wise to place the responsibility of handling such claims directly upon the Legal Department. The General Solicitor will be held responsible for the results and is requested to take such steps as will bring the claim organization to the highest efficiency.

The Claims and Property Protection Section was established to coordinate under one head the entire subject, and to exercise supervisory jurisdiction, aiding to the fullest extent those coming in direct contact with the subject.

From time to time orders through the office of the Director General will be issued with reference to the uniform and economical settlement of both loss and damage freight and personal injury claims.

The conservation of life and limb, as well as food products, clothing material, and other necessities, vital to the winning of the war, will be studied by this section with a view toward a nationwide campaign in the way of prevention of this loss.

Full and hearty cooperation with this work is expected from all officers and employees. Claim agents are expected to cooperate to the fullest extent in connection with the prevention of claims, as well as the settlement thereof.

JOHN BARTON PAYNE,
General Counsel.

Approved:
W. G. McAdoo,
Director General of Railroads.

WASHINGTON-NEW HAVEN SLEEPER.

The United States Railroad Administration issues the following:

To accommodate the large volume of travel between Washington, Baltimore, and Philadelphia and large New England manufacturing centers, for which New Haven, Conn., is the distributing point, a Washington-New Haven sleeping car has been placed on the Federal Express beginning November 4. Northbound car will be detached at New Haven and passengers allowed to remain in it until 7 a. m. and the southbound car will be opened for occupancy at New Haven at 10 p. m.

American-Made Airplane Cotton Fabric Now Produced for All U. S. Army Needs

The War Department authorizes the following:

The production of American cotton airplane fabric is now averaging about 1,200,000 yards monthly, sufficient for all requirements, and capable of being largely increased if necessary. No more linen fabric is being imported from abroad for this purpose, and after the imported stock now on hand is exhausted, cotton fabric will be used exclusively in covering American airplane wings.

At the outbreak of the war in 1914, linen was the only material which had proved entirely satisfactory for covering airplane wings, the essential physical properties required being lightness in weight, proper absorption of dope, and strength and resistance to tear.

Prewar Production.

The chief countries before the war producing flax for fine grades of linen were Belgium, Russia, and Ireland. The Belgian supply was cut off from the allies in 1914. The Russian flax was difficult to obtain and was later cut off entirely. In the meantime the consumption of linen for war purposes had increased enormously. By the spring of 1917, when the

United States entered the war, the linen situation was very serious, and it was obvious that some substitute would have to be found.

In developing a cotton airplane fabric which would have the necessary qualities of the linen, the United States Government received the greatest assistance from the various cotton mills.

Samples were made from cotton of many constructions and numbers of yarn, varying from No. 40 two-ply to No. 100 four-ply, the cloth having from 50 to 90 threads per inch. Yarns were in some cases mercerized under tension and various twists were tried. Several cotton mills cooperated in this work.

Testing of Samples.

When the new fabrics were secured, samples were put on airplanes, "doped" and varnished, according to regulation practice, and tested in actual use at Langley field and Pensacola. Flying tests were also made with several other varieties of fabric. The tests were for three months of service, averaging 10 hours per day. Members of the United States air service, members of the foreign flying corps, and other experts assisted in the experiments. They reported that the cotton fabrics developed in the United States appeared to serve most favorably. Other very favorable reports have recently been received from tests made in Great Britain on American cloth sent over there.

After many experiments had been made the first contracts for 10,000 yards each of cotton airplane fabric were placed in the middle of September, 1917. The results obtained with the first cotton fabric produced were satisfactory and it was decided to place further contracts for cotton airplane fabric.

Adopted Last November.

Two fabrics were adopted, the specifications calling for a strength of not less than 80 pounds per inch in both warp and filling. The cotton used in the manufacture of the cotton airplane fabric had to be of a very long staple, and in November, 1917, the air service purchased 15,000 bales of long-staple Sea Island cotton.

The first quantity orders for cotton airplane fabric were placed in October and November, 1917, and were for 1,280,000 yards of grade A and 200,000 yards of grade B cotton airplane fabric. Deliveries of cotton airplane fabric started in January with the production of 173,000 yards. Production has gradually increased until at the present time 1,200,000 yards are being produced monthly.

Subsequent Contracts Let.

Subsequent contracts have been let for cotton airplane fabric amounting to 11,513,084 yards. All of these later contracts, however, have been for grade A cotton fabric, as it now seems clear that this cloth is superior to the other.


While the cotton airplane fabric was at first only used for training planes, and the grade A standard linen fabric, which was imported from Great Britain, was used for combat planes, it was decided in April, 1918, that the grade A cotton fabric could be used for all types of planes.

New Poster is Expected To Help in War Work By Cutting Down Mails

A poster printed in appropriate typing and coloring has been prepared in response to numerous requests by Chambers of Commerce, Boards of Trade, libraries, and other public institutions. The purpose of the poster is self-evident. It reads as follows:

Read the
Official U. S. Bulletin

PUBLISHED
DAILY
UNDER ORDER
OF THE
PRESIDENT OF
THE UNITED
STATES



BY
COMMITTEE
ON PUBLIC
INFORMATION
GEORGE
CREEL
CHAIRMAN

**WAR
Information**

Save writing to Washington for what you
want to know about

- The Army and Navy
- The Red Cross
- The Selective Draft Laws
- The Food Administration
- The Fuel Administration
- Trading with the enemy
- The War Labor Board
- The War Industries Board
- The Railroad Administration

and all the other permanent or emergency
governmental departments, boards, com-
missions, committees, and administrations
at the Capital and elsewhere.

ASK FOR IT HERE

Copies of the poster will be sent to all applicants who are in a position to aid in this public service. It is hoped that its wide publicity will help to lessen the war burden put upon the mails and serve to minimize the work of all government departments at Washington.

SOLDIERS HONORED BY PERSHING FOR HEROISM

The commander in chief of the American Expeditionary Force in the name of the President has awarded the Distinguished Service Cross to the following officers and soldiers for the acts of extraordinary heroism described after their names:

Chaplain L. R. WEEDS, 16th Infantry. For extraordinary heroism in action near Soissons, France, July 19-22, 1918. Chaplain Weeds displayed exceptional bravery in passing through open fields under heavy fire to the front lines to render first aid and to cheer the wounded. Home address, Joseph F. Weeds, Athol, Kans.

First Lieut. FRED W. ADAMS, 16th Infantry. For extraordinary heroism in action near Soissons, France, July 22, 1918. During the violent fighting of July 22, 1918, Lieut. Adams distinguished himself by his courage, judgment, and efficient leadership. After the strength of the regiment had been seriously reduced by losses he took command of a large number of the remaining troops, disposed them in effective positions, walking up and down the lines under constant fire from the enemy, and by his example of coolness and bravery inspired his men to hold the positions they had gained. Home address, Mrs. Fred W. Adams, wife, care of J. E. Abell, Ivy Depot, Albemarle County, Va.

First Sergt. STALLARD THROWER, Company I, 16th Infantry. For extraordinary heroism in action near Soissons, France, July 21, 1918. After all of his officers had been killed or wounded he assumed command of the company, and with exceptional bravery and courage kept continually pressing on and engaging the enemy. Home address, Mrs. Mable Thrower, Parkville, Ky.

First Lieut. HARRY R. HOWE, 101st Engineers. For extraordinary heroism in action in the Bois de Lacroissette, France, July 14, 1918. After being badly burned on the left hand by the explosion of a mustard-gas shell, Lieut. Howe declined an opportunity to be relieved and worked for more than an hour under a heavy gas and high-explosive shell bombardment getting his men out of the area of concentrated gas. Unable to use his left hand, he remained on duty during the July offensive. Home address, Mrs. John H. Howe, mother, 56 Drayer Avenue, Mansfield, Mass.

First Lieut. CHESTER R. HOWARD, 104th Infantry. For extraordinary heroism in action at Trugny, France, July 22, 1918. Although Lieut. Howard had been twice wounded, he refused to be evacuated and continued on duty with his company during the attack and capture of Trugny under heavy fire until he was incapacitated by a third wound. Home address, Mrs. C. C. Howard, mother, 600 Sixth Avenue, Mount Vernon, Iowa.

First Lieut. FRANK A. MACNAMES, Jr., 101st Field Artillery. For extraordinary heroism in action in the Belleau Woods, France, July 19, 1918. By his utter disregard of danger he inspired great confidence in his men during a critical period by three times going into a heavily shelled area to help rescue wounded. Home address, Mrs. Frank A. MacNames, mother, Albany, N. Y.

Wagoner CLIFFORD R. HASKINS, Company B, 101st Machine Gun Battalion. For extraordinary heroism in action near Trugny, France, July 22, 1918. Wagoner Haskins was seriously wounded in the leg while placing injured soldiers in his ambulance. Nevertheless he insisted on driving the machine to the dressing station and continued the work of evacuating the wounded until exhausted from loss of blood. Home address, Mrs. M. L. Haskins, Elmwood, Conn.

Wagoner EDMUND R. HAMPTON, Company B, 101st Machine Gun Battalion. For extraordinary heroism in action near Trugny, France, July 22, 1918. Although painfully wounded by machine-gun bullets, Wagoner Hampton courageously continued his duty of evacuating the wounded until exhausted from loss of blood. Home address, R. W. Hampson, father, Waterbury, Conn.

Pvt. ROBERT A. RHODES, Company M, 103d Infantry. For extraordinary hero-

ism in action near Chateau Thierry, France, July 20 and 22, 1918. East of Belleau Woods he continually carried messages under heavy machine-gun fire while acting as a runner. On July 22, near Epieds, he crossed an open gap swept by machine-gun fire in order to deliver an important message, and later was a voluntary member of a patrol which rescued wounded under fire from advanced positions. Home address, Mrs. Grace Cowan, 3117 Lafayette Avenue, St. Joseph, Mo.

Pvt. CHARLES G. BROWNVILLE, Medical Department, 103d Infantry. For extraordinary heroism in action east of Belleau, France, July 20 and 22, 1918. On July 20, 1918, and again on July 22, 1918, he was conspicuous for his unflinching assistance to wounded under heavy fire of machine guns and his absolute fearlessness. Home address, Charles Gordon Brownville, 43 Main Street, Needham, Mass.

Pvt. DOUGLAS ROSS, Company K, 101st Infantry. For extraordinary heroism in action near Vaux, France, July 16, 1918. Pvt. Ross killed two of the enemy who were attempting to establish a machine-gun position in a railroad station and captured their machine guns. Later, the same day, when snipers were working in a ravine near the American line, Pvt. Ross, with two other soldiers, went forward to drive them back. One of his comrades was killed, but Pvt. Ross, with great daring, attacked the Germans, killing one and wounding another. Home address, Hugh T. Ross, father, 66 Main Street, Hall, Mass.

Pvt. HENRY A. CHECNY, Company —, 103d Machine Gun Battalion. For extraordinary heroism in action near Chateau Thierry, France, July 18-24, 1918. When his unit advanced on Belleau and Givry he was seriously wounded in the left arm, but continued to carry his heavy gun with his right arm through 1,200 meters of enemy fire and took up his position with his squad. When a shell struck his position, severely wounding a comrade and half burying him, the gun, and the remainder of the squad he extricated himself, assisted his companions to recover the gun, and remained at his post until ordered to a dressing station by his platoon commander. Home address, Edward Cheney, father, Hocksett, N. H.

Corpl. JOHN L. CASEY, Company I, 102d Infantry. For extraordinary heroism in action near Chateau Thierry, France, July 23, 1918. After seeing three runners shot down while trying to cross an open field through violent machine gun fire to establish liaison with a regiment 500 yards away on his left, Corpl. Casey undertook the same mission and successfully accomplished it. Home address, M. D. Casey, father, R. F. D. 9, Fairfield, Conn.

First Lieut. ROBERT O. BLOOD, Medical Corps, 103d Infantry. For extraordinary heroism in action near Bouresches, France, July 20-23, 1918. Lieut. Blood remained with his battalion during the entire advance, working untiringly under heavy enemy fire at all times, superintending the evacuation of the wounded and caring for them in the most dangerous and exposed positions. On July 22 he established his dressing station in an advanced position that was constantly under shell fire, and many times left his station to go into the front lines to treat the wounded. Home address, Mrs. Robert R. Blood, Sharon, Mass.

Capt. THOMAS F. FOLEY, 101st Infantry, for repeated acts of extraordinary heroism in action near Vaux, France, July 15-22, 1918. Throughout the four days of the advance Capt. Foley commanded and led his battalion with exceptional bravery and judgment, thereby inspiring his men. When strong resistance was encountered he personally went forward and reconnoitered the terrain under heavy machine gun and sniper fire, and on July 15 and again on July 22 he personally led his battalion in successful attacks. Home address, Mrs. Thomas F. Foley, wife, 84 Lovell Street, Worcester, Mass.

First Lieut. HENRY A. RIACKE, 102d Infantry. For extraordinary heroism in action near Bouresches, France, July 20, 1918. When the advance of his company was temporarily held up by machine gun fire in front of Bouresches Lieut. Riack-

went ahead alone and although hit three times by machine gun bullets, he continued to urge his men forward and by his example of fearlessness and grit inspired them to successful attack. Home address, Mrs. J. Berg, Meriden, Conn.

First Lieut. JOHN R. FEEGAL, 102d Infantry. For extraordinary heroism in action near Vaux, France, July 20, 1918. When his company was held up by a machine gun Lieut. Feeegal went ahead, under fire, alone and killed the machine-gun operator with his pistol, thereby enabling his company to continue the advance. Home address, Mrs. Carrie Feeegal, wife, 31 Park Street, Meriden, Conn.

First Lieut. W. J. BLYTHE, 104th Infantry. For extraordinary heroism in action east of Belleau, France, July 21, 1918. Lieut. Blythe, with two enlisted men, charged a machine-gun nest, captured two machine guns, and killed or captured 12 of the enemy. Home address, Mrs. William J. Blythe, wife, 152 Howe Street, Methuen, Mass.

Second Lieut. JULIUS W. TOELKEN, 104th Infantry. For extraordinary heroism in action near Douresches, France, July 20, 1918. When the advance of his platoon was checked by enemy machine-gun fire Lieut. Toelken crawled forward alone to a position from which he could fire, and killed three of the machine-gun crew, after which, with his platoon, he captured the gun and turned it on the foe. Home address, Julius Toelken, father, 145 Union Street, Springfield, Mass.

Second Lieut. HARRY M. NOEL, 103d Infantry. For extraordinary heroism in action east of Belleau Woods, France, July 20, 1918. Discovering a German machine-gun nest, which was inflicting severe damage upon his battalion, Lieut. Noel led 12 men to the right flank of the nest and charged it up a steep hill, under fire from other guns. He and his men wiped out this center of resistance and made possible the advance of his company. Although wounded himself, Lieut. Noel personally took command of large numbers of men of the company, after his captain and other platoon commanders had been killed or wounded, and advanced with them to the company's objective and held it. Home address, Mrs. Lena B. Noel, 4511 McPherson Avenue, St. Louis, Mo.

Sergt. CHARLES B. JOHNSON, Jr., Battery A, 101st Field Artillery. For extraordinary heroism in action north of Chateau Thierry, France, July 19, 1918. While his battery position was under shell fire and its ammunition dump had been hit and shells were exploding in it and the crew was ordered to leave, Sergt. Johnson remained, put out three fires in the dump, and afterwards, under heavy fire, searched for and brought wounded to shelter. Home address, Mrs. Louis K. Johnson, mother, Concord, Mass.

Corpl. ERNEST T. SIEBERT, 103d Ambulance Company, 101st Sanitary Train. For extraordinary heroism in action near Trugny, France, July 23, 1918. Corpl. Siebert voluntarily rescued a wounded soldier who was lying on a shell-swept road by carrying him 300 yards on his back. Although wounded in the shoulder by a shell fragment, he courageously stuck to his task until it was successfully accomplished. His courageous act was an inspiration to his men. Home address, Mrs. Mary W. Siebert, mother, 302 Pangley Road, Newton, Mass.

Sergt. JOSEPH W. CASEY, Company F, 101st Infantry. For extraordinary heroism in action east of Epieds, France, July 23, 1918. Leading his platoon under a heavy machine gun barrage and through the fire of snipers from trees, he attacked two German machine gun nests, captured their guns and killed their crews. Sergt. Casey then saw three Germans crawling toward his men to open fire on them. He dashed forward, attached them single handed and killed them all. Home address, Mrs. Mary Casey, mother, 77 Exchange Street, Lawrence, Mass.

Sergt. JOHN L. CLABBY, Company F, 101st Infantry. For extraordinary heroism in action near Epieds, France, July 23, 1918. During the advance by his platoon upon machine gun nests in Trugny Woods, Sergt. Clabby observed a German machine gun on his right flank. He

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charged it single handed in the face of its fire, killed the gunners and destroyed the gun. Home address, Mrs. Helen T. Clabby, mother, 173 Valley Street, Providence, R. I.

Corpl. ODILON CUSTEAU, Company C, 103d Infantry. For extraordinary heroism in action near Belleau Woods, France, July 20, 1918. In the advance of the first wave, east from Belleau Woods, Corpl. Custeau cleaned out single handed a dugout of German machine guns. Home address, Miss Flora Primeau, 929 Lakeview Avenue, Lowell, Mass.

Sergt. HERBERT RATENBURG, Sanitary Detachment, 101st Machine Gun Battalion. For extraordinary heroism in action north of Chateau Thierry, France, July 22, 1918. Although wounded in three places by machine-gun bullets, he followed the attack and continued his duty, thereby inspiring his comrades. Home address, Mrs. Herbert Ratenburg, wife, 12 Webster Street, Rockville, Conn.

Sergt. S. L. NICKERSON, deceased, Company C, 101st Infantry. For extraordinary heroism in action near Epieds, France, July 23, 1918. Sergt. Nickerson, Corpl. M. J. O'Connell, and Pvt. Thomas Ryan volunteered to cross an open field in front of their company in order to ascertain the location of enemy machine guns. While engaged in this courageous enterprise they were shot and killed. The heroic self-sacrifice of these three men saved the lives of many of their comrades, who would have been killed had the company attempted to make the advance as a whole. Next of kin, Mrs. H. F. Nickerson, grandmother, Warren Avenue, Middleboro, Mass.

Corpl. M. J. O'CONNELL, deceased, Company D, 101st Infantry. For extraordinary heroism in action near Epieds, France, July 23, 1918. Corpl. O'Connell, Sergt. S. L. Nickerson, and Pvt. Thomas Ryan volunteered to cross an open field in front of their company in order to ascertain the location of enemy machine guns. While engaged in this courageous enterprise they were shot and killed. The heroic self-sacrifice of these three men saved the lives of many of their comrades, who would have been killed had the company attempted to make the advance as a whole. Next of kin, Martin O'Connell, brother, 79 Caroline Avenue, Jamaica Plain, Mass.

Pvt. THOMAS RYAN, deceased, Company D, 101st Infantry. For extraordinary heroism in action near Epieds, France, July 23, 1918. Pvt. Ryan, Sergt. S. L. Nickerson, and Corpl. M. J. O'Connell volunteered to cross an open field in front of their company in order to ascertain the location of enemy machine guns. While engaged in this courageous enterprise they were shot and killed. The heroic self-sacrifice of these three men saved the lives of many of their comrades, who would have been killed had the company attempted to make the advance as a whole. Next of kin, Mrs. Mary Ryan, mother, 36 East Dedham Street, Boston, Mass.

Sergt. EARL R. MCGUIRE, Company I, 104th Infantry. For extraordinary heroism in action near Belleau, France, July 18, 1918. After being severely wounded in the head, he struggled to his feet and led his platoon forward, instilling courage and confidence in his men. Home address, Mrs. James E. McGuire, mother, Lyonsville, Mass.

Sergt. JOHN F. DILLON, Company C, 102d Infantry. For extraordinary heroism near Chateau Thierry, France, July 22, 1918. After being wounded, he refused to go to the rear, but volunteered to act as a runner and repeatedly carried messages through the enemy barrage. Later same day he voluntarily joined a platoon and fought with it in a successful attack against the enemy's line. Home address, Mrs. Nora Dillon, mother, 56 Bright Street, New Haven, Conn.

Corpl. AUSTIN KELLEY, Company I, 101st Infantry. For extraordinary heroism in action near Vaux, France, July 20, 1918. Corpl. Kelley and Pvt. Harold H. Rounds and John J. Grady penetrated the enemy's lines in the face of machine gun fire, captured a machine gun and its crew, and returned with valuable information concerning the enemy's positions. Home address, Mrs. Catherine Kelley, mother, 11 Vernon Street, Malden, Mass.

Pvt. HAROLD H. ROUNDS, Company I, 101st Infantry. For extraordinary

heroism in action near Vaux, France, July 20, 1918. Pvt. Rounds, Corpl. Austin J. Kelley, and Pvt. John J. Grady penetrated the enemy's lines in the face of machine gun fire, captured a machine gun and its crew, and returned with valuable information concerning the enemy's positions. Home address, Mrs. Ethel Rounds, mother, 247 Perry Street, Malden, Mass.

Pvt. JOHN J. GRADY, Company L, 101st Infantry. For extraordinary heroism in action near Vaux, France, July 20, 1918. Pvt. Grady, Corpl. Austin J. Kelley, and Pvt. Harold H. Rounds penetrated the enemy's lines in the face of machine gun fire, captured a machine gun and its crew, and returned with valuable information concerning the enemy's positions. Home address, Mrs. Thomas Kelley, friend, 756 East Third Street, South Boston, Mass.

Mechanic JOSEPH A. THIBODEAU, Company L, 103d Infantry. For extraordinary heroism in action near Belleau Woods, France, July 18-23, 1918. During the early part of the action Mechanic Thibodeau assisted in the evacuation of wounded under severe artillery and machine gun fire. When a wound in the arm made it impossible for him to carry stretchers, he refused to be evacuated, but rejoined his company, went over the top with his comrades, and continued in action with them until wounded in the leg. Home address, Mrs. Harry Thibodeau, 39 Oxford Street, Lawrence, Mass.

Pvt. CHARLES E. RICHARDSON, Company I, 104th Infantry. For extraordinary heroism in action east of Belleau, France, July 21, 1918. Under the leadership of an officer Pvt. Richardson and Joseph R. Huntley charged a machine gun nest, captured two guns, and killed or captured 12 men. Home address, Mrs. P. J. Lee, foster mother, 242 Albion Street, Wakefield, Mass.

Pvt. JOSEPH R. HUNTLEY, Company T, 104th Infantry. For extraordinary heroism in action east of Belleau, France, July 21, 1918. Under the leadership of an officer Pvt. Huntley and Charles E. Richardson charged a machine-gun nest, captured two guns, and killed or captured 12 men. Home address, J. H. O'Sullivan, uncle, 101 Baldwin Street, Winchester, Mass.

Pvt. JOSEPH R. ROUSCH, 103d Ambulance Company, 101st Sanitary Train. For extraordinary heroism in action north of Chateau Thierry, France, July 18, 1918. While assisting a wounded infantry soldier under heavy shell fire, Pvt. Rousch was severely wounded in the face. Although his injury was more serious than that of the man whom he was attending, he carried the latter to an aid station, after which he voluntarily returned and assisted in first-aid work, inspiring his comrades by his example. Home address, Manis Rousch, father, Draper, S. Dak.

Pvt. ALBERT H. MCARDLE, 103d Ambulance Company, 101st Sanitary Train. For extraordinary heroism in action east of Belleau Woods, July 18, 1918. While giving first aid to a wounded soldier, who had fallen in a wheat field, in range of enemy fire, Pvt. McArdle received two machine-gun bullets through the thigh. In spite of his injury he continued at work until the soldier's wounds had been properly dressed and endeavored to carry him out of danger but fell exhausted from loss of blood. Home address, James McArdle, father, 20 Havre Street, East Boston, Mass.

Pvt. JAMES C. THOMPSON, Company C, 104th Infantry. For extraordinary heroism in action near Bouresches, France, July 20, 1918. When wounded in the right arm he refused to be relieved from duty and continued the operation of his automatic rifle with his left hand. Later he volunteered to act as a runner and continued this duty until he fell exhausted. Home address, James Thompson, father, 4 Hollis Park, Cambridge, Mass.

Pvt. PHILLIP ROBERGE, Company D, 103d Machine-Gun Battalion. For extraordinary heroism in action near Belleau, France, July 18, 1918. Pvt. Roberge showed absolute disregard of personal danger while acting as litter bearer, bringing in wounded from his own and other companies under heavy machine-gun and artillery fire. While carrying a stretcher, which bore a wounded soldier,

he received a wound which put out one of his eyes; yet he continued until the wounded man had been taken to the dressing station. Home address: Louis Roberge, father, 21 Byer Street, Danielson, Conn.

Pvt. MELLEN F. TUTTLE, Company B, 193d Infantry. For extraordinary heroism in action on Hill No. 190, near Chateau Thierry, France, July 20, 1918. When all of the men of the automatic-rifle team of which he was a member had been wounded, Pvt. Tuttle voluntarily advanced alone, attacked a number of enemy machine-gun nests which were holding up the advance, and forced the enemy to retreat, thereby making possible the continued forward movement of his detachment. Home address, W. C. Tuttle, Intervale, Me.

Pvt. WILLIAM H. GARRISON, Signal Corps, platoon, 101st Infantry. For extraordinary heroism in action near Chateau Thierry, France, July 20-23, 1918. Pvt. Garrison displayed great personal bravery and skill in maintaining telephone lines between the regimental commander and the leading battalion for more than two days. He patrolled the line continuously and repaired it when it was cut during bombardment. Knocked down frequently by exploding shells and once buried beneath dirt and debris, he nevertheless stuck courageously to his task, thereby making communication possible. Home address, Mrs. In Farrison, mother, Picche, Nev.

Pvt. BURTRICE ENDICOTT, Company C, 102d Infantry. For extraordinary heroism in action near Trugny, France, July 22, 1918. After five runners had been shot down trying to get through a heavy artillery barrage with a message to the battalion commander, Pvt. Endicott volunteered to carry the same message over the same route and succeeded. Home address, Samuel J. Endicott, father, Ridgeway, Ill.

Pvt. HENRY J. LAVIOLETTE, Company K, 104th Infantry, deceased. For extraordinary heroism in action near Chateau Thierry, France, July 20-23, 1918. Pvt. Laviolette, acting as a runner, carried messages through heavy artillery fire with absolute fearlessness until killed. Next of kin, Mrs. Rose Pavalies, sister, 190 Broad Street, Marlboro, Mass.

Pvt. JESSE M. BAILEY, Sanitary Detachment, 103d Machine Gun Battalion. For extraordinary heroism in action near Chateau Thierry, France, July 18-24, 1918. Pvt. Bailey gave an inspiring example of courage and coolness in treating wounded for two days without rest or food and under intense artillery and machine-gun fire. While maintaining a dressing station in a crater, an enemy shell struck in the center of the hole, wounding nearly all in the crater and severely injuring one man, who was buried in the earth and debris. Upon regaining consciousness Pvt. Bailey treated all of the wounded men, helped them to the first-aid station, returned and dug out the man who had been buried and left for dead, and succeeded in resuscitating him. Home address, Mrs. Margaret E. Bailey, wife, 173 Waterman Street, Providence, R. I.

Pvt. EDWARD MCNEIL, Company B, 103d Infantry. For extraordinary heroism in action near Bouresches, France, July 20, 1918. Upon reaching his objective, Hill No. 190, in front of Bouresches, he found he was the only man of his squad left. Going forward he entered an enemy machine-gun position and at the point of a bayonet captured three machine guns and five prisoners. Home address, Bella McNeil, Mexico, Mo.

Pvt. JOHN MAYNE, deceased, Medical Department, 101st Infantry. For extraordinary heroism in action in the Trugny Woods, near Chateau Thierry, France, July 23, 1918. Private Mayne, although in an exposed position in the Trugny Woods under fire of rifles and machine guns, courageously treated the wounded, inspiring the combat troops by his example, until shot through the head and killed. Next of kin, Mrs. Mary Mayne, wife, Nurses' Home, Massachusetts Homeopathic Hospital, Boston, Mass.

Pvt. RUDOLPH HOLTZ, Company D, 101st Infantry. For extraordinary heroism in action in the Trugny Woods, near Chateau Thierry, France, July 23, 1918. Private Holtz with two other men in an

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advanced position ahead of the battalion charged a machine gun, killed four of the enemy and drove off the rest, thereby making possible the advance of their comrades. Home address, John Nicodemus, friend, 13 Forest Avenue, North Plymouth, Mass.

Pvt. CHARLES MILLER, Company A, 101st Infantry. For extraordinary heroism in action in the Trugny Woods, near Chateau Thierry, France, July 23, 1918. Private Miller with two other men in an advanced position ahead of the battalion charged a machine gun, killed four of the enemy, and drove off the rest, thereby making possible the advance of their comrades. Home address, Mrs. Annie Miller, mother, 118 Bennington Street, East Boston, Mass.

Pvt. JOHN W. ROY, Company H, 104th Infantry. For extraordinary heroism in action in the Belleau Woods, France, July 18 and 19, 1918. Pvt. Roy displayed notable bravery in delivering messages through violent shell fire. At one time after three other runners had been killed and a fourth wounded, he passed over the same route, undaunted, to carry a message vitally necessary to the successful operation of his company. Home address, Mrs. Josephine Roy, mother, 117 Southgate Street, Worcester, Mass.

Chaplain WINFRED E. ROBB, 168th Infantry. For extraordinary heroism throughout the advance across the River Ourcq, north of Chateau Thierry, France, July 26, August 2, 1918. During the pursuit of the enemy by the 168th Infantry across the River Ourcq, Chaplain Robb distinguished himself by his bravery under fire. During all of this time, and particularly during the operations near Serilly, he showed the greatest coolness under severe artillery fire in attending and carrying the wounded and dying, and in every way ministering to the needs of the men of his regiment. Home address, Mrs. Winfred E. Robb, wife, R. F. D. No. 1, Lebanon, Kans.

Pvt. J. H. BURCHFIELD, Medical Detachment, 16th Infantry. For extraordinary heroism in action throughout the operations south of Soissons, France, July 18-22, 1918. During the entire operation repeatedly exposed himself to heavy enemy fire in order to dress and evacuate the wounded. On July 22 he went through a heavy enemy barrage to render first aid to the wounded in the front line and to evacuate them to the rear, and was himself wounded while engaged in this work. Home address, Mrs. Alice Burchfield, mother, 214 East Park Street, Salem, Ohio.

Maj. HENRY W. HOBSON, 356th Infantry. For extraordinary heroism in action near St. Mihiel, France, September 12, 1918. Within 10 minutes after the beginning of the advance at 5 a. m., Maj. Hobson was twice wounded, once in the shoulder by a machine-gun bullet and once by shrapnel in the leg. Being in command of the assault battalion and realizing the importance of its operations, he continued to accompany and direct his command throughout the day, notwithstanding his wounds, which caused him great pain and difficulty of movement. At last he had to be assisted to lie down and get up by his adjutant; nevertheless he remained on duty until the fighting of the day was over. Home address, Mrs. George McKenzie, care of A. D. Parker, 1706 Commercial Trust Building, Philadelphia, Pa.

Pvt. HENRY C. RICHMOND, Company M, 23d Infantry, deceased. For extraordinary heroism in action near Vaux, France, July 1-2, 1918. He moved through heavy woods alone under heavy machine-gun fire, flanking dugouts from which 12 German prisoners were taken. In the action July 6-10-19, near Soissons, France, showing the same fearless qualities, he was killed. Next of kin, Mrs. Clara Bovan, sister, Anderson, Ind.

Pvt. WILLIAM L. SIMMS, Company A, 13th Machine Gun Battalion. For extraordinary heroism in action at Frapelle, France, August 16-18, 1918. Pvt. Simms, while acting as a runner, showed exceptional bravery in carrying messages through a heavily shelled and gassed area. After being wounded in the hand he made 12 trips from Frapelle to his company headquarters at Chapelle St. Clair. Home

address, W. S. Simms, father, McLean, Tex.

Pvt. ARTHUR DIETER, Company A, 103d Engineers. For extraordinary heroism in action at St. Agnan, France, July 16, 1918. On four different occasions during the night of July 16 he volunteered and under heavy shell and machine-gun fire successfully rescued wounded comrades. Home address, Mrs. Rose Dieter, mother, Scranton, Pa.

First Lieut. CHARLES C. CONATY, chaplain 111th Infantry. For extraordinary heroism in action near Crezaney, France, July 16, 1918. Without regard for his personal safety, Chaplain Conaty, under intense shell fire, following the attack of his troops from Crezaney to the Marne River, attended the wounded and throughout the night searched and assisted in carrying wounded to the dressing station. Home address, Francis P. Conaty, 33 Hodes Avenue, Taunton, Mass.

Sergt. JOHN BLOHM, Company B, 305th Infantry. For extraordinary heroism in action near St. Thibaut, France, September 2, 1918. From a shell hole in which he had taken shelter while returning from a successful daylight patrol across the Vesle River, Sergt. Blohm saw a corporal of his patrol dragging himself through the grass and bleeding profusely from a wound in the neck. He unhesitatingly left his shelter, carried the corporal behind a tree near the river bank, dressed his wound, and using boughs from a fallen tree as an improvised raft, towed the injured man across the river and carried him 200 yards over an open field to the American outpost line, all under continuous rifle and machine-gun fire. Home address, Rudolph Blohm, 4822 New Utrecht Avenue, Brooklyn, N. Y.

Pvt. First Class DONALD J. EMERY, medical detachment, attached Company L, 117th Infantry. For extraordinary heroism in action near Dickenbush, France, August 22, 1918. Displaying an absolute disregard of danger in caring for wounded under shell and rifle fire and a continuous cheerfulness under trying conditions, his courageous example was inspiring to his comrades. Home address, Col. Curtis S. Emery, father, 15 Prospect Street, Newport, Vt.

Corpl. CHARLES R. HENDERSON, headquarters company, 107th Infantry. For extraordinary heroism in action near Dickenbush, France, August 22, 1918. When his post was attacked by a greatly superior number of the enemy he heroically defended it in spite of the loss of six of his squad and succeeded in driving off the enemy. Next of kin, Mrs. Charles R. Henderson, wife, 10 Ridgewood Avenue, White Plains, N. Y.

First Lieut. ALBERT G. JEFFERSON, Company C, 131st Infantry. For extraordinary heroism in action at Hamel, Belgium, July 4, 1918. After being severely wounded in the breast and shoulder from shell fire, Lieut. Jefferson continued with and commanded his platoon until its final objective was reached and its consolidation was completed. Home address, Ernest S. Jefferson, brother, 1011 Home Avenue, Oak Park, Ill.

Distinguished-service crosses have been awarded to the following officers and soldiers of the American Expeditionary Forces for the acts of extraordinary heroism described after their names:

Corpl. ALBERT C. PAINSIPI, Company A, 132d Infantry. For extraordinary heroism in action at Hamel, Belgium, July 4, 1918. Single handed he attacked a German machine-gun emplacement. Although wounded in the leg when a machine gun was trained upon him, he boldly attacked it with hand grenades and drove off the crew. Home address, Mrs. D. Alberovsky, mother, Batavia, Ill.

Corpl. THOMAS A. POPE, Company E, 131st Infantry. For extraordinary heroism in action at Hamel, Belgium, July 4, 1918. Corpl. Pope rushed a hostile machine gun singlehanded, bayoneted several of the crew, and standing astride the gun, kept the remainder of the detachment at bay until the arrival of reinforcements, which killed or captured the rest of the enemy. Home address, J. J. Pope, brother, 6946 Overhill Avenue, Chicago, Ill.

Sergt. JAMES E. KRUM, Company B,

131st Infantry. For extraordinary heroism in action at Hamel, Belgium, July 4, 1918. Although severely wounded in the right arm at the beginning of the engagement, Sergt. Krum continued forward as squad leader, exhibiting great gallantry and setting an inspiring example to his men. After his wound had been dressed he insisted upon returning to duty with his platoon. Home address, Harold Krum, brother, 6504 Nordica Avenue, Edison Park, Chicago, Ill.

Pvt. WILLIAM F. LINZKY, Company E, 131st Infantry. For extraordinary heroism in action at Hamel, Belgium, July 4, 1918. Pvt. Linzky was severely wounded in the right arm by shrapnel at the beginning of the battle. Nevertheless he carried his automatic rifle forward and used it effectively in the assault of the village. Home address, Mrs. Mary Linzky, mother, 315 Huron Street, Chicago, Ill.

Corpl. ANDREW C. SHABINGER, Company E, 131st Infantry. For extraordinary heroism in action at Hamel, Belgium, July 4, 1918. Although severely wounded in the arm at the beginning of the engagement, Corpl. Shabinger continued forward as squad leader, exhibiting great gallantry and setting an inspiring example to his men. Home address, Mrs. Irene Shabinger, wife, Chillicothe, Ill.

Corpl. LESTER C. WHITSON, Company E, 131st Infantry. For extraordinary heroism in action at Hamel, Belgium, July 4, 1918. Although severely wounded in the shoulder at the beginning of the engagement, Corpl. Whitson continued forward as squad leader, exhibiting great gallantry and setting an inspiring example to his men. Home address, Mrs. Emma Whitson, 6816 Oleott Avenue, Chicago, Ill.

Pvt. (first class) R. A. WILKINS, Company A, 132d Infantry. For extraordinary heroism in action at Hamel, Belgium, July 4, 1918. Unaided, Pvt. Wilkins attacked a machine-gun position with hand grenades, drove off the gun crew, and captured the gun. Home address, Mrs. George Green, sister, 58 May Street, Freeport, Ill.

Pvt. CHRISTOPHER W. KEANE, medical detachment, 131st Infantry. For extraordinary heroism in action at Hamel, Belgium, July 4, 1918. Throughout the engagement Pvt. Keane displayed great gallantry and devotion to duty by treating the wounded in an area swept by machine gun and artillery fire. When two stretcher bearers who were working with him were killed, he impressed German prisoners into the service of carrying wounded to the aid station. Home address, Mrs. Anna A. Keane, mother, 4712 West Monroe Street, Chicago, Ill.

Second Lieut. EARL W. PORTER, observer, Air Service. For extraordinary heroism in action near Lassigny, France, August 9, 1918. Lieut. Porter, with First Lieut. Charles Raymond Blake, pilot, while on a reconnaissance expedition at a low altitude and beyond the enemy lines, was attacked by five German battle planes. Although wounded at the beginning of the combat, Lieut. Porter shot down one of the enemy machines and by cool and courageous operation of his gun, while his pilot skillfully maneuvered the plane, fought off the others and made possible a safe return to friendly territory. Home address, Mrs. Amy Porter, 1008 Poplar Street, Atlantic, Iowa.

First Lieut. LEO J. CRUM, Medical Corps, 122d Infantry. For extraordinary heroism in action near Clerges, France, July 31, and August 1, 1918. During the attack against Clerges by his regiment, Lieut. Crum worked continuously and heroically under fire to treat and evacuate the wounded. When the house in which his first-aid station was located was struck by an enemy shell, he safely evacuated all of his patients and promptly established another aid station near the front. His untiring efforts and personal bravery saved the lives of many wounded and suffering men and were a source of inspiration to the entire command. Home address, Mrs. Mary F. Crum, wife, 1329 Hill Crest Avenue, Kalamazoo, Mich.

Sergt. PAUL J. GASTON, sanitary detachment, 121st Machine Gun Battalion. For extraordinary heroism in action in front of Bellavue Farm, near Clerges,

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France, August 1, 1918. During the attack on Bellavue Farm, Sergt. Gaston worked energetically throughout the engagement, which continued from 2 to 10 p. m., to give first aid to the wounded and to carry them to the dressing station. He was under fire of snipers continuously and frequently went into shell and machine gun fire to administer to wounded soldiers. His calmness and courage was a source of inspiration to the combat troops. Home address, Howard L. Gaston, brother, Dysart, Iowa.

Pvt. JOSEPH A. MADDEN, medical detachment, 125th Infantry. For extraordinary heroism in action near Clerges and Fismes, France, July 31 to August 4, 1918. Throughout the advance by Company D, to which he was attached, Pvt. Madden's conduct, in treating the wounded under fire afforded an inspiring example of devotion to duty. He was in the front lines at all times administering relief, not only to men of his company, but to the wounded of other organizations in his vicinity. He voluntarily searched the woods and fields to give first aid to the wounded. In spite of heavy and continuous shell fire he continued working untiringly day and night, until exhausted. Home address, James Madden, father, 485 Ninth Street, Manistee, Mich.

Corpl. MARTIN J. KLAH, deceased, Company C, 1st Engineers. For extraordinary heroism in action near Soissons, France, July 20, 1918. When volunteers were called for by his company commander, Corpl. Klah volunteered and rescued wounded comrades from a barrage. Although wounded in the performance of these heroic deeds, he continued until killed by shell fire. Next of kin, George Klah, 1914 Broadway, Bay City, Mich.

Pvt. FRANK SPRINGER, deceased, Company C, 1st Engineers. For extraordinary heroism in action near Soissons, France, July 20, 1918. When volunteers were called for by his company commander, Pvt. Springer volunteered and rescued wounded comrades from a barrage. Disregarding danger to himself he continued the performance of these heroic deeds until killed. Next of kin, O. J. G. Roland, brother-in-law, 1113 West Mason Street, Green Bay, Wis.

Pvt. B. R. PERKINS, deceased, headquarters company, 1st Engineers. For extraordinary heroism in action near Soissons, France, July 20, 1918. When volunteers were called for by his company commander, Pvt. Perkins volunteered and rescued wounded comrades from a barrage. Disregarding danger to himself he continued the performance of these heroic deeds until killed. Next of kin, Mrs. W. S. Chamberlain, sister, 425 Sumner Avenue, Springfield, Mass.

Pvt. BRYAN MILLER, deceased, Company C, 1st Engineers, for extraordinary heroism in action near Soissons, France, July 20, 1918. When volunteers were called for by his company commander, Pvt. Miller volunteered and rescued wounded comrades from a barrage. Disregarding danger to himself he continued the performance of these heroic deeds until killed. Next of kin, Mrs. Delle Miller, mother, 437 Carboni Street, Detroit, Mich.

Pvt. ZENO W. PEARCE, deceased, Company C, 1st Engineers, for extraordinary heroism in action near Soissons, France, July 20, 1918. When volunteers were called for by his company commander, Pvt. Pearce volunteered and rescued wounded comrades from a barrage. Disregarding danger to himself he continued the performance of these heroic deeds until killed. Next of kin, J. G. Pearce, father, 6932 Lockwood Street, Oakland, Cal.

Pvt. JOHN ROSKOWSKI, deceased, Company C, 1st Engineers, for extraordinary heroism in action near Soissons, France, July 20, 1918. When volunteers were called for by his company commander, Pvt. Roskowski volunteered and rescued wounded comrades from a barrage. Although wounded in the performance of these heroic deeds, he continued until killed by shell fire. Next of kin, Joe Roskowski, uncle, 1443 Augustus Street, Chicago, Ill.

Capt. CHARLES S. SHERIDAN, Company A, 128th Infantry. For extraordinary heroism in action on hill No. 220,

near Clerges, France, July 3, and August 1, 1918. Capt. Sheridan demonstrated notable courage and leadership by taking command of the remnants of two companies and leading up the hill and into the woods against violent fire from the enemy. His grit and leadership inspired his men to force the enemy back. He personally shot and killed three of the enemy, and under his direction six machines were put out of action and the hill captured. Home address, A. D. Sheridan, father, Wil-sott, Mont.

First Lieut. JOHN D. SPENCER, Company B, 127th Infantry. For extraordinary heroism in action at Fismes, France, August 4, 1918. While leading his company in the attack against Fismes, Lieut. Spencer was knocked down and severely wounded by machine-gun fire. Without regard to his wounds, he regained his feet and continued to lead his command until again severely wounded. Home address, Mrs. John D. Spencer, wife, Oshkosh, Wis.

Chaplain THOMAS E. SWAN, 125th Infantry. For extraordinary heroism in action between the Marne and Vesle Rivers, July 31-August 6, 1918. During the heavy fighting near the Ourcq River this officer was in the front lines at all times, under heavy machine-gun and artillery fire, throughout the day and night, comforting and aiding the wounded. On one occasion he crossed a field 200 yards wide, under violent shell fire, to administer to two soldiers who had been mortally wounded. In the operations near Mont St. Martin he continually went back and forth over the crest of a hill during heavy artillery fire to care for the wounded. Home address, Mrs. Thomas E. Swan, wife, Saginaw, Mich.

Sergt. RUSSELL V. SOMES, Company I, 125th Infantry. For extraordinary heroism in action near Clerges, France, July 31, 1918. Sergt. Somes advanced in front of his lines on the right of hill No. 212 under heavy machine-gun fire and rescued three wounded soldiers. Later he went out into an advanced machine-gun position where three men had already been killed and rescued the only survivor, who had been blinded by shell fire and could not help himself. Home address, Edward Somes, father, 906 Young Street, Sault Ste. Marie, Mich.

Pvt. OLAF OLSEN, Company I, 127th Infantry. For extraordinary heroism in action near Juvigny, France, August 31, 1918. Pvt. Olsen was a squad leader in the second platoon. After reaching his objective he displayed extraordinary qualities of leadership in organizing scattering squads of Company I and placing them in advantageous position in spite of severe machine-gun fire and artillery bombardment. His disregard of danger and fine leadership were an inspiration to his comrades. Home address, Mrs. Mamie Duhler, mother, 1102 Banks Avenue, Superior, Wis.

Pvt. FRANCISZAK DUNZINSKI, Company I, 120th Infantry. For extraordinary heroism in action near Clerges, France, July 31, 1918, under heavy machine-gun fire, Pvt. Dunzinski went out in front of the position of his unit and administered first aid to three wounded men, being himself wounded while engaged in this courageous service. Home address, Miss Mary Dunzinski, sister, 8815 Twenty-third Avenue, Brooklyn, N. Y.

Pvt. BERNARD SCHULTHEIS, machine gun company, 125th Infantry. For extraordinary heroism in action near Terny Holny, north of Soissons, France, September 1, 1918. When the infantry was advancing in a position exposed to cross-fire, Pvt. Schultheis volunteered and carried a message to the advancing troops, informing them that a machine-gun barrage laid down on the enemy emplacements was friendly fire from a unit not in their support and acting without orders to cover their advance. He delivered the message, returned across an open field swept by enemy machine guns, and thereby made it possible for the infantry unit to advance 400 meters and gain its objective. Home address, Andrew Schultheis, father, 1915 Smith Street, Flint, Mich.

Pvt. (first class) EVERETT C. DRESSER, Machine Gun Company, 125th Infantry. For extraordinary heroism in ac-

tion near Juvigny, France, August 31, 1918. After his company had captured two enemy field pieces and a large quantity of ammunition, enemy artillery attempted to blow up the ammunition with incendiary shells. Pvt. Dresser, at great risk to his life from the explosion of shells and grenades, extinguished the fires, thereby insuring the safety of his comrades and the retention, by his company, of its advanced position. Home address, Fred Dresser, father, South Haven, Mich.

Second Lieut. DAVID C. BEEBE, pilot, 50th Aero Squadron. For extraordinary heroism in action near St. Mihiel, France, September 13, 1918. Lieut. Beebe, with Second Lieut. Franklin B. Bellows, observer, executed a reconnaissance mission early in the morning of the second day of the St. Mihiel offensive, in spite of clouds, high wind and mist, flying at an altitude of only 300 meters and without protection of accompanying battle planes. Although subjected to severe fire from ground batteries they penetrated 8 kilometers behind the German lines. Lieut. Beebe's motor was badly damaged and his observer, Lieut. Bellows, was mortally wounded. Despite these conditions he succeeded in bringing the disabled machine safely to his lines. Home address, C. D. Beebe, father, 622 James Street, Syracuse, N. Y.

Lieut. FRANKLIN B. BELLOWES, deceased, observer, 50th Aero Squadron. For extraordinary heroism in action near St. Mihiel, France, September 13, 1918. Lieut. Bellowes, with Second Lieut. David C. Beebe, pilot, executed a reconnaissance mission early in the morning of the second day of the St. Mihiel offensive, in spite of low clouds, high wind and mist, flying at an altitude of only 300 meters and without protection of accompanying battle planes. Although subjected to severe fire from ground batteries, they penetrated 8 kilometers beyond the German lines. Lieut. Beebe's motor was badly damaged and Lieut. Bellowes was mortally wounded and died just after the disabled machine landed safely in friendly territory. Next of kin, John A. Bellowes, father, 1109 Greenwood Avenue, Wilmette, Ill.

First Lieut. JOSEPH W. SMITH, 166th Infantry. For extraordinary heroism in action near St. Baussay, northeast of St. Mihiel, France, September 12, 1918. Finding that his platoon would be under heavy fire of enemy machine guns while crossing the Rupt de Mad, Lieut. Smith, rather than permit the advance to be delayed, unhesitatingly plunged into the stream, crossed it under heavy fire, ascertained the exact location of the enemy, brought his platoon through the river by a protected route, and with it flanked and captured 6 machine guns and 19 prisoners. Home address, Mrs. Ritta L. Smith, mother, 1704 Congress Avenue, Austin, Tex.

First Lieut. CHARLES O'BRIEN, deceased, 306th Infantry. For extraordinary heroism in action near Le Cendriere woods, near the Alsne Canal, September 6, 1918. Lieut. O'Brien led his platoon forward toward the Le Cendriere woods under heavy shell fire. When wounded in the left leg, one of his men urged him to stop and have the wound dressed. He answered, "Never mind that; they can't stop us," and led his platoon through the woods to the bank of the Alsne Canal, where, while placing his men in position, he was struck again and killed. His dauntless courage presented an inspiring example to the men of his platoon. Next of kin, Mrs. M. O'Brien, mother, 44 North Main Street, Wilkes-Barre, Pa.

First Lieut. LEON MARCHAND, 2024 Infantry, French Army, attached to 30th United States Infantry. For extraordinary heroism in action during the battle of the Marne, July 15, 1918. Lieut. Marchand repeatedly displayed superb courage by voluntarily proceeding from the regimental command post dugout to an observation post on the edge of the woods through intense shell fire, in order to observe the progress of the action and obtain information necessary for the commanding officer. The superb courage of Lieut. Marchand was an inspiration to the men of the regiment to which he was attached.

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Interpreter ALFRED DU BOIS, French mission, attached to headquarters 6th Field Artillery. For extraordinary heroism in action near Missy au Bois, France, July 18, 1918. He voluntarily exposed himself to heavy shell fire while carrying wounded men to a place of safety.

First Sergt. HERMAN M. SELL, Company A, 306th Infantry. For extraordinary heroism in action in La Cendriere woods, near Vauxere, between the Vesle and the Aisne, France, September 6, 1918. First Sergt. Sell volunteered to deliver a message of great importance to his battalion commander after six runners, who had been sent with the same message, failed to return. He voluntarily crossed 600 yards of open field swept by shell and machine-gun fire, reached his destination, accomplished his mission and returned to his company with information of vital importance. Home address, F. Sell, 1862 Decatur Street, Brooklyn, N. Y.

Cook WILLIAM SHEFRIN, deceased, Company C, 306th Infantry. For extraordinary heroism in action in the Ravine de L'Homme Mort, near Vauxere, between the Vesle and the Aisne Rivers, September 5, 1918. After both of his feet had been blown off by a bursting shell, Cook Shefrin, although mortally wounded, coolly directed the work of rescuing and caring for other wounded men of the kitchen detachment who had been wounded when his transport was struck. Next of kin, Nathan Shefrin, father, 210 Seventeenth Street, Brooklyn, N. Y.

Pvt. GEORGE MUNROE, deceased, Company K, 104th Infantry. For extraordinary heroism in action near Chateau-Thierry, France, July 20-23, 1918. Pvt. Munroe acting as a runner, carried messages through heavy artillery fire with absolute fearlessness until killed. Next of kin, G. Searles, friend, 93 West Street, East Hampton, Mass.

Second Lieut. R. E. DECASTRO, Air Service, First Aero Squadron, pilot. For extraordinary heroism in action near St. Mihiel, France, September 12, 1918. Because of intense aerial activity on the opening day of the St. Mihiel offensive, Lieut. Decastro, pilot, and First Lieut. A. E. Esterbrook, observer, volunteered to fly over the enemy's lines on a photographic mission, without the usual protection of accompanying battle planes. Notwithstanding the low hanging clouds, which necessitated operation at an altitude of only 400 meters, they penetrated 4 kilometers beyond the German lines. Attacked by four enemy machines they fought their foes, completed their photographic mission, and returned safely. Home address, Mrs. M. G. Decastro, mother, 601 East Seventeenth Street, Brooklyn, N. Y.

First Lieut. A. E. EASTERBROOK, Air Service, observer, First Aero Squadron. For extraordinary heroism in action near St. Mihiel, France, September 12, 1918. Because of intense aerial activity on the opening day of the St. Mihiel offensive, Lieut. Esterbrook, observer, and Second Lieut. R. E. Decastro, pilot, volunteered to fly over the enemy's lines on a photographic mission, without the usual protection of accompanying battle planes. Notwithstanding the low hanging clouds, which necessitated operation at an altitude of only 400 meters, they penetrated 4 kilometers beyond the German lines. Attacked by four enemy machines they fought off their foes, completed their photographic mission, and returned safely. Home address, Maj. E. P. Esterbrook, father, Fort Flagler, Wash.

First Lieut. WILLIAM P. ERWIN, Air Service, 1st Squadron. For extraordinary heroism in action in the Chateau-Thierry and St. Mihiel salients, France. Lieut. Erwin, with Second Lieut. Byrne E. Baucum, observer, by a long period of faithful and heroic operations set an inspiring example of courage and devotion to duty to his entire squadron. Throughout the Chateau-Thierry actions in June and July, 1918, he flew under the worst weather conditions and successfully carried out his missions in the face of heavy odds. In the St. Mihiel sector, September 12-15, 1918, he repeated his previous courageous work. He flew as low as 50 feet from the ground behind the

enemy's lines harassing German troops with machine-gun fire and subjecting himself to attack from ground batteries, machine guns, and rifles. He twice drove off enemy planes which were attempting to destroy an American observation balloon. On September 12-13 he flew at extremely low altitudes and carried out Infantry contact patrols successfully. Again on September 12 he attacked a German battery, forced the crew to abandon it, shot off of his horse a German officer who was trying to escape, drove the cannoneers to their dugouts, and kept them there until the Infantry could come up and capture them. Home address, William A. Erwin, father, 814 Fine Arts Building, Chicago, Ill.

Corpl. ALDEN BUSH, deceased, Company C, 125th Infantry. During the attack on and capture of the village of Clerges, northeast of Chateau-Thierry, France, August 1, 1918, Corpl. Bush was fatally wounded. In spite of his wound he struggled forward, urging on and inspiring his men, and keeping up with the attacking wave until he fell. Next of kin, R. E. Bush, father, Rockford, Mich.

Sergt. MATTHEW SPAUTZ, deceased, Company A, 168th Infantry. For extraordinary heroism in action near the River Oureq, northeast of Chateau-Thierry, France. During the advance of July 30, 1918, while in command of his platoon, Sergt. Spautz showed extraordinary heroism, leading his men on in the advance having three times been knocked down by enemy shells. After having been wounded by machine-gun fire, he still continued to advance. He was finally killed while doing his utmost to advance. Next of kin, Michael Spautz, Davis Avenue, Dubuque, Iowa.

Corpl. HARRY B. HORGAN, deceased, Company C, 165th Infantry. For extraordinary heroism in action at Ferme De Meurky, near Villers-Sur-Fere, France, July 31, 1918. After his platoon had moved from an open field to the cover of the woods, Corpl. Horgan returned to the field under heavy machine-gun fire to rescue a wounded comrade lying in an exposed position and was killed by the side of the man he tried to save. Next of kin, Mr. J. C. Watson, Congress Junction, Ariz.

Pvt. FRANK FLEISCHMAN, deceased, Company K, 115th Infantry. For extraordinary heroism in action near Baischwiller, Alsace, August 31, 1918. After a raid against enemy trenches, he volunteered to accompany his platoon leader into No Man's Land to rescue a missing member of the platoon who had been wounded. While engaged in this courageous duty he was mortally wounded. Next of kin, Charles Fleischman, father, Chesaco Park, Back River, Md.

Sergt. FRANK ANDREA, deceased, Company G, 111th Infantry. For extraordinary heroism in action near Crezancy, France, July 16, 1918. Sergt. Andrea was told by a runner that an enemy patrol had captured two ambulances containing American wounded on the road east of his position. He organized a relief party, personally commanded it, drove the enemy to route, recovered the ambulance and the wounded men and brought them back to our lines. Next of kin, Mrs. Chris Stoen, sister, Berisford, S. Dak.

First Lieut. JOHN D. MATHIS, deceased, 23d Infantry. For extraordinary heroism in action in the Chateau-Thierry Sector, France, June 6, 1918. As a leader of a platoon on the first day of the Chateau-Thierry battle, he demonstrated conspicuous courage and ability, fearlessly going forward at the head of his command through hostile machine-gun fire. Killed while leading a gallant charge, his daring inspired his men to successful assault. Next of kin, Mrs. Evan T. Mathis, Hooks Mill Road, Americus, Ga.

Lieut. THEODORE E. BOYD, 7th Field Artillery, observer attached to the 88th Aero Squadron. For extraordinary heroism in action near Confans, France, September 14, 1918. This officer, being detailed for the protection of a photographic mission with five other planes, proceeded on his mission when three of the escorting planes failed to join the formation. While flying near Confans, the formation engaged in combat with five enemy pursuit planes. Wounded in both legs, the

left foot and the right elbow, he displayed exceptional tenacity and courage by continuing to fire his guns until the enemy were put to flight. Home address, G. Boyd, Ashland City, Tenn.

Corpl. ROBERT S. STORRIE, Company E, 325th Infantry. For extraordinary heroism in action near Eply, France, September 4, 1918. Under heavy fire from machine guns and although seriously wounded, he continued to advance within the enemy's lines. By word of encouragement he urged his men to follow. By his brave leadership, an enemy outpost defended by two machine guns and six riflemen was captured. Home address, Mrs. Eileen Storrie, wife, 47 India Street, Brooklyn, N. Y.

Corpl. FRANK SADKOWSKI, Company E, 325th Infantry. For extraordinary heroism in action near Eply, France, September 4, 1918. Under heavy fire from machine gun and although seriously wounded, he continued to advance within the enemy's lines. By words of encouragement he urged his men to follow. By his brave leadership an enemy outpost defended by two machine guns and six riflemen was captured. Home address, Mrs. Helen Conoski, sister, 206 Florence Avenue, Keyport, N. J.

Sergt. HARRY J. ADAMS, Company K, 353d Infantry. For extraordinary heroism in action at Bouillonville, France, September 12-13, 1918. Sergt. Adams followed a retreating German into a house in the town of Bouillonville and ascertaining that the enemy had entered a dug-out, fired the remaining two shots in his pistol through the door and ordered the surrender of the occupants. By his bravery, coolness, and confidence he captured, singlehanded, approximately 300 prisoners, including seven officers. Home address, Miss Mayme Hunter, friend, 1331 Prytania Street, New Orleans, La.

Pvt. MILTON C. SUNDIN, Company L, 353d Infantry. For extraordinary heroism in action in the St. Mihiel salient, France, September 12-13, 1918. Pvt. Sundin, while advancing through wooded territory with four other men, was surprised by the fire of six machine guns. Though two of the party were wounded, Pvt. Sundin with great daring worked around the flank of the position and succeeded in routing the enemy machine gunners in time to permit the advance without casualties of two platoons operating near by. Home address, Charles Sundin, father, 461 Delaware Street, Denver, Colo.

Sergt. JEROME BUSCHMAN, Company G, 9th Infantry, home address, Martin J. Buschman, brother, St. Charles, Mo.; Pvt. WALTZLAW VINIARSKI, Company G, 9th Infantry, home address, Joseph Viniarski, brother, 167 Main Street, Glendon, Pa.; Pvt. ALFRED SHIMONOSKI, Company G, 9th Infantry, home address, Mrs. Sophie Shimonoski, 564 Kosciusko Street, Brooklyn, N. Y.; Pvt. JOHN ROCKWELL, Company G, 9th Infantry, home address, Mrs. Elizabeth Rockwell, mother, R. F. D. 5, Rockwell Springs, N. Y.; Pvt. WILLIAM ROCKWELL, Company G, 9th Infantry, home address, Mrs. Elizabeth Rockwell, mother, R. F. D. 5, Rockwell Springs, N. Y.; for extraordinary heroism in action south of Soissons, France, July 18, 1918. They conspicuously distinguished themselves by attacking a party of more than 60 Germans, and, in an intense and desperate hand-to-hand fight, succeeded in killing 22 men and capturing 40 men and five machine guns.

First Lieut. CHARLES RAYMOND BLAKE, Aviation Section, Signal Corps. For extraordinary heroism in action near Lassigny, France, August 9, 1918. Lieut. Blake, with Second Lieut. Earle W. Porter, observer, while on a reconnaissance expedition at a low altitude far beyond the enemy lines, was attacked by five German battle planes. His observer was wounded at the beginning of the combat, but he maneuvered his plane so skillfully that the observer was able to shoot down one of their adversaries. By more skillful maneuvering he enabled his observer to fight off the remaining planes and returned safely to friendly territory. Home address, Mrs. Eileen W. Blake, grandmother, 17 Zower Street, Westerly, R. I.

Second Lieut. DOGAN H. ARTHUR, pilot, United States Aviation Section,

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12th Aero Squadron. For extraordinary heroism in action in the St. Mihiel salient, September 12, 1918. Lieut. Arthur and Second Lieut. Howard T. Fleeson, observer, executed a difficult mission of infantry contact patrol, without protection of accompanying battle planes on the first day of the St. Mihiel offensive. After being driven back twice by a patrol of nine enemy planes, they courageously made a third attempt in the face of a third attack by the same planes, found the American lines, and after being shot down but falling uninjured in friendly territory, communicated their valuable information to headquarters. Home address, W. D. Arthur, father, 61 East Main Street, Union, S. C.

Second Lieut. HOWARD T. FLEESON, observer, Signal Corps, 12th Aero Squadron. For extraordinary heroism in action in St. Mihiel salient, September 12, 1918. Lieut. Fleeson and Second Lieut. Dozan H. Arthur, pilot, executed a difficult mission of infantry contact patrol, without protection of accompanying battle planes, on the first day of the St. Mihiel offensive. After being driven back twice by a patrol of nine enemy planes they courageously made a third attempt in the face of a third attack by the same planes, found the American lines, and after being shot down, but falling uninjured in friendly territory, communicated their valuable information to headquarters. Home address, William H. Fleeson, brother, Sterling, Kans.

First Lieut. PHIL A. HENDERSON, United States Aviation Section, 12th Aero Squadron (observer). For extraordinary heroism in the Toul sector, France, August 28, 1918. While on an unprotected reconnaissance mission with Lieut. Edward Orr, pilot, he encountered a patrol of eight enemy pursuit planes, near the American balloon lines. When Lieut. Orr attacked the planes which had dived at the American balloon, Lieut. Henderson engaged the other eight enemy machines which were attacking from the rear. In the violent battle which followed all nine of the enemy were driven off. Home address, A. G. Henderson, father, care United States Fish Hatchery, Kalamazoo, Wash.

First Lieut. EDWARD ORR, deceased, pilot United States Aviation Service, 12th Aero Squadron. For extraordinary heroism in action in the Toul sector, France, August 28, 1918. Lieut. Orr, flying with Lieut. Phil A. Henderson, Infantry, observer, on an unprotected reconnaissance mission, encountered a patrol of eight enemy pursuit planes near the American balloon line. The patrol was sighted just as one of them dived on the balloon, with the intention of destroying it. Without hesitation Lieut. Orr attacked this plane and followed it to within 50 meters, firing his single front gun against the double guns with which the German plane was equipped. In the meantime, Lieut. Henderson engaged the other eight planes, which attacked from the rear. After a violent combat all of the enemy planes were driven off. On September 14 Lieut. Orr was accidentally killed. Next of kin, E. K. Orr father, 5331 Woodlawn Avenue, Chicago, Ill.

Second Lieut. BYRNE E. BAUCOM, S. C., observer, 1st Aero Squadron. For extraordinary heroism in action in the Chateau-Thierry and St. Mihiel salients, France. Lieut. Baucum, with First Lieut. William P. Erwin, pilot, by a long period of faithful and heroic operations, set an inspiring example of courage and devotion to duty to his entire squadron. Throughout the Chateau-Thierry actions in June and July, 1918, he flew under the worst weather conditions and successfully carried out his missions in the face of heavy odds. In the St. Mihiel sector, September 12-16, 1918, he repeated his previous courageous work. He flew as low as 50 feet from the ground behind the enemy's lines, harassing German troops with machine guns and rifles. He twice drove off enemy planes which were attempting to destroy an American observation balloon. On September 12-13, he flew at extremely low altitudes and carried out Infantry contact patrols successfully. Again on September 12 he attacked a German battery, forced the crew to abandon it, shot off his horse a German officer who was trying to es-

cape, drove the cannoneers to their dug-outs, and kept them there until the Infantry could come up and capture them. Home address, Mrs. Edith Elizabeth Baucum, mother, Milford, Tex.

Lieut. CHARLES A. SHAW, Company E, 353d Infantry, deceased. For extraordinary heroism in action during the offensive against the St. Mihiel salient, France, September 12-13, 1918. Lieut. Shaw personally led his platoon under heavy machine-gun fire into the undamaged enemy wire, so inspiring his platoon that, regardless of heavy losses, the machine-gun nest was neutralized. Lieut. Shaw was killed one minute after his platoon had accomplished its mission. Next of kin, W. A. Shaw, brother, Weatherby, Mo.

Second Lieut. A. F. BONNALIE, pilot, Air Service. For extraordinary heroism in action near Bruges, Belgium, August 13, 1918. This officer led two other machines on a long photographic mission over the area north of Bruges. Over Thourout they were attacked by six enemy planes. While heavily engaged, Lieut. Bonnalie saw one of his machines in difficulty and trying to make our lines with an enemy plane close at his tail. Regardless of his own danger from the remaining planes, he dived to the assistance of the crippled plane. Taking advantage of his preoccupation, several enemy planes attacked him from the rear, but in spite of this rear attack he drove off the enemy plane and allowed the damaged plane to land within our lines. Half of Lieut. Bonnalie's tail plane was shot away, but with his observer fighting off the enemy from the rear, they regained our lines, and with the elevator control shot through made a landing. Home address, Mrs. H. T. Bonnalie, mother, 2521 Mission Street, San Francisco, Cal.

Corpl. FRANK SMITH, Company K, 166th Infantry. For extraordinary heroism in action near St. Baastant, northeast of St. Mihiel, France, September 12, 1918. While advancing in the assault line he spied a German about to open fire with a machine gun, which would have taken in enfilade his entire platoon. He killed the German with a single rifle shot. The other three of the machine-gun crew fled, but he pursued them alone, cut them off from the rear, and captured all three. Later, in the same village, he captured single handed, 16 of the enemy in one group. His quick decision, excellent marksmanship, and absolute fearlessness were of the greatest value in overcoming the enemy's resistance. Home address, William P. Smith, father, Gate City, Kans.

Pvt. HOWARD D. JILLSON, Company F, 309th Infantry, for extraordinary heroism in action in Bois de Hallbat, northeast of Jaulny, France, September 17, 1918. Although suffering from illness, Pvt. Jillson volunteered as runner and repeatedly carried messages across heavily shelled areas, displaying the greatest courage and coolness. Home address, Mrs. Jane Jillson, mother, Youngstown, N. Y.

Recommend the award of the medal of honor to Pvt. (First Class) GEORGE DILLBOY, deceased, Company H, 103d Infantry, for conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy July 18, 1918, near Belleau, France. After his platoon had gained its objective along a railroad embankment, Pvt. Dillboy, accompanying his platoon leader to reconnoiter the ground beyond, was suddenly fired upon by an enemy machine gun from 100 yards. From a standing position on the railroad track, fully exposed to view, he opened fire at once, but failing to silence the gun, rushed forward with his bayonet fixed through a wheat field within 25 yards of the gun, with his right leg nearly severed above the knee and with several bullet holes in his body. With undaunted courage, he continued to fire into the emplacement from a prone position, killing two of the enemy and dispersing the rest of the crew. Next of kin, Antone Dillboy, father, Massachusetts General Hospital, Boston, Mass. If approved, request that medal be presented to next of kin and that approval be cabled.

Second Lieut. HERBERT E. WALLACE, 168th Infantry. For extraordinary hero-

ism in action near Maribois Farm, North of Bency, France, September 16-22, 1918. On September 16, 1918, under heavy artillery and machine-gun fire, without regard to his personal safety, he led a raiding party from our lines and attacked the Germans at Maribois Farm and in severe hand to hand fighting inflicted severe loss upon the enemy, capturing numerous prisoners and obtained the information for which he was sent. On September 22, 1918, he voluntarily led a second raiding party into Maribois Farm, inflicted great loss upon the enemy in hand to hand fighting, captured many prisoners and obtained the desired information. Home address, Mrs. M. T. Ingram, mother, Hartsville, S. C.

Pvt. ABE LEVINSON, Company G, 167th Infantry. For extraordinary heroism in action near Croix Rouge Farm, northeast of Chateau Thierry, France, July 27, 1918. When his company was in action near Hill No. 212, Pvt. Levinson was posted as lookout while his company was intrenching. He observed the enemy, bringing forward machine guns through the wheat fields, to place them in position. Waiting until they were within close range, he exposed himself to heavy machine gun and artillery fire, and succeeded in killing or disabling the crew of two machine guns, thus saving his company from heavy casualties. Home address, Mrs. Minnie Levinson, 10 Shamlin Street, Pittsburgh, Pa.

Pvt. JOSEPH BERG, Company G, 167th Infantry. For extraordinary heroism in action near Croix Rouge Farm, northeast of Chateau Thierry, France, July 27, 1918. When his company was in action near Hill No. 212, Pvt. Berg was posted as lookout while his company was intrenching. He observed the enemy bringing forward machine guns through the wheat fields to place them in position. Waiting until they were within close range he exposed himself to heavy machine gun and artillery fire and succeeded in killing or disabling the crews of three machine guns, thus saving his company from heavy casualties. Home address, Mrs. Katie Berg, Mount Vernon, Wash.

Col WILLIAM M. MORROW, 7th Infantry. For extraordinary heroism in action at Claire Chenes, north of Mont Faucon, France, October 20-21, 1918. On October 20, 1918, when the Claire Chenes had been taken by the troops of his command and a hostile counterattack had forced them back over the ground gained in the morning's fighting, Col. Morrow at once took personal command of the battalion engaged in the operations, reorganized it, and, with distinguished gallantry and inspiring example, led his men to a victorious counterattack, drove the enemy from the woods, secured its possession, and consolidated it. On October 21 he again displayed the same qualities of leadership and personal gallantry in the successful assault on Hill No. 299.

First Lieut. HUGH L. FONTAINE, Air Service, 49th Aero Squadron. For extraordinary heroism in action in the region of Hagerville, France, September 14, 1918. Lieut. Fontaine, together with First Lieut. Hugh Brewster, attacked nine enemy monoplanes, Fokkers, at an altitude of 4,000 meters. He dived into the midst of the enemy formation without consideration for his personal safety, subjecting himself to great danger. By the suddenness and extreme vehemence of his attack the machines were driven into confusion. Although greatly outnumbered, he and Lieut. Brewster succeeded in shooting down two of the enemy. Home address, Dr. Bryce Fontaine, stepfather, 1839 Overton Park Avenue, Memphis, Tenn.

First Lieut. HUGH BREWSTER, Air Service, 49th Aero Squadron. For extraordinary heroism in action in the region of Hagerville, France, September 14, 1918. Lieut. Brewster, together with First Lieut. Hugh L. Fontaine, attacked nine enemy planes, Fokkers, at an altitude of 4,000 meters. He dived into the midst of the enemy formation without consideration for his personal safety, subjecting himself to great danger. By the suddenness and extreme vehemence of his attack the machines were driven into confusion. Although greatly outnumbered, he and Lieut. Fontaine succeeded in

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SOLDIERS HONORED BY PERSHING FOR HEROISM

shooting down two of the enemy. Home address, Mrs. L. Brewster, mother, 1944 Fairmont Avenue, Fort Worth, Tex.

First Lieut. CLARENCE C. KAHLE, pilot, Air Service, 99th Aero Squadron. For extraordinary heroism in action near La Chausse, France, September 13, 1918. Lieut. Kahle and First Lieut. Raymond C. Hill, observer, were directed to take photographs of the old Hindenburg line. They were accompanied by two protection planes. After they had taken some photographs the protecting planes were driven off by hostile aircraft, but Lieut. Kahle and his observer continued their mission alone, until in the vicinity of La Chausse they were attacked by an enemy formation of nine planes. Lieut. Kahle put up a gallant fight in which his observer was shot through the heart and killed. Although pitted against overwhelming odds, Lieut. Kahle, by his pluck, determination, skill, and courage, brought the photographs and the plane back to his airdrome, the enemy keeping up a constant attack upon him back to our lines, riddling the plane with machine-gun bullets. Home address, Mrs. F. L. Kahle, mother, 5513 Margaretta Street, Pittsburgh, Pa.

First Lieut. RAYMOND C. HILL, deceased, observer, Air Service, 99th Aero Squadron. For extraordinary heroism in action near La Chausse, France, September 13, 1918. Lieut. Hill and First Lieut. Clarence C. Kahle, pilot, were directed to take photographs of the old Hindenburg line. They were accompanied by two protecting planes. After they had taken some photographs the protecting planes were driven off by hostile aircraft, but Lieut. Hill and his pilot continued on their mission alone, until in the vicinity of La Chausse they were attacked by an enemy formation of nine planes. Putting up a gallant fight against these overwhelming odds, Lieut. Hill was shot through the heart and killed; but his pilot, by his pluck, determination, skill, and courage, brought home the photographs and the plane to our lines. Home address, Mrs. Raymond C. Hill, wife, post office box 104, 1411 Tenth Street, Lewiston, Idaho.

Second Lieut. PAUL J. O'DONNELL, deceased, Infantry, 96th Aero Squadron. For extraordinary heroism in action near Dunsurmeuse, France, September 26, 1918. Lieut. O'Donnell's formation was attacked, while flying to bomb Dunsurmeuse, by seven enemy planes. With the first spurt of enemy fire, Lieut. O'Donnell was fatally wounded. With his last strength he opened a deliberate and destructive fire on one of the enemy planes, driving it down out of control. Home address, Mrs. Adie O'Donnell, mother, 614 Fourteenth Street, N.W., Washington, D. C.

Second Lieut. HOWARD G. RATH, observer, 96th Aero Squadron. For extraordinary heroism in action between Rhambley and Xannes, France, September 13, 1918. Lieut. Rath, while acting as leading observer of a flight of three planes, was attacked by 15 enemy planes. In spite of the fact that his formation was surrounded by an enemy five times as large, he carried out successfully his mission and bombed his objective. In the return running fight, Lieut. Rath and his pilot continued the unequal fight and succeeded in returning to their airdrome with valuable information. Home address, Walter F. Rath, brother, Pasadena, Cal.

Second Lieut. ARTHUR R. BROOKS, Air Service. For extraordinary heroism in action over Marslatour, France, September 14, 1918. Lieut. Brooks, when his patrol was attacked by 12 enemy Fokkers over Marslatour, 8 miles within the enemy lines, alone fought bravely and relentlessly with eight of them, pursuing the fight from 5,000 meters to within a few meters of the ground, and though his right rudder control was out and his plane riddled with bullets, he destroyed two Fokkers, one falling out of control and the other bursting into flames. Home address, Frank E. Brooks, father, New Kendall Hotel, Framingham, Mass.

First Lieut. EDWARD V. RICKENBACKER, Air Service, 94th Aero Squadron. For the following act of extraordinary heroism. The bronze oak leaf is awarded to be worn on the distinguished service cross awarded October 16, 1918: On Sep-

tember 14, 1918, in the region of Villecy, he attacked four Fokker enemy planes at an altitude of 3,000 meters. After a sharp and hot action, he succeeded in shooting one down in flames and dispersing the other three. For the following act of extraordinary heroism, a bronze oak leaf is awarded to be worn on the distinguished service cross awarded October 16, 1918: On September 15, 1918, in the region of Boisdevaville, he encountered six enemy planes, which were in the act of attacking four Spads, which were below them. Undeterred by their superior numbers, he unhesitatingly attacked them and succeeded in shooting one down in flames and completely breaking the formation of the others. Home address, Mrs. William Rickenbacker, 1334 East Livingston Avenue, Columbus, Ohio.

Pvt. HAROLD BATLEY, Company C, 308th Infantry. For extraordinary heroism in action near Dadonvillers, France, June 24, 1918. Private Batley, after two patrols had failed, volunteered and went alone to the grouped combat, through the barrage, and brought back information of the highest value. Home address, John A. Batley, father, Orchard Street, Rochester, N. Y.

Maj. CARL SPATZ, pilot, Air Service. For extraordinary heroism in action during the St. Mihiel offensive, September 26, 1918. Maj. Spatz, although he had received orders to go to the United States, begged for and received permission to serve with a pursuit squadron at the front. Subordinating himself to

men of lower rank, he was attached to a squadron as a pilot and saw conditions and arduous service through the offensive. As a result of his efficient work he was promoted to the position of flight commander. Knowing that another attack was to take place in the vicinity of Verdun, he remained on duty in order to take part. On the day of the attack west of the Meuse, while with his patrol over enemy lines, a number of enemy aircraft were encountered. In the combat that followed, he succeeded in bringing down two enemy planes. In his ardor and enthusiasm he became separated from his patrol while following another enemy far beyond the lines. His gas giving out, he was forced to land and managed to land within friendly territory. Through these acts he became an inspiration and example to all men with whom he was associated.

First Lieut. KARL G. PAYNE, Air Service, 20th Aero Squadron. For extraordinary heroism in action near Longuyon, France, September 16, 1918. Starting on a very important daylight bombing mission with five other planes, Lieut. Payne, observer, went on alone when the other five planes were forced to turn back. On crossing the German lines he was attacked by three enemy planes. Using his guns to keep the enemy at bay, he went on, reached his objective and dropped his bombs on the railroad junction, cutting the line. On the way back four more planes joined in the attack, but keeping them at bay with his guns, he reached the allied lines. Home address, Edward Payne, father, 10 Myrtle Street, Belmont, Mass.

First Lieut. CECIL G. SELLERS, Air Service, 20th Aero Squadron. For extraordinary heroism in action near Longuyon, France, September 16, 1918. Starting on a very important bombing mission with five other planes, Lieut. Sellers, pilot, went on alone when the other five machines were forced to turn back. On crossing the enemy lines, he was attacked by three enemy planes, but continued toward his objectives while his observer kept them at bay. In the face of this hostile opposition the objective was reached and their bombs dropped. On the way back four more planes joined in the attack, but fighting them off they reached our lines with valuable information, after a fight lasting 38 minutes. Home address, Hamilton Sellers, brother, 350 Stonewall Place, Memphis, Tenn.

First Lieut. BRADLEY J. GAYLORD, pilot, first day bombardment group, Air Service. For extraordinary heroism in action between Chambley and Xannes, France, September 13, 1918. Lieut. Gaylord, while leading an important mission with two other planes, was attacked by 15 enemy planes. Nevertheless, he and his observer carried out the mission, bombed the objective in a running fight, and shot down at least one enemy plane. Home address, Mrs. Harvey R. Gaylord, mother, 113 High Street, Buffalo, N. Y.

First Lieut. CHARLES R. DOLIVE, pilot, Air Service, 93rd Aero Squadron. For extraordinary heroism in action near St. Benoit, France, September 12, 1918. Lieut. Dolive, in conjunction with another American pilot, engaged and fought five enemy planes. Outnumbered and fighting against tremendous odds, Lieut. Dolive shot down three enemy planes and outfought the entire enemy formation. Home address, Mrs. E. Parson Dolive, 4040 Ellis Avenue, Chicago, Ill.

First Lieut. J. DICKINSON ESTE, 13th Aero Squadron, Air Service. For extraordinary heroism in action near Chambley, France, September 13, 1918. Lieut. Este was leading an offensive patrol of five machines when a formation of seven enemy single scatters approached the patrol from above. Although outnumbered and in a very disadvantageous position, he did not hesitate to lead his patrol to the attack. Through the combat which followed, Lieut. Este fought with the greatest bravery, in spite of the fact that he was himself attacked by two enemy planes which fired at him at point-blank range from the rear and above. By his skill and courage, he was able to keep his formation together, and they succeeded in shooting down three of the enemy planes, of which Lieut. Este himself destroyed one and drove down another out of control.

Keep Bulletin Posted In All U. S. Post Offices

Reports having been made that at some post offices THE OFFICIAL U. S. BULLETIN is not being posted regularly for public reading in accordance with Postmaster General Burleson's orders, postmasters are again reminded of this important duty. It should be remembered that THE BULLETIN is the only publication available to all sections of the country that prints daily the complete and correct casualty lists from our armies overseas exactly as they are issued by the War Department. Many newspapers print only the lists having local interest in their own territory. THE BULLETIN prints every name and address, thus making it a certain means of informing friends and relatives, wherever they may be, of the fate of a soldier or sailor, no matter where his home town or city.

Postmasters are urged, aside from their duty as officials, to make it their patriotic and personal duty to see that the public has the fullest benefit of this privilege.

The Postmaster General's order follows:

All postmasters are directed to post THE OFFICIAL U. S. BULLETIN daily in a conspicuous place in the lobby or other portion of their respective post-office buildings where the public can read it; and, without expense to the Government, each and every postmaster is earnestly urged to see that this BULLETIN is made available to as many people as possible in the manner suggested.

A. S. BURLESON,
Postmaster General.

Cost \$38,928 to Feed 4,854 Soldiers on the Voyage Home From France.

Some idea of what it costs to feed a shipload of soldiers brought home from France has been obtained from the provision list of the transport President Grant. On one of her recent trips here from Brest, when she carried 4,854 officers and enlisted men, the cost of the rations for the soldiers alone was \$38,928 for the twelve days they were at sea.

On a voyage to France and back about 3,239 tons of coal are consumed and about 1,800 gallons of engine oil.

These are the figures of food consumption on one voyage:

Bread and pastry flour.....	11,732 pounds
MEAT.	
Fresh beef.....	55,000 pounds
Sausages, pork, frankfurter, bologna.....	15,000 pounds
Fresh ham and corned beef.....	17,000 pounds
Fresh pork, chicken, &c.....	46,500 pounds
VEGETABLES.	
Potatoes.....	90,000 pounds
Canned.....	23,430 pounds
Turnips, carrots, cabbage.....	46,000 pounds
Cereals.....	15,000 pounds
Beans.....	11,000 gallons
FRUIT.	
Apples.....	20,000 pounds
Canned peaches, pears, &c.....	25,000 pounds
Jams, apple butter, &c.....	10,900 pounds
Coffee.....	4,000 pounds
Cocoa.....	1,000 pounds
Tea.....	500 pounds
Evaporated Milk.....	12,000 pounds
Butter.....	13,000 pounds
Cheese.....	250 pounds
Baking powder.....	300 pounds
Lard.....	4,000 pounds
Macaroni and vermicelli.....	2,000 pounds
Pepper.....	96 pounds
Pickles.....	1,980 pounds
Sauerkraut.....	3,000 pounds
Salt.....	2,500 pounds
Syrup.....	5,000 pounds
Sugar.....	20,000 pounds
Yeast.....	2,500 pounds
Cake.....	3,000 pounds
Ice.....	10,000 pounds

Aviation Tests Hard to Meet

U. S. Requires Physical Perfection and Level Headedness.

WASHINGTON, July 10.—The reason there are many vacancies in the aviation section is that only a small percentage of those who apply can pass the physical test. Here is what one must do after filling out a series of application forms.

"Have you ever been seasick?" is the first question popped. Aviators must be immune to mal de mer.

Tests for nearsightedness and farsightedness, color perception, graded to finest tones and vision, follow. Vision must be normal.

Heart, lungs and blood pressure must be perfect.

Feet must be well shaped and the nervous system normal.

Chest expansion must be three or more inches inflated.

Equilibrium tests are next. The applicant shuts his eyes and balances himself on his toes with heels and toes together. It sounds simple—but try it. Then with eyes shut he balances on each foot, bringing the other up until the heel touches the kneecap.

Eyes are then examined more minutely by the use of belladonna, and the iris is "X-rayed" to make doubly sure there is no infection.

Large tonsils and adenoids must be removed. Teeth must be good and sound. Nasal passages must be clear.

Hearing must be perfect. The tick of a watch must be heard at five feet. Across a twenty-five foot space the applicant must differentiate between "Glass" and "Grass" and "Brass," spoken in a barely audible whisper.

Equilibrium, the seventh sense, must be perfectly developed. The other senses must be perfect, for one impaired sense injures the "balance sense."

The applicant is seated in a revolving chair much the same as a barber's or dentist's. He is whirled ten times in each direction with eyes shut as fast as the chair will revolve. Suddenly stopped, he is to look in the opposite direction from which he has been whirled. The regular jumping of the eyeball as the brain seeks to regain its equilibrium shows how quickly the applicant is finding his balance.

Tests for Equilibrium.

Forty times more the applicant is twirled sitting straight with eyes shut and with head dropped at an angle of 45 deg. with the torso. He is told to sit straight when suddenly stopped or to raise his hands straight in front of him. If normal he will throw his weight far to the opposite side from which he has been whirled. He is then stood on his feet and with eyes closed is told to walk in a straight line to the opposite side of the room.

Many applicants are compelled to have minor operations before they are eligible. Examining officers report that if possible to pass by an operation the applicants in every instance immediately make arrangements to be operated on.

The standard for admission to the aviation section has been reduced from a college education or its equivalent to the equivalent of two years' college training. Athletes who excelled in school are particularly desired and it is well to have a perfunctory knowledge at least of automobiles and motorcycles and the theoretical functions of motors. The age limit has been reduced to 19.

What It Cost U. S. to Feed An Army of 3,000,000 Men

FEEDING a soldier is no cold-blooded matter, so those in charge of the Subsistence Division of the Quartermaster Corps, U. S. A., ascertained during the war. It is necessary to study carefully the soldier's likes and dislikes, and the food that would make a British or a French soldier happy would fill an American with gloom.

According to a pamphlet issued by the Treasury Department the American Army ration was developed only after careful study of the table of the average American family. It was largely due to this forethought that the American Army in France was so successful.

An organization at Washington was formed at the beginning of the war for the purchase of the essential articles to feed Uncle Sam's soldier boys. Sufficient supplies were bought to feed them twelve months in advance, and to provide an adequate stock to be kept at all depots and camps.

The following table shows the estimated consumption and cost of the various articles of food furnished the army during one year, size of the army being estimated at 3,000,000 soldiers and the prices based on those prevailing in August, 1918:

Article.	Unit.	Consumption.	Cost.
Beef, fresh.....	Lbs.	478,515,000	\$109,627,786.50
Bacon.....	"	48,180,000	18,587,844
Cornmeal.....	"	24,090,000	1,211,727
Rice.....	"	30,660,000	2,158,464
Potatoes.....	"	782,925,000	14,014,357.50
Onions.....	"	58,035,000	1,439,268
Jam.....	Cans	7,665,000	2,071,849.50
Coffee.....	Lbs.	61,320,000	9,265,452
Tea, E. B., black.....	"	3,285,000	1,232,203.50
Tea, gunpowder, green.....	"	1,095,000	416,100
Tea, Oolong, black.....	"	1,095,000	350,400
Tea, Y. H.....	"	1,095,000	369,015
Tea, Japan.....	"	1,095,000	385,987.50
Vinegar.....	Gal.	2,190,000	658,095
Pickles, chow-chow.....	Pt. Jars	1,095,000	245,170.50
Pickles, cucumber.....	Gal.	3,285,000	1,314,000
Pickles, gherkins.....	Pt. Jars	1,095,000	242,980.50
Pickles, mixed.....	Pt. Jars	1,095,000	262,690.50
Salt.....	Lbs.	27,375,000	175,200
Pepper, black.....	Cans	6,570,000	584,073
Pepper, Chili Colo.....	"	1,095,000	293,131.50
Pepper, Cayenne.....	Bot.	1,095,000	112,237.50
Lard.....	Lbs.	6,570,000	1,729,881
Lard, substitute.....	"	31,755,000	6,970,222.50
Butter.....	"	15,330,000	6,516,783
Oleomargarine.....	"	7,665,000	2,064,184.50
Chocolate, plain.....	Pkg.	2,190,000	288,423
Chocolate, vanilla.....	"	2,190,000	284,700
Molasses.....	Cans	2,190,000	356,970
Commodity.		Amount.	Value.
Evaporated milk.....	Cases	2,992,500	\$16,458,750
Canned tomatoes.....	"	6,000,000	21,600,000
Canned pineapples.....	"	250,000	875,000
Canned pork and beans.....	"	4,000,000	17,600,000
Canned salmon.....	"	2,000,000	16,000,000
Flour.....	Lbs.	915,000,000	50,325,000
Prunes.....	"	30,000,000	3,300,000
Peaches, evaporated.....	"	21,000,000	2,730,000
Apples.....	"	18,000,000	2,520,000
Beans, dried.....	"	50,000,000	5,000,000

Youngest American Aviator's First Battle with Flying Hun

Tommy Hitchcock, Horseman, Tells
Graphic Story of His "Maiden" Air
Fight in Letter to Cousin.

How the youngest American horseman of the Lafayette Escadrille in France shot down his first enemy aviator after a daring chase over German territory is graphically told in a letter written by Thomas Hitchcock, Jr., of Westbury, L. I., to his cousin, Auguste du Bos, senior steward of the French Steeplechase Society, and forwarded to Algernon Daingerfield, an official of the Jockey Club in New York.

The cables have lately carried the news of other triumphs in the air for young Hitchcock, who is barely eighteen years old, and who left for France during the spring races at Belmont Park last season after having been rejected by the American Aviation Department on account of his age.

He comes honestly, as the saying is, by his sporting spirit and love of adventure, for his father, Thomas Hitchcock, has long been known as a daring cross country rider and polo player. When the war broke out he sold his stable of hunters and steeplechasers and joined the army, despite the fact that he is more than fifty years of age. He is now a major in the Aviation Department, with headquarters on Hempstead Plains.

Mrs. Hitchcock, the mother of "Tommy," is a sister of Captain William C. Eustis, a member of the Jockey Club, who is with Pershing's army in France. She is one of the best known amateur horsewomen on Long Island, riding to hounds with the Meadow Brook hunt and winning blue ribbons with her noted thoroughbreds, Jolly Dixon and Cavalier, at the horse shows. Mrs. Hitchcock and her daughter were among the women of society who rode their hunters in uniform at the last National Horse Show for the benefit of the Red Cross.

Tommy Hitchcock has ridden many winners over the jumps at the Piping Rock and Mineola horse shows, and two years ago he caused a stir among the polo players at Narragansett Pier by his remarkably brilliant work as No. 1 on one of the tournament teams. His letter follows:—

On Way Home to Escadrille 87,
Secteur Postal 44.

January 7th, 1918.

Dear Cousin Auguste:—

Thank you very much for your nice note. Now I am on my way back to Escadrille 87 after a day of mixed experiences yesterday.

I was doing some protection work when



I saw a German plane over our lines quite a way off. I made for it and after a chase of about fifteen minutes succeeded in getting quite close.

He suddenly seemed to despair of getting away and veered around to get a fight. It was a lovely big two plane, but I did not think of that at the time.

He opened fire right off. The rat-tat-tat of his gun was quite distinct. We went round several circles, I trying to get under his tail and he trying to prevent me.

Finally I got in a good place under his tail and pretty close. The machine gunner could no longer touch me.

As soon as I opened fire he fell in a vrille. He vrilled from 5,000 metres to 2,000, me following him all the while. At 2,000 he seemed to make an effort to redress and went with a very steep spiral. He spiralled right into the side of a hill in the Vosges Mountains. I followed him right down to the ground and circled around him, shouting like an idiot.

Then he was down near a little farm house.

I don't know how long I should have stayed there gloating over him if it had not been for a German machine gun battery that shot up at me from the ground.

I had not realized that it was Germany I was over. I lost my way coming home and broke my landing gear on a forced landing a long way from Luneville.

I don't know yet if it will be an official victory or not, but have hopes. We fell a long way in Germany.

Best love to all.

TOMMY.

WORLD, THURSDAY,
JANUARY 24, 1918

THAW IS FIRST TO FLY OVER GERMAN LINES IN AMERICAN UNIFORM



WILLIAM THAW

Others of Lafayette Escadrille Recently Transferred to U. S. Forces,
Ready for Front Again.

WITH THE AMERICAN ARMY IN FRANCE, Jan. 24.—Major William Thaw of Pittsburgh, long with the Lafayette Escadrille, apparently has the honor of having been the first man in American uniform to fly over German lines. According to a report received here to-day, Thaw, lately transferred from the French to the American air service, recently carried out numerous aerial patrols and, so far as known, is the first American airman to go aloft under battle conditions.

Other members of the Lafayette Escadrille are reported to have been outfitted with American uniforms at Paris and ready to resume their air fighting as an American Lafayette Escadrille.

A number of Americans were announced to-day as "graduates" of a French carrier pigeon school and fully qualified to begin their duties at the front. Each battalion of American troops will hereafter carry a pigeon squad.

PHYSICAL TESTS FOR U. S. AIRMEN

Washington, July 13.—The reason there are many vacancies in the aviation section is that only a small percentage of those who apply can pass the physical test. Here's what one must do after filling out a series of application forms.

"Have you ever been seasick?" is the first question popped. Aviators must be immune to mal de mer.

Tests for near-sightedness and far-sightedness, color perception graded to finest tones and vision follow. Vision must be normal.

Heart, lungs and blood pressure must be perfect. Feet must be well shaped, and the nervous system normal. Chest expansion must be three or more inches, inflated.

Equilibrium tests are next. The applicant shuts his eyes and balances himself on his toes, with heels and toes together. It sounds simple—but try it. Then with eyes still shut, he balances on each foot, bringing the other up until the heel touches the kneecap.

Eyes are then examined more minutely by the use of belladonna, and the iris is "x-rayed" to make doubly sure there is no infection. Large tonsils and adenoids must be removed.

Teeth must be good and sound. Nasal passages must be clear. Hearing must be perfect, the tick of a watch must be heard at five feet, and across a 25-foot space the applicant must differentiate between "Glass" and "Grass" and "Brass"

spoken in a barely audible whisper. Equilibrium, the seventh sense, must be perfectly developed. The other senses must be perfect, for one impaired sense injures the "balance sense." The applicant is seated in a revolving chair, much the same as a barber's or dentist's chair. He is whirled ten times in each direction as fast as the chair will revolve, with eyes shut. Suddenly stopped, he is to look in the opposite direction from which he has been whirled. The regular jumping of the eyeball as the brain seeks to regain its equilibrium shows how quickly the applicant is finding his balance.

Forty times more the applicant is twirled, sitting straight with eyes shut and with head dropped at an angle of 45 degrees with the torso. He is told to sit straight when suddenly stopped or to raise his hands straight in front of him. If normal he will throw his weight far to the opposite side from which he has been whirled. He is then stood on his feet and with eyes closed is told to walk in a straight line to the opposite side of the room.

Many applicants are compelled to have minor operations before they are eligible. Examining officers report that if possible to pass by an operation, the applicants in every instance immediately make arrangements to be operated on.

The standard for admission to the Aviation Section has been reduced from a college education or its equivalent to the equivalent of two years' college training. Athletes who excelled in school are particularly desired and it is well to have a perfunctory knowledge at least of automobiles and motorcycles and the theoretical functions of motors. The age limit has been reduced to 19.

Obs. July 13.

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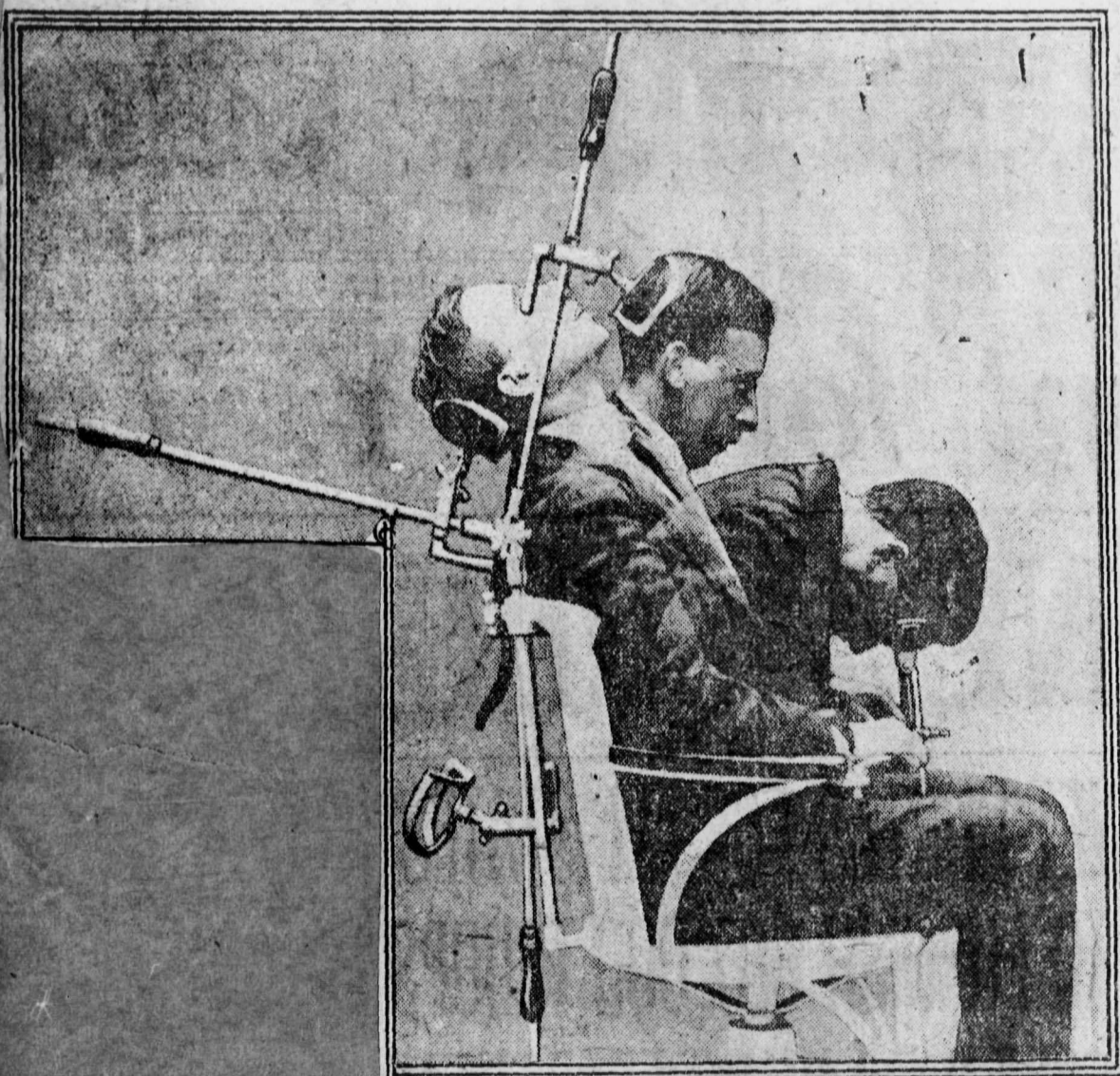
FRENCH TRIBUTE TO AMERICAN FLIERS KILLED IN WAR



The plaque of which the front side is shown in the accompanying photograph will soon be presented to the Aero Club of America. It contains the names of eleven air heroes who lost their lives fighting for France. All were members of the famous Lafayette Escadrille

WORLD, FRIDAY, JULY 13, 1917.

U. S. Aviation Corps Candidates' 'Sense of Balance' Put to Test by Experiments in Revolving Chair



TESTING AN AVIATOR'S SENSE OF BALANCE.
PHOTO INT. FILM SER.

A man may walk upright on the earth and yet have a poor balance sense, say the experts who examine men for the Aviation Corps. The Medical Division of the Aviation Section of the Signal Corps is making certain the aviation candidates will be able to take care of themselves in the air by testing their balance sense in the revolving chair. The applicant's head is pulled forward and put on the knee brace and he is whirled around a number of times in a test for vertigo. In the upright position other balance tests are made, and the amplitude of his eyes is examined after revolving the chair. In the position with the head thrown back he is asked to find the examining physician's finger after being whirled around in the chair.

A SONG OF HEAVEN

By MISS IDA HINMAN, M.S., M.A.

Dedicated to America's Soldiers and Sailors

Copyrighted 1917 by Ida Hinman

May be sung to the music of the Mocking-Bird, or the New Music.

By faith mine eyes see Heaven, bright Heaven, bright Heaven!
By faith mine eyes see Heaven,
That realm of glorious immortality.
Where peace flows like a river, a river, a river,
Where peace flows like a river,
And the purest joys last through eternity.

Chorus—We shall sing the Heavenly songs,
We shall sing triumphant songs,
The songs of Jesus Christ's redeeming love;
We shall sing the Heavenly songs,
We shall sing triumphant songs,
In that glad home of peace and joy above.

There I shall meet my lov'd ones, my lov'd ones, my lov'd ones;
There I shall meet my lov'd ones
Who await me on fair Canaan's golden shore,
We shall rejoice together, together, together;
We shall rejoice together,
For we then shall be where sorrow comes no more.

There I shall see my Saviour, my Saviour, my Saviour;
There I shall see my Saviour
Who died for me on blessed Calvary's tree;
And dwell with Him forever, forever, forever;
And dwell with Him forever
In the promised place He has prepared for me.

When in His likeness I waken, I waken, I waken;
When in His likeness I waken,
I shall ever be entirely satisfied;
And reign with Him in glory, in glory, in glory;
And reign with Him in glory,
As will all those who accept Christ crucified.

The author will be thankful to know if this hymn helps or comforts any one.
Address 150 Fifth Avenue, New York City.

THE WORLD: FRIDAY, JUNE 27, 1919. AMERICAN STRENGTH IN WAR AND WHAT OUR TROOPS DID ANALYZED IN ARMY FIGURES

Four Million Soldiers Were Raised in Eighteen Months.
With 200,000 Officers, and 306,000 Went Over Last
July Alone—Our Gunners Fired a Million Shells
in Four Hours at St. Mihiel.

WASHINGTON, June 26.—Many statistical facts relative to America's part in the great war as well as data published piecemeal heretofore and now collated in accessible form for the first time are contained in a book, "The War With Germany; a Statistical Summary," by Leonard P. Ayres, Statistical Branch, General Staff, copies of which have just been made available. Between its covers the reader learns not only how many soldiers America sent abroad, but how long it took the average American to wear out a rubber slicker or a pair of socks.

The book refutes authoritatively the widely circulated statement that not a single airplane of American manufacture reached the battle front. There were, in fact, 667 which arrived at the scene of action.

Raised 2,000,000 in 11-2 Years.

Below are some of the important and interesting facts which the book contains:

The number of men serving in the armed forces of the nation during the war was 4,300,000, of whom 4,000,000 served in the army.

It took three years for the English Armies in France to reach a strength of 2,000,000, but the American Armies did it in half that time.

Out of every 100 men who served, ten were National Guardsmen, thirteen were Regulars and seventy-seven were in the National Army.

In physical examinations the States of the Middle West made the best showing. Country boys did better than city boys, whites better than negroes and native-born better than foreign-born.

In this war the United States raised twice as many men as in the Civil War, and at one-twentieth the cost.

There were 200,000 army officers. Of every six officers, one had previous military training with troops, three were graduates of officers' training camps, and two came directly from civil life.

Our participation in the war lasted nineteen months. Half a million men were sent overseas in the first thirteen months, and a million and a half in the last six months.

Half the troops landed in France and half in England.

The highest troop-carrying records are for July, 1918, when 306,000 soldiers were carried to Europe, and May, 1919, when 330,000 were brought home.

The greatest troop carrier among the ships was the Leviathan, which landed 12,000 men, or the equivalent of a German division, in France every month.

One-fourth of all the troops who went overseas were assigned to the Services of Supply.

How Clothing Was Worn Out.

The average American soldier in France wore out a slicker and overcoat every five months; a blanket, flannel shirt and breeches every two months; a coat every seventy-nine days; a pair of shoes and puttees every fifty-one days; a pair of drawers and an undershirt every thirty-four days, and a pair of woollen socks every twenty-three days.

In 1912 the American Army allotted four machine guns for each infantry regiment. 1919 the allotment is 336 machine guns.

American plants produced a greater number of complete units of artillery than all those purchased from the French and British.

American armies had in France 3,500 pieces of artillery, of which nearly 500 were made in America. They used on the firing line 2,250 pieces, of which 130 were made in America.

American aviators used 2,698 planes at the battle front, of which 867 were of American manufacture. American aviators brought down 765 enemy planes in action and lost 357.

Two out of every three American soldiers who reached France took part in battle.

American divisions were in battle two hundred days and engaged in thirteen major operations.

During the last four months of the war, American divisions held a

WAR'S COST SHOWN IN LIVES AND GOLD

The following data, from figures compiled by Col. Leonard P. Ayres, Statistical Branch, General Staff, U. S. A., give the number of men of each nationality killed in battle during the war and the cost of the war in billions of dollars down to April 30, 1919, exclusive of normal expenses and loans to allies, of the nations engaged:

	Deaths in battle.	Expenditures (in billions).
Russia	1,700,000	18
Germany	1,600,000	39
France	1,385,300	26
Great Britain...	900,000	58
Austria	800,000	21
Italy	330,000	13
Turkey	250,000	—
Serbia and Montenegro..	125,000	—
Belgium	102,000	—
Roumania	100,000	—
Bulgaria	100,000	—
United States..	48,900	22
Greece	7,000	—
Portugal	2,000	—
Total	7,450,200	

The grouped expenditures of Turkey and Bulgaria totalled \$3,000,000,000; of Belgium, Roumania, Portugal and Jugo-Slavia, \$5,000,000,000, and of Japan and Greece, \$1,000,000,000. Total for all nations, \$186,000,000,000.

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The most intense concentration of artillery fire ever recorded was that of the American troops in the Battle of St. Mihiel, when our artillery fired more than 1,000,000 shells in four hours.

The Meuse-Argonne battle lasted forty-seven days, during which 1,200,000 American troops were engaged.

The total battle deaths of all nations in this war were greater than all the deaths in all the wars of the previous 400 years.

The war cost the United States considerably more than a million dollars an hour for over two years.

Our expenditures in this war were sufficient to have carried on the Revolutionary War continuously more than 1,000 years at the rate of expenditure which that war involved.

The total war cost of all nations was about \$186,000,000,000, of which the Allies spent two-thirds.

Supplies shipped from America to France totalled 7,500,000 tons.

The number of men registered in the draft was 24,234,021, of whom 2,810,296 were inducted into service.

There were 80,468 graduates of line officers' training schools.

The cost of the war to this country to April 30, 1919, was \$21,350,000,000, of which sum the army cost \$13,930,000,000.

The Americans fought 13 battles, which totalled 200 days, in 19 months of participation.

In addition to 50,000 Americans dead in battle, 236,000 were wounded. Deaths from disease numbered 56,991.

The following data are of the Meuse-Argonne battle: American guns employed, 2,417; rounds of artillery ammunition fired, 4,214,000; airplanes used, 840; tons of explosives dropped by planes, 100; tanks used, 324; maximum penetration of enemy lines, 34 kilometres; square kilometres of territory taken, 1,550; villages and towns liberated, 150; prisoners captured, 16,059; artillery pieces captured, 468; machine guns captured, 2,864; trench mortars captured, 177.

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Chorus—We shall sing the Heavenly songs,
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And dwell with Him forever, forever, forever;
And dwell with Him forever
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When in His likeness I waken, I waken, I waken;
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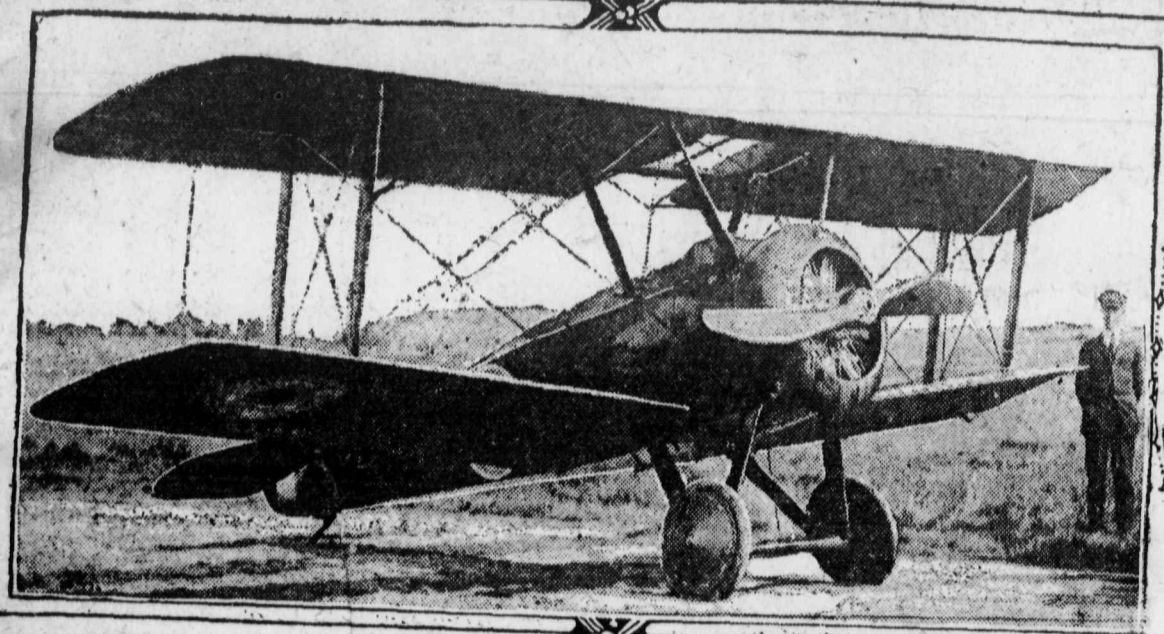
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BRITISH AVIATOR, PLANE AND PRIZE HE SEEKS; RIVAL STARTS FLIGHT ON COURSE TO BOSTON



Capt. MANSELL R. JAMES'S SOPWITH CAMEL SCOUT PLANE, in which he flew from ATLANTIC CITY.

Capt. MANSELL R. JAMES in his SEAT, READY for the START

Frank Stanton Chief Contestant, With Capt. James— Clark Tests Sopwith.

Another contestant for the Pulitzer \$5,000 Aviation Trophy, Frank Stanton, entered the lists yesterday at Atlantic City and began a non-stop flight to Boston in a Curtiss JN-4 biplane. He reached Greenwich, Conn., where he alighted to replenish his fuel supply, and no word of his further progress has been received.

Capt. Mansell R. James, who made an excellent flight from Atlantic City to Boston on Wednesday in the contest for the Pulitzer Trophy, did not fare so well when he attempted his return trip. Mistaking the Boston and Albany Railroad for the New Haven, he landed Wednesday night not far from Pittsfield, Mass., where he stayed.

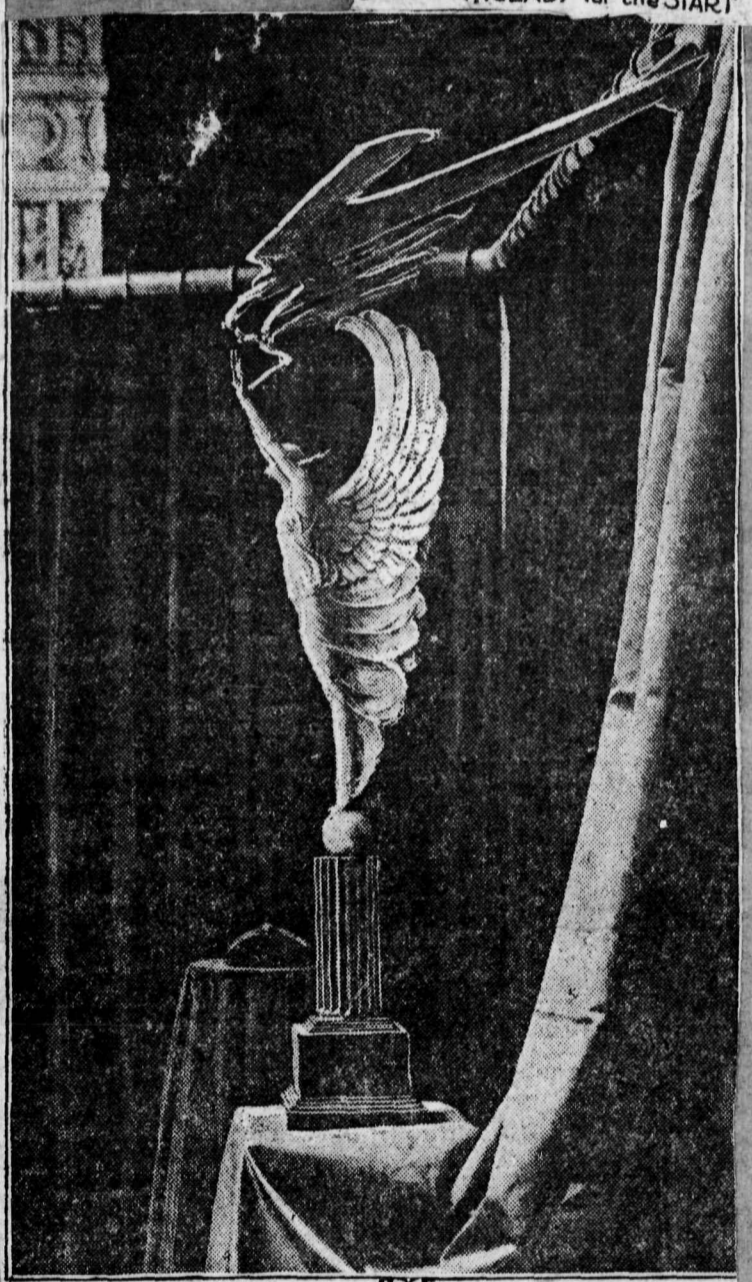
About 11 o'clock yesterday Capt. James, who is using a Sopwith Camel scout plane, started from Pittsfield for Atlantic City, intending, it was understood, to alight at Hazehurst or Mitchel Field, Hempstead, to refuel.

Last night it was stated that he had not arrived at either field, and the officers of the Aero Club at Atlantic City had not heard from him.

Stanton is an instructor at the Princeton University Aviation Training School. He flew from Princeton to Atlantic City on Wednesday night, and at 10 o'clock yesterday began his trip to Boston. His machine has a 30 horse power Curtiss engine. According to information received from Greenwich, he had been up 4 hours and 10 minutes when he landed.

It was eagerly hoped yesterday that Capt. James would get back to Atlantic City without delay, because Lieut. Alan L. Clark of Toronto, former R. A. F. flyer, intends to start today for Cleveland, providing Capt. James was ready to accompany him. Lieut. Clark, like Capt. James, pilots a Sopwith Camel. An extra tank was put in his machine yesterday. It holds twenty-five gallons of gasoline and gives the plane a supply of fifty gallons and a normal cruising radius of 500 miles. Clark and James planned to go from Cleveland to Detroit, and thence to Toronto.

Yesterday Clark got his machine into the air for the first time and flew over the crowds at Atlantic City. He carried yesterday the first American flag to cross the German lines. The flag had been presented to the Aero Club of America by Capt. Frederick Libby, whose airplane carried it across the German trenches.



The PULITZER TROPHY, by MARIO KORBEL, TO BE AWARDED IN THE ATLANTIC CITY AERO DERBY. NOW ON EXHIBITION IN THE WINDOW OF THE GORHAM MFG. CO., S.W. Cor. 36th ST. and 5th AVE.

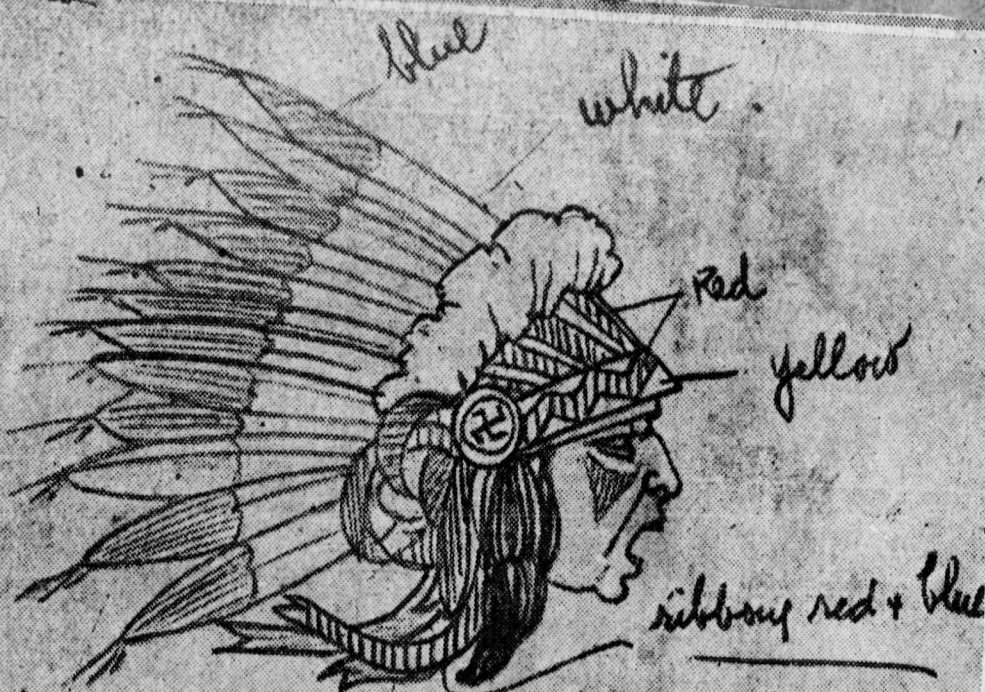
N.Y. June 7/17

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FIRST U. S. AVIATOR TO CARRY FLAG OVER BATTLEFIELDS



will send photo of this



This is the new head I designed. It goes on the side of each machine near the tail & also on the head -

EDWARD F. HINKLE AND HIS DESIGN FOR AMERICAN FIGHTING MACHINES. PHOTO BY INTERNATIONAL

Here are a pair of very interesting photographs which have just arrived in this country from France. Above is shown Edward F. Hinkle, a prominent member of the famous Lafayette Escadrille, an aviation unit composed entirely of American fliers.

Below is the sketch which Hinkle drew

when asked for something emblematic of America which could be painted on the sides of the machines used by the escadrille. His design was adopted by the French authorities, and now adorns all machines manned by American pilots. The feathers are blue and white and the bonnet is red and yellow.

Even. World

Tuesday, May 22, 1917

Famous Heroes Of the U. S. Navy

By Albert Payson Terhune

Copyright, 1917, by the Press Publishing Co. (The New York Evening World).

NO. 12.—COMMODORE BARNEY; Naval Hero of a Land Battle.

HE was a Maryland farmer's boy, and he left the farm for the sea when he was still a child. By the time he was sixteen—in 1775—he was a master-navigator.



BARNEY

At eighteen he was an officer aboard the Revolutionary cruiser Hornet. From one ship to another and from one rank to another the farmer's boy fought his way. Four times he was taken prisoner—twice escaping and twice being exchanged.

After the Revolution he entered the French navy as a Captain and was promoted to Squadron Commander. But he yearned for his native land, and he came back home before the outbreak of the War of 1812.

It was in 1814 that he fought his greatest fight and made his name immortal in our country's honor roll. Oddly enough this battle was waged on shore, not aboard his own flagship.

It was in the darkest hour of our second war with England. A British force under Ross and Cockburn had landed on the shores of the Chesapeake and marched against Washington.

His Best Fight.

Our national capital was in peril. And every regiment that could be brought into action for the capital's defense was massed at Bladensburg, Md. The regular troops and militiamen were reinforced by Commodore Barney, who landed a body of 400 marines and other seamen from the Chesapeake flotilla and joined the defenders. He blew up his flotilla to keep it from falling into the hands of the English.

Ross's redcoats advanced to meet the American army, drawn up to bar the invaders' path to Washington.

On the morning of Aug. 24, 1814, began a battle for which the United States has not the very slightest reason to be proud. But for Barney's splendid work in it there would have been nothing to lighten the disgrace to our arms.

As soon as word of the British approach reached Washington everybody in authority shouted orders. And all those orders conflicted with one another. President Madison had one plan for defense. Secretary of War Armstrong had another. James Monroe had a third. Old Gen. Winder (a Revolutionary hold-over, in command of the defenders), had another.

Directions and counter directions were hurled at Winder until the poor old General was in a daze of bewilderment. Then, as the British were just about to attack, he was told to go ahead and do whatever he chose. Naturally, he had no time—even if he had had the ability—to form a successful plan of defense.

At Bladensburg, within ten miles of Washington, the opposing armies met. The British moved on, scarcely pausing for a moment as the American artillery and musket fire smote them. With ease they brushed aside the first line of Americans, and smashed through the second.

A Stonewall Stand.

Then they came to Barney and his four hundred sailors. And there they were halted.

The handful of bluejackets, headed by Barney, stood firm before the onslaught of their mightier foes. Again and again the British sought in vain to break through the thin line. Barney was saving the whole American army from rout. How long he might have beaten back the enemy—or whether or not the rest of the troops could have been rallied to his aid—no one knows. For, at last he fell, dangerously wounded. And while the surviving sailors still savagely faced the British over their leader's senseless body, Gen. Winder ordered a retreat. Barney was left on the field, to be captured by the redcoats he had so heroically fought.

The British pressed on to Washington, seizing and looting the Capital and driving President Madison into hiding.

Barney was paroled by his captors. He partly recovered from his wound. But he was never again well enough for active service. And four years later he died.

Current Events Dec 15/13

Navy General Sun Sept 17/17

19 The "Father of the Navy"
Who was really the "father of the American Navy?" Was it John Paul Jones or was it John Barry? John Paul has usually had the honor, but Barry has warm partisans, too.
Barry was certainly one of the early heroes of the navy. A statue in memory of him is about to be



erected in Washington and our illustration shows the accepted design. The work is that of John J. Boyle, a New York sculptor. There is only one portrait of Barry, and it hangs in Independence Hall, in Philadelphia. This portrait, somewhat idealized, has been taken by the sculptor as the model for his statue.

The only inscription on the monument will be: "John Barry, Commodore of the United States Navy. Born Wexford, County Wexford, Ireland, 1745. Died in Philadelphia, 1803."

15 To Editor Current Events: Please explain what a dog watch is.
Ans.—Two short watches on board ship; one from four to six, the other from six to eight in the evening. The term "dogwatch" is a corruption of dodge-watch; the short watches of two hours were so arranged as to dodge the routine, thus preventing the same men keeping watch at the same time. A "long watch" is of four hours duration.

10 Who is chief of naval operations?
Ans.—Admiral William S. Benson. He has charge, under the Secretary of the Navy, of the operations of our fleet.

GUNS ON U. S. WAR VESSELS.
Editor Jersey Journal:
Sir—Kindly decide the following:
A claims the largest guns on first class battleships of the U. S. Navy are 14-inch.
B claims 16-inch.
Thanking you in advance,
Yours truly,
Thomas Boyle.

No United States war vessel has 16-inch guns as yet. The largest are 14 and 15-inch. It is possible, however, that some of the vessels to be built will be mounted with 16-inch guns.—Ed.

Locating Navy Man.
To the Editor of the Sunday Call:
How should mail be addressed in order that it may reach a young man who enlisted sometime ago in the naval militia?
INTERESTED.
Address him in care of the naval militia, Brooklyn Navy Yard, N. Y., from which place it will be forwarded to him.—Ed.

Navy
To the Editor of the Sunday Call:
1. What is paid a month in the Navy to a boy who enlists at 17? 2. Does he buy his own clothes or are they furnished?
A. J. M.
1 and 2. Apprentice seamen get \$17.50 a month, clothes, lodging and medical attention.—Ed.

A. C. S.—The navy bill was passed and has become a law. It has not been sent out for general distribution, however, though we are told it provides for a minimum pay of \$30 a month and 20 per cent. extra for service abroad.—Ed.

18 Can men of foreign birth who are not naturalized serve in the U. S. Navy?
Ans.—No. The rules of the Navy emphasize the fact that a man must be American born, or fully naturalized before he can enlist in the U. S. Navy. This is a peace regulation. In time of war foreign volunteers might not be rejected. Indeed, 4.1 per cent of the men now in the Navy are foreign-born and not naturalized. They had enlisted before this regulation went into effect and are allowed to re-enlist when their service expires. Last year 91.02 per cent of the enlisted men were native-born Americans, and 4.88 per cent naturalized.

Marine Corps.
To the Editor of the Sunday Call:
Kindly tell me the duties of a young man who joins the marine corps and what kind of a uniform they wear?
H. H.
Marines, in the strict sense of the word, are "soldiers of the sea." That is, they act as soldiers on shipboard. Although quartered on warships they do not perform sailors' duties, being used on land the same as soldiers. They also patrol the war vessels. There are several kinds of uniforms. The one usually seen is the regulation blue attire. Further information can be obtained at the local recruiting office, 284 Market street, Sergeant Earl McManus in charge.—Ed.

NAVY YARD FORCES GET RAISE IN PAY

Arsenal Workers Included in New Wage Scale.

Special Despatch to THE SUN.
WASHINGTON, Sept. 16.—A new scale of wages for employees of navy yards and arsenals has been completed by the special wage committee composed of representatives of the War, Navy and Labor Departments and will go into effect as soon as the new payrolls can be made up.
In the case of the New York and Mare Island yards the increases are greater than the recommendations of the local authorities. In other instances the recommendations of the local navy yard, as in the case of some trades at Puget Sound, have been slightly reduced, in view of the abnormal labor situation in those districts. The increases there, however, were greater in proportion than in other yards.
The most important change in the navy yard scale is the reduction of the number of rates in any one trade to three. Heretofore most of the skilled trades have been graded into five rates, the men in the lowest rates receiving often little more than unskilled labor. Hereafter there will be only three rates, the lowest to be paid not more than \$1.04 a day less than the first class men. The increases given in the maximum rates will be found to average nearly 10 per cent.

NAVY WIVES TO STAY HOME.

American Officers Warned Against Taking Them to Europe.

BASE OF AMERICAN FLOTILLA IN BRITISH WATERS, Oct. 10. (Correspondent of The Associated Press.)—An order to American naval officers and men not to bring their wives from the United States has just been issued by the commanding officer of the United States destroyer flotilla operating in European waters. It reads:
"The force commander is of the opinion that it would be very inadvisable for any officers or men of the naval force in European waters to cause their wives to take passage for Europe."
Two American naval officers succeeded in getting their wives to join them before the order was issued. Both were married in April. The next month their husbands received orders to sail for Europe. One wife came from Philadelphia and the other from Boston.
Those responsible for the prohibition justify it on the ground of efficiency. An American naval officer of high rank said:
"We must get the maximum of efficiency out of our officers and men. They must be unfettered to go wherever they are sent at any time. We cannot have their wives following them around from one base to another. It may look hard to the thousands of young wives of our naval men, but they must remember that this is war and that they are better off back home, where they can be of more use to the nation."

ADMIRAL MAYO IS HOME FROM EUROPE

Atlantic Fleet Commander
Will Report on Activities of
Our Sea Forces Abroad.

HEAD OF ATLANTIC FLEET,
JUST BACK FROM ABROAD



ADMIRAL HENRY T. MAYO
on his ARRIVAL YESTERDAY.
© by INTERNATIONAL FILM SERVICE

(Special to The World.)
WASHINGTON, Oct. 12.—Secretary Daniels to-day announced the safe arrival of Admiral Mayo, Commander in Chief of the Atlantic Fleet, and his staff at an Atlantic port.

The officer went to Europe to confer with British and French naval authorities. He will arrive here tomorrow to make his report. While in Washington the Admiral also is expected to make a personal report to President Wilson as to conditions in the American, British and French fleets in the war zone.

"Admiral H. T. Mayo, United States Navy, and his staff have returned from England," Secretary Daniels said in a formal announcement. "The purpose of the visit of Admiral Mayo to England was to permit him in conference with the other officials of the allied navies to become intimate in every detail with the situation as it is at present, what had been done before and to discuss the plans for the future. The British Admiralty extended every courtesy and every facility to promote the success of this mission. Admiral Mayo will proceed immediately to Washington, and will there make a full report to the Secretary of the Navy."

"Admiral Mayo visited the English fleet and our own forces in British and French waters in order that he might familiarize himself with the conditions under which the Allied forces are operating."

Secretary Daniels declined to comment on possible plans for joint naval activities on a more comprehensive scale as the result of the visit of Admiral Mayo and his staff to Europe. Emphatic denial again was given to reports, which still persist, that there is a lack of proper co-operation be-

tween the British and American naval forces.

Secretary Daniels said he would make public Admiral Mayo's findings after he had talked with him.

Wald Oct 13/17

OUR SAILORS ABROAD ARE HIGHLY EFFICIENT

Admiral Henry T. Mayo, Commander of the Atlantic Fleet, on his arrival yesterday at an Atlantic port on an American liner said:

The American vessels and men in Europe have reached the highest state of efficiency. The men, by their splendid behavior ashore, have established themselves in the hearts of the officers and men of the British and French navies and the people of England and France as well.

Wald Oct 23/18

51 KILLED TRAINING FOR AVIATION HERE

(Special to The W. A.)

WASHINGTON, Feb. 22.—Since the United States entered the war there have been fifty-one fatalities at military aviation fields in this country. Ten were commissioned officers and twenty-nine cadet flyers. Twelve men were killed in unauthorized flights and ground accidents.

This announcement was authorized to-night by Secretary of War Baker. In reply to an inquiry he said:

"Since the training of aviators began in this country our student aviators have flown considerably more than 100,000 miles. Considering the large number of men in training and the number of miles flown, the fatalities have been remarkably low.

"Taking into account the ordinary hazards of their occupation, the development of a comparatively new art, and the ration of accidents in the everyday field of endeavor, it is felt that the fatality record among America's student aviators will compare favorably with those of other countries, and, while distressing, is not discouraging."

THE WORLD: FRIDAY,
NOVEMBER 16, 1917.

NAVY ASKS PUBLIC FOR SPY-GLASSES

WASHINGTON, Nov. 15.—Help give Uncle Sam stronger eyes that he may the better sight the enemy! How?

By sending to Franklin D. Roosevelt, Assistant Secretary of the Navy, care of Naval Observatory, Washington, D. C., the binoculars, spy-glasses or telescope which you probably have tucked away in a closet. Also firmly attach a tag bearing your name and address, so that if the glasses are not found suitable they can be returned.

If they are all right you will receive \$1 from the Government, for—as you know—the Government cannot accept property or service without compensation.

Secretary Daniels asked for these extra "eyes" for the navy to-day following a suggestion from J. F. Hefflebower, a veteran of the Civil War, now an inmate of the Soldiers' Home at Sawtelle, Cal., who sent a pair of field glasses.

The navy is short of lenses, and the country has not yet caught up with the manufacturing end, as before the war practically all lenses of the better class were imported, mostly from Germany.

Wald Dec 20/17

TELLS SHIP CAPTAINS TO OBEY NAVY MEN

In Military Emergencies Commanders of Gun Crews
Are Made Supreme.

WASHINGTON, Dec. 19.—Complaints that American merchant ship captains have not co-operated with commanders of convoys and with naval gun crew commanders caused the Department of Commerce to issue instructions to-day to merchant officers to follow the directions of their naval associates in every instance where they are prompted by military necessity. Disobedience of the instructions will cause the withdrawal of merchant officers' licenses.

The instructions made clear, however, that in matters relating solely to navigation and to the discipline of crews, the authority of merchant captains will be upheld.

The Navy's recent insistence on manning all merchant ships with naval reserves grew out of an alleged lack of co-operation by merchant captains. Seamen, the Navy contended, were permitted to come aboard in foreign ports drunk.

An arrangement now has been reached between the Navy and Shipping Board providing for manning by the navy of all transports, all ships carrying supplies for the army and the navy and all vessels carrying whole cargoes of munitions.

DANIELS OPPOSES FLYERS' EXTRA PAY

Says Government's Insurance
System Now Makes It
Unnecessary.

(Special to The World.)

WASHINGTON, Feb. 22.—Secretary Daniels recommends, in a letter to the Speaker of the House, that extra pay allowances for members of the Flying Corps of the Navy be abolished. Some time ago Secretary Baker made a similar recommendation for the army. The act of March 4, 1913, provides 35 per cent. additional pay for officers of the navy and Marine Corps while on aviation duty. The act of March 3, 1915, contained a provision making the additional allowance 50 per cent. for commissioned flyers and 35 per cent. for student aviators. It also made provision for a 50 per cent. increase to enlisted men while engaged in actual flying.

Mr. Daniels points out that the increased allowances were mainly due to the difficulty airmen found in obtaining life insurance. This, he says, has been obviated by the Government's military insurance system. He holds the risk of aviators no greater than those of men on ships serving in the war zone.

Newark Call June 7/18

To the Editor of the Sunday Call:
Will you kindly answer the following for me? 1. What kind of papers must a young woman sign when she is accepted in the Naval Reserve as a yeoman? 2. After the enrollment papers are signed is she forced to go anywhere to serve, or can she sign papers that would provide for service in New York and vicinity only? 3. Would such restricted enrollment be recognized by the Navy Department? 4. Would a serious illness in the applicant's family be sufficient to break her enrollment if her services at home were absolutely necessary, if proven by a physician's certificate?

RESTRICTED YEOMAN.

1. A young woman must sign the same kind of papers a male yeoman signs. 2. Once accepted the applicant must go where sent. 3. There is no restricted service. 4. If the applicant had knowledge of the illness before enrollment she could not get out of the service, and if the illness of a member of the family developed after she had enlisted the circumstance of the whole case would likely be taken into consideration. 5. Enrollment papers can be seen at the Navy Recruiting Station, 86 Park place.—Ed.

Newark Call July 7/18

To the Editor of the Sunday Call:
Will you kindly settle the following discussion in regard to the working hours of female yeomen in the Naval Reserve? A says their working hours are from 9 A. M. to 5 P. M. and every other Saturday afternoon off. B says from 9 A. M. to 4.30 P. M. and every Saturday afternoon off and that female yeomen are given a week's vacation. To this last A says no. Who is correct? What are the proper hours? A. B. YEOMEN—HOURS.

Female yeomen in Boston work from 9 A. M. to 4.30 P. M. In New York they work from 8.45 to 5.30. In the Brooklyn Navy Yard they work from 8.30 A. M. until 5.30 P. M. Some departments in these places allow the female yeomen to take every Saturday afternoon off. Others every other Saturday afternoon and there are some departments where they work every Saturday all day.—Ed.

Navy Commanders.

Newark Call July 4/18

To the Editor of the Sunday Call:
1. Who was captain and lieutenant of the United States training ship Jamestown in 1883? 2. Who was captain and lieutenant of the U. S. S. New Hampshire at Newport, R. I., in 1883? 3. Who was admiral, captain and lieutenant commander of the United States flagship Richmond in 1887. I think it was Admiral Davis but am not certain. It is important for me to know this.

OLD READER AND SUBSCRIBER.

1. Charles W. Stewart, superintendent of the Naval Records and Library at Washington has supplied this information: 1. U. S. S. Jamestown, January 1 to August 1, 1883, Commander Allen D. Brown, U. S. N.; lieutenants, William W. Rhoades and Richard G. Davenport, U. S. N. 2. U. S. S. New Hampshire, January 1, 1883, commander, Charles E. Clark, U. S. N.; lieutenants, Frederick M. Symonds and Richard C. Derty, U. S. N., August 1, 1883, at Newport, R. I., Captain Edmund O. Mathews, U. S. N.; lieutenants, Frederick M. Symonds, Leavitt C. Logan, U. S. N. 3. U. S. S. Richmond, flagship North Atlantic Station, January 1, 1887, August 1, 1887, Rear Admiral Stephen B. Luce, U. S. N., Captain Robert Boyd, U. S. N., Lieutenant Commander Timothy A. Lyons, U. S. N., and Lieutenant Commander Abraham B. H. Lillie, U. S. N.—Ed.

Joining the Marines.

To the Editor of the Sunday Call:
Kindly inform me as to what the requirements are as to weight and chest measurements for entering the United States Marine Corps for a person 30 years old and 5 feet 9 inches in height.

RECRUIT.

You should weigh 145 pounds and have a chest measurement of 34½ inches. The recruiting officer can waive ten pounds weight and two inches from the chest circumference if the applicant is very desirable.—Ed.

Wants to Join Navy.

Editor Hudson Observer:
Dear Sir—I am in my sixteenth year and would like to know if a boy of my age can join the navy? AMBITIOUS.
You will have to wait a couple of years, my boy, for the youngest age at which you will be accepted is eighteen years.—Ed.

HONORS FOR NAVAL HEROES.

Gold Medal for Commander Who Leaped into Sea to Save Fireman.

Times July 17/18

WASHINGTON, July 16.—Award of a gold medal to Commander Henry C. Mustin, U. S. N., for heroism in saving the life of Fireman H. L. Le Gette on Jan. 15 was announced today by Secretary Daniels. Commander Mustin leaped into a heavy sea, after directing the manoeuvre of his ship from the bridge to a position near the drowning man, and under peril of being crushed against the side of the ship, which was rolling heavily in the sea, supported Le Gette in the water until both were hauled to the deck.

Thomas Olsen, chief boatswain's mate, has been commended by Secretary Daniels for courage and initiative displayed when the U. S. S. Wakiva was sunk in collision May 22. Olsen, who was the last man to leave the Wakiva, remaining to get the boats cleared.

Ensign Ellwood L. Houtz, U. S. N. R. F., has been commended for preventing what might have been a serious accident by following a cable under water and releasing two depth bombs which had been washed overboard from the U. S. S. Corsair on Dec. 17.

The heroic manner in which Henry Peter Hanson, a machinist's mate of the naval volunteers, and Chalmers L. Pollitt, electrician, U. S. N. R. F., met their death at Ocean Beach, Cal., on May 5, was commented upon today in an official Navy Department statement. After saving several men who had been caught in an unexpected tide rip, Hanson and Pollitt went out to rescue others and were drowned themselves. Secretary Daniels has commended Randolph Oeser, chief yeoman, and La Monte J. Brundige, electrician, for their heroism on the same occasion. Each assisted in the rescue of several persons.

Army and Navy Service.

Newark Call July 17/18

To the Editor of the Sunday Call:
1. Can a civilian attend a naval training school to become a naval officer? 2. Does an enlistment in the navy require one to remain in service for a stated time or can one enlist for the duration of the war only? 3. What is the enlisted man's pay? 4. Naval officer? 5. What is the age limit in enlisting? 6. Address of Newark recruiting station? 7. How does the Naval Reserve differ from the navy? 8. I am interested in hospital work and what department of the army could one enlist in for service in the base hospitals in this country or overseas?

ESSEX COUNTY CALL READER.

1. No. 2. If you refer to an enlistment in the regular navy, the period of enlistment is for the period of the war. 3. Seaman, first class, \$38.40; seaman, second class, \$35.90. 4. There are many different ranks of naval officers. However, an ensign, the lowest step on the commissioned officers' ladder, receives \$1,700 a year. 5. Minimum age is 18 and maximum up to any age named in the call for men by the Navy Department. 6. 653 Broad street. 7. There is little difference between the two branches. The regular navy men are enlisted for the period of the war and the naval reserve men for four years. At Newport News, Va., where most of the recruits from hereabouts are sent, the men are trained together and little distinction, if any at all, is noticeable. 8. Communicate with Major Connor, First Aid Division, Red Cross, Washington, D. C. In regard to your last question, which is not quoted, it is best that you be perfectly frank with whatever officials you come in contact when entering any branch of Government service.—Ed.

FINGER PRINTS SAFEGUARD NAVY PAY SLIPS.

Army & Navy Journal Sept 14/18

Identification by means of finger prints has been adopted at the Great Lakes Naval Training Station in the payment of pay slips. No advance notice of the innovation was given. For some time sailors at the training station have occasionally drawn the wrong envelopes and no accurate way of tracing the men who drew someone else's pay was devised, so when the receiving ship's rolls were paid Sept. 5, P. A. Paymr. Charles W. Stevenson required each man, upon drawing his pay, to impress his right index finger on the back of his pay slip. If at any time in the future a questionable pay slip is found at the Great Lakes station it will be sent to Washington, where the Navy Department's finger print experts will compare it with the finger prints on record, those from every Navy recruiting office in the country where men have been enrolled being on file. The finger print system is an absolute protection to every sailor, no two finger prints ever having been found alike since the system was first invented by a titled Englishman in India about half a century ago.

JEANNE D'ARC STATUE FOR NAVY.

Army & Navy Journal Sept 14/18

The Navy Department issued a statement of Sept. 1 that reports sent by wire just received state that, in celebration of the Fourth of July and of the first anniversary of the arrival of the first ships of war sent by the United States for service in French waters, the Commander of the U. S. Naval Forces in France was presented with a bronze statue of Jeanne d'Arc. At the same time an American flag made by the women of Brest was presented, the ceremony taking place in the barrack at the chateau. Both of these were spontaneous offerings from the people of the city and the presentation was made before a crowd that overflowed the barracks and out into the court yard. It took place on the evening of July 3. The statement also included an order transmitted by Vice Admiral Schwerer of the French navy to the commander of the American naval forces in France expressing the admiration of the French navy for their American comrades in arms.

THE NAVY.

MAIL ADDRESSES, VESSELS OF U.S. NAVY.

For the convenience of those wishing to address mail to the vessels of the United States Navy, we publish the following post office addresses. Mail addressed "U.S.S. —, care of Postmaster, New York," or to Pacific or Asiatic Station as noted below, will be forwarded by the Post Office Department. Heretofore the list included the names of vessels that are to be addressed care of Postmaster, New York city. The Navy Department, it will be noted, now prefers to omit these names, giving only names of vessels not so addressed. All vessels not here named may be addressed in care of Postmaster, New York city.

Address mail for the Scorpion "in care of the Navy Department, Washington, D.C." Address:

Pacific Station, via San Francisco, Cal.

Brutus.	Princeton.
Fortune.	Rainier.
Intrepid.	Samoa, Saturn.
Monterey.	Vicksburg.
Oregon.	F-2, F-3, H-3.

Asiatic Station, via San Francisco, Cal.

Abarenda, Ajax.	Piscataqua.
Brooklyn.	Quiros.
Elcano.	Samar.
Helena.	Villalobos.
Mohican, Monadnock,	Wilmington, Wompatuck.
Monocacy.	A-2, A-3, A-4, A-5, A-6, A-7,
Palos, Pampanga,	B-1, B-2, B-3.

Send mail for all other Navy vessels "In care of Postmaster, New York city."

SUPERSTITIONS OF SAILOR LADS

Anything They Can't Understand
They Believe Is Supernatural
or Magical.

GOOD SIGNS AND EVIL OMENS

"Sailors are the most superstitious people in the world," said an old salt who was discoursing, from his seat upon a rusty anchor, to the young naval reserve recruits. "Anything they can't understand," went on the speaker, after having lit his pipe despite a stiff breeze. "They explain by magic or something supernatural. Now, at sea there are many things that no man can understand. And the life, too, makes men superstitious. Let a young fellow who would pooh-pooh the idea of putting off anything until Saturday or next week because Friday is an unlucky day ship before the mast, and inside of six months he'll be like the rest of the old salts—full of signs and superstitions about this and that. It must be the influence of the sea. It changes a man; I don't know just how, but it makes him ready to believe in almost anything.

"I think that one of the beliefs most common among seamen of all classes," went on the speaker, "is the idea that a cat on board ship will cause her to meet gales. The old saying is that 'a cat carries a gale in her tail,' and the average sailor believes that when a cat frisks about the deck she is raising a storm. The belief that one can whistle up a wind is also pretty generally found among seamen, although those of the younger sort do not believe these things so firmly as do most of the older tars. In my younger days I remember boys having their ears boxed by the captains or the mates who caught them whistling about their duties, as these men thought if the youngsters whistled long enough and loud enough rough weather would result.

"It is curious," he said, "how sailors dislike a cat, and how the name is associated with so many things that are unpleasant to a sailor. The cat-o'-nine-tails is well known enough, and no sailor has any love for the gear used in raising the anchor, such as the cat-head, the cat-fall, the cat-hook and the cat-back. The pig seems to be only second to the cat in the bad reputation that it has on board ship, and there are some other things which are unlucky to have on the water. All luck is supposed to desert a vessel that carries a dead body.

"Among sailors I know of but one thing that is considered to bring good fortune to the vessel, and that is a child. The presence of a child during a voyage is always thought to be a good omen; and it is believed that no ship which has a child on board will sink. On the other hand, women are thought unlucky. I can not tell the reason for this unless it is that a ship is the least comfortable place for a woman in the world and the least suitable. Certain classes of people fall under the sailor's taboo. Ministers are sure to bring misfortune to any ship that carries one out of the sight of land, although the presence of a priest is not considered to be unlucky by Catholic sailors. But of all people whom the sailor detests, the lawyer is looked at with the greatest dislike. The name 'sea-lawyer' is the worst term that one sailor can use toward another and is bitterly resented. Lawyers are particularly unlucky to have on board.

"These are some of the unlucky things which the sailors believe," went on the man of the sea, relighting his pipe, "but in addition to these things there are many others in which they place more or less faith. I have seen many old tars who believed that Finns, or Laplanders, had magic powers. The Finns are a strange, silent people, and have come to have the reputation of being wizards. It is thought that they can use this power for either good or bad, and as they are somewhat feared by the average sailor he takes pains to be on good terms with them. It is generally believed that a Finn can make all the rats leave a ship if he wishes, and that Finns have a great deal of control over the winds. They can raise a storm by spells, and it is unwise to anger them. I have heard old sailors tell of certain Finns who were members of the same ship's company with themselves in past voyages, who could send messages to absent friends on shore by gulls which would light upon the rigging at their call and repeat to the relatives of the Laplander the message that he whispered to them. They also told of a Finn who had a bottle of liquor from which he could drink several times every day without lowering the contents. It always remained just so full, day after day and week after week. There are also men of some other nations who are

thought to have more than ordinary powers.

"Some of the older sailors believe that it is possible to 'buy a wind,' as they call it, and by this is meant getting the favor of certain persons who have control over the elements. There are not many sailors now alive who put much faith in this, although I have," he said. "I heard of a commodore in the British navy who not over twenty years ago said that he knew where he could buy a wind if he needed one. This belief is fast dying out among the younger men. Sunday has always been thought a fortunate day to commence a voyage, and Friday an unlucky one. This is a belief that is firmly fixed in the mind of the average sailor, and there are many captains who, although they put no faith in this, would hesitate to leave port on Friday on account of the objections that the men would be sure to make. On the other hand, the changes from sail to steam are altering this rapidly, and in these days there are many vessels that can not afford to lose a day on account of a superstition, although most old sailors would tell you that a greater loss would result before the voyage was done. There are some creatures met with at sea toward which sailors have a fixed dislike. They detest sharks, which follow a ship for days, and it is thought that some one on board is doomed to die shortly when one or more of these creatures dog a vessel. The little 'Mother Carey's Chickens,' which fly so far from land that they sometimes perch upon the rigging in order to rest themselves, are believed to be the messengers of a storm, and for this reason they are often called 'tempest birds.' Dolphins or porpoises are unfavorable omens if seen during a calm. I have known sailors to hang the end of a rope over the side of a ship upon leaving port. The belief is that absent friends or wives draw upon this rope, causing the vessel to come back safely to her home port. I have known men who believed that a ship has a voice, and many think that a ship 'makes her moan,' just as does a human being, before she is about to break up. Tales of 'speak-ships' are common, and I have known one old captain who used to talk to the mizenmast of his vessel. There are some stranger things in sea life," concluded the narrator, as he rose and knocked the ashes from his pipe.

Sept 28/18
NEW YORK TIMES.

NEW USE OF FINGER PRINT.

Sailors at Great Lakes Station Make Mark on Pay Slips.

Officers in the Navy Paymaster Corps at the Great Lakes Training station have taken up the use of the sailors' fingerprints as signatures to the pay-rolls to trace men after wrong envelopes have been issued to them, according to The Army and Navy Journal. Recruits who were not familiar with the grades of pay passed in and out of the camp in the training courses in such short time that frequently a sailor who had drawn the wrong pay envelope would be aboard a ship before the mistake was discovered. When one sailor reported a mistake it was impossible often to find the other sailor, who had been overpaid, or perhaps underpaid, and the error might remain uncorrected.

"When the last ship's rolls were paid Paymaster Charles W. Stevenson required each man upon drawing his pay to impress his right index finger on the back of his pay slip," says The Army and Navy Journal. "If at any time a questionable pay slip is found at the Great Lakes station it will be sent to Washington, where the Navy Department's fingerprint experts will compare it with the fingerprints on record from

every navy recruiting office in the country. The fingerprint system is an absolute protection to every sailor, no two fingerprints having been found alike since the system was invented by a titled Englishman in India about a half century ago."

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THE NAVY.

MAIL ADDRESSES, VESSELS OF U.S. NAVY.

For the convenience of those wishing to address mail to the vessels of the United States Navy, we publish the following post office addresses. Mail addressed "U.S.S. _____, care of Postmaster, New York," or to Pacific or Asiatic Station as noted below, will be forwarded by the Post Office Department. Heretofore the list included the names of vessels that are to be addressed care of Postmaster, New York city. The Navy Department, it will be noted, now prefers to omit these names, giving only names of vessels not so addressed. All vessels *not here named* may be addressed in care of Postmaster, New York city.

Address mail for the Scorpion "in care of the Navy Department, Washington, D.C." Address:

Pacific Station, via San Francisco, Cal.

Brutus.	Princeton.
Fortune.	Rainier.
Intrepid.	Samoa, Saturn.
Monterey.	Vicksburg.
Oregon.	F-2, F-3, H-3.

Asiatic Station, via San Francisco, Cal.

Abarenda, Ajax.	Piscataqua.
Brooklyn.	Quiros.
Elcano.	Samar.
Helena.	Villalobos.
Mohican, Monadnock,	Wilmington, Wompatuck.
Monocacy.	A-2, A-3, A-4, A-5, A-6, A-7,
Palos, Pampanga,	B-1, B-2, B-3.

Send mail for all other Navy vessels "In care of Postmaster, New York city."

SUPERSTITIONS OF SAILOR LADS

Anything They Can't Understand
They Believe Is Supernatural
or Magical.

GOOD SIGNS AND EVIL OMENS

"Sailors are the most superstitious people in the world," said an old salt who was discoursing, from his seat upon a rusty anchor, to the young naval reserve recruits. "Anything they can't understand," went on the speaker, after having lit his pipe despite a stiff breeze. "They explain by magic or something supernatural. Now, at sea there are many things that no man can understand. And the life, too, makes men superstitious. Let a young fellow who would pooh-pooh the idea of putting off anything until Saturday or next week because Friday is an unlucky day ship before the mast, and inside of six months he'll be like the rest of the old salts—full of signs and superstitions about this and that. It must be the influence of the sea. It changes a man; I don't know just how, but it makes him ready to believe in almost anything."

"I think that one of the beliefs most common among seamen of all classes," went on the speaker, "is the idea that a cat on board ship will cause her to meet gales. The old saying is that 'a cat carries a gale in her tail,' and the average sailor believes that when a cat frisks about the deck she is raising a storm. The belief that one can whistle up a wind is also pretty generally found among seamen, although those of the younger sort do not believe these things so firmly as do most of the older tars. In my younger days I remember boys having their ears boxed by the captains or the mates who caught them whistling about their duties, as these men thought if the youngsters whistled long enough and loud enough rough weather would result."

"It is curious," he said, "how sailors dislike a cat, and how the name is associated with so many things that are unpleasant to a sailor. The cat-o'-nine-tails is well known enough, and no sailor has any love for the gear used in raising the anchor, such as the cat-head, the cat-fall, the cat-hook and the cat-back. The pig seems to be only second to the cat in the bad reputation that it has on board ship, and there are some other things which are unlucky to have on the water. All luck is supposed to desert a vessel that carries a dead body."

"Among sailors I know of but one thing that is considered to bring good fortune to the vessel, and that is a child. The presence of a child during a voyage is always thought to be a good omen; and it is believed that no ship which has a child on board will sink. On the other hand, women are thought unlucky. I can not tell the reason for this unless it is that a ship is the least comfortable place for a woman in the world and the least suitable. Certain classes of people fall under the sailor's taboo. Ministers are sure to bring misfortune to any ship that carries one out of the sight of land, although the presence of a priest is not considered to be unlucky by Catholic sailors. But of all people whom the sailor detests, the lawyer is looked at with the greatest dislike. The name 'sea-lawyer' is the worst term that one sailor can use toward another and is bitterly resented. Lawyers are particularly unlucky to have on board."

"These are some of the unlucky things which the sailors believe," went on the man of the sea, relighting his pipe, "but in addition to these things there are many others in which they place more or less faith. I have seen many old tars who believed that Finns, or Laplanders, had magic powers. The Finns are a strange, silent people, and have come to have the reputation of being wizards. It is thought that they can use this power for either good or bad, and as they are somewhat feared by the average sailor he takes pains to be on good terms with them. It is generally believed that a Finn can make all the rats leave a ship if he wishes, and that Finns have a great deal of control over the winds. They can raise a storm by spells, and it is unwise to anger them. I have heard old sailors tell of certain Finns who were members of the same ship's company with themselves in past voyages, who could send messages to absent friends on shore by gulls which would light upon the rigging at their call and repeat to the relatives of the Laplander the message that he whispered to them. They also told of a Finn who had a bottle of liquor from which he could drink several times every day without lowering the contents. It always remained just so full, day after day, and week after week. There are also men of some other nations who are

thought to have more than ordinary powers.

"Some of the older sailors believe that it is possible to 'buy a wind,' as they call it, and by this is meant getting the favor of certain persons who have control over the elements. There are not many sailors now alive who put much faith in this, although I have," he said, "heard of a commodore in the British navy who not over twenty years ago said that he knew where he could buy a wind if he needed one. This belief is fast dying out among the younger men. Sunday has always been thought a fortunate day to commence a voyage, and Friday an unlucky one. This is a belief that is firmly fixed in the mind of the average sailor, and there are many captains who, although they put no faith in this, would hesitate to leave port on Friday on account of the objections that the men would be sure to make. On the other hand, the changes from sail to steam are altering this rapidly, and in these days there are many vessels that can not afford to lose a day on account of a superstition, although most old sailors would tell you that a greater loss would result before the voyage was done. There are some creatures met with at sea toward which sailors have a fixed dislike. They detest sharks, which follow a ship for days, and it is thought that some one on board is doomed to die shortly when one or more of these creatures dog a vessel. The little 'Mother Carey's Chickens,' which fly so far from land that they sometimes perch upon the rigging in order to rest themselves, are believed to be the messengers of a storm, and for this reason they are often called 'tempest birds.' Dolphins or porpoises are unfavorable omens if seen during a calm. I have known sailors to hang the end of a rope over the side of a ship upon leaving port. The belief is that absent friends or wives draw upon this rope, causing the vessel to come back safely to her home port. I have known men who believed that a ship has a voice, and many think that a ship 'makes her moan,' just as does a human being, before she is about to break up. Tales of 'speak-ships' are common, and I have known one old captain who used to talk to the mizzenmast of his vessel. There are some stranger things in sea life," concluded the narrator, as he rose and knocked the ashes from his pipe.

Sept 28/18
NEW YORK TIMES.

NEW USE OF FINGER PRINT.

Sailors at Great Lakes Station Make Mark on Pay Slips.

Officers in the Navy Paymaster Corps at the Great Lakes Training station have taken up the use of the sailors' fingerprints as signatures to the pay-rolls to trace men after wrong envelopes have been issued to them, according to The Army and Navy Journal. Recruits who were not familiar with the grades of pay passed in and out of the camp in the training courses in such short time that frequently a sailor who had drawn the wrong pay envelope would be aboard a ship before the mistake was discovered. When one sailor reported a mistake it was impossible often to find the other sailor who had been overpaid, or perhaps underpaid, and the error might remain unrectified.

"When the last ship's rolls were paid Paymaster Charles W. Stevenson required each man upon drawing his pay to impress his right index finger on the back of his pay slip," says The Army and Navy Journal. "If at any time a questionable pay slip is found at the Great Lakes station it will be sent to Washington, where the Navy Department's fingerprint experts will compare it with the fingerprints on record from

every navy recruiting office in the country. The fingerprint system is an absolute protection to every sailor, no two fingerprints having been found alike since the system was invented by a titled Englishman in India about a half century ago."

American Flag Again to Fly Over Millions of Tons of Shipping

Youth Reviving the Lost Art of "Sailorizing," Driving Out the Nondescript Crews From the Merchant Marine.

ONCE again is American bone and brawn to man American merchantmen. Once again is the American flag to fly over millions of tons of shipping scattered through every harbor where a cargo for the States can be scraped together to fill yawning hold or where an empty warehouse waits for American merchandise.

Old ports have awakened from long sleep, jarred into sudden wakefulness by the crying need for men and ships. When these ports were in the heyday of their tarry glory they were the hunting ground of "greasy crimps," who plied their "bloody calling" shanghaiing unwilling crews aboard deep water craft about to clear for the long voyage. But the old ports have come to live to find that the crimp and his chief imp, the slinking "boarding house runner," are no more. Men are no longer lacking. Crews are no longer hard to fill.

Instead, thousands of young Americans are flocking to the age-old water fronts. They are boys who saw their childhood dreams of some day running off to sea vanish with the passing of the American clipper ship, and the later triumph of steam over sail. And now with a newer, greater American merchant marine just below the horizon, they are the boys who will make the new merchant fleet possible. They are flocking to the old ports to "sign articles" on some one of the big training ships which are being operated by the United States Shipping Board recruiting and training service and from which will be supplied the officers and men for the American ships of the future.

Only Memories Now.

At Boston, where along Indian street still hang memories of the fleet-heeled "clipper ships," at San Francisco, where the Barbary Coast sucked in the old-time sailor man, stripped him of his gold and cast him forth upon another three-year voyage; at New York, where South and West streets still harbor what is left of the drab structures that were the sailor's boarding houses at these ports have the training ships been stationed. And others will soon cast anchor in the harbor of New Orleans, where from time out of mind ships in the Caribbean trade have touched; and at Newport News, where the River road still holds the tang of the open sea.

Upon these ships American boys are learning to "read, hand and steer" the necessary accomplishment of an A. B. in the fo'c'sle of a windjammer, since the speedy American wooden schooner is being built more extensively than ever before and even the old square-riggers—barks and barkentines and brigs—have been dragged from the mud of a hundred "rotten rows" to be rebuilt and patched and painted so that they may take up again their burden in the coastwise carrying trade.

Also upon these ships American boys are learning the less romantic duties which mark the difference between a sailor in steam and one in sail, and each

is being given the grounding which will fit him some day "to sleep aft"—officer of some stanch American ship.

Time was when the American seaman was a race unto himself. Into the farthest reaches of the seven seas he drove the fleet-heeled clippers of the fifties, while his wife ashore raised sturdy sons to take up their father's work when the tricky sea at last had claimed him. Then came the days when the American merchant marine sailed into the doldrums of decay, when the few sailing ships were no longer manned by Down East sailormen, but were driven by nondescript scattermouche crews or by stolid "squareheads," mostly the off-scurings of European ports. Then true "sailorizing" had become an almost lost art.

A Lost Art Revived.

But the lost art is to be revived as part of the great campaign of strafing the Hun and equipping the nation to keep the commerce of Germany from the seas, once the kaiser has been driven within his own borders and defeated. Not one of the ancient traditions of the American seaman is to be overlooked when the thousands of American boys, destined to take the places of their tarry, hard-bitten forebears in fo'c'sle and on quarterdeck are trained.

Even the chanty will come again into its own. There are still old salts who, in so good a cause, will sing again the songs of the sea. Wherefore it may chance that again "The Banks of the Sacramento" will sound when the anchor is raised on some new wooden ship; that "Hanging Johnny" and "Whisky Johnny" will float out over the waves of the western ocean while youthful crew are hoisting away; that some astounded landsman will learn that "Old Storm Along Was a Good Old Man," while the pumps suck the bilges dry; or that "We will heave

Aye! Aye!
And we'll swing
Aye! Aye!
And pay Paddy Doyle for his boots!" while the sails of some yet unresurrected square rigger are being furled.

The shipbuilding program for 1918 and 1919 calls for from 8,000,000 to 10,000,000 tons of shipping and that the vessels turned out to fill this requirement may be sufficiently manned means that from 50,000 to 100,000 officers, engineers and sailors will be needed. It was to train men and boys sufficient to meet this demand that the shipping board established its training service.

First School of Navigation.

The establishment of this service dates back to the early days of the war, and in part to the long-cherished dreams of a Boston business man, Henry Howard. Of seafaring ancestry, Mr. Howard has long wished for the return of the American merchant marine—it has been his hobby; and so it came to pass that the United States had hardly more than begun the turning of her huge wheels of machinery which were to crush out



"Striking Out" a Boat on one of the Training Ships



A Recruit Learning the Seaman's Knack of Knotting

autocracy before Mr. Howard came to Washington to consult with officials of the newly established shipping board. He came with a plan for training men to sail the ships which were going to play so important a part in the winning of the war.

Not for nothing had he dreamed of the return of American merchantmen, for he had laid before the shipping board a fully matured plan whereby men could be trained and made capable of sailing

the ships being built. The result was that Mr. Howard was appointed director of the recruiting service, with headquarters at Boston. And no sooner had Mr. Howard been given his appointment than he set about accomplishing actual results.

At Gloucester, Mass., a free school of navigation was opened, and at Cambridge, Mass., the Massachusetts Institute of Technology inaugurated a free course in marine engineering. Only seamen who desired to fit themselves for officers were admitted to these courses. Whatever of fear may have been felt as to the diffi-



Instructor Lecturing to Class on Life Boat Drill

PHOTOS BY INT'L FILM SERVICE

culty of obtaining crews for America's new merchant marine vanished with the establishment of these first two schools. Not only were enrollments so numerous that students could not all be accommodated, but also the men who took up the courses were so successful in obtaining certificates that other schools were opened as soon as possible.

Location of the Stations.

To-day there are thirty schools of navigation throughout the country, scattered from Maine to California, while ten schools of marine engineering have been opened around the coast, and at inland

cities such as Chicago and Cleveland.

But great as was the demand for sailors, firemen, coal passers, cooks and messmen. And to meet this need, on New Year Day, 1918, there went into commission as a training ship in Boston harbor the Calvin Austin. Once a coastwise passenger ship, the Calvin Austin had been taken over by the shipping board the November before. It was this vessel which came into prominence about that time because of being the first vessel to reach Halifax after the great disaster there.

With facilities for training between five hundred and six hundred men the Calvin Austin was soon taxed to her utmost, and the Governor Dingley, a sister ship, was added. Later, a third coastwise steamer, the Governor Cobb, was commissioned in this training service. A short time ago the old army transport Meade was brought up to Boston from Newport News and will be used as the mother ship of a squadron that will shortly be in active service turning out young men for service on the vessels destined to take troops and cargo across the ocean. The Meade was originally the City of Berlin, a famous liner, holding transatlantic records both ways. She has facilities for training more than one thousand four hundred students and while too old for sea service is an ideal training ship.

At San Francisco has been stationed the Iris, a mother ship for submarines. This is the first training ship to be stationed on the Pacific coast. Another training ship, the Dorothy Bradford, will have its base in New York harbor. Present plans also call for the placing of training ships at Norfolk, Va.; New Orleans and Seattle, Wash.

Getting Recruits.

Although the number of training ports where American youths may fit themselves to man American vessels are comparatively few, there is yet no reason why any able-bodied American boy between the ages of 21 and 30 should not "sign articles" with some training ship if he so desires. To this end the shipping board has inaugurated a thorough and far-reaching system of recruiting that should reach every village and hamlet as well as the large cities, and find the ear of every boy who would heed the call of the sea.

Scattered throughout forty-eight States are more than 6,800 druggists—"dollar-a-year" men who have signified their desire to aid the government. These druggists are to be found in 6,300 cities, towns and villages, and any boy who wants to enlist in the merchant marine service has but to sign application papers at the nearest drug store properly authorized to accept them. He will then be referred to a physician, hundreds of whom throughout the country have undertaken to examine applicants for this service as a patriotic work. If he passes the recruit

is then ordered to report to Boston headquarters or the nearest training port, where he is examined by a physician of the shipping board.

Each recruit is required to pay his own fare to Boston, but if he is received into the service the fare is refunded. Apprentices are paid \$30 a month while training, and exempted from military duty as long as they are regularly employed in the merchant marine. The uniform of the service is blue, and all men accepted receive their uniform and working clothes. Upon graduation the shipping board undertakes to place each man in a merchant marine vessel.

The training courses cover a period of six weeks' intensive instruction, and include all phases of work pertaining to duties on steel and wooden ships, as well as steam and sailing vessels. The Meade is used exclusively as a receiving ship. The other ships of the fleet, however, are at sea four or five days in every week, during which time the student marines are given practical instruction.

Instructor for Ten Students.

An instructor is provided for every ten students. Manuals specially adapted for training the students thoroughly, yet in the short time necessary to the completion of the course in six weeks, have been prepared. They deal with seamanship in all its branches. Printed leaflets also initiate the embryo seaman into the mysteries of the compass, knotting and splicing, blocks and all of the hundred other important details which for ages have made the sailorman a distinct product.

Since the Calvin Austin went into commission nearly four hundred graduate seamen have been sent into merchant ships, and not a single bad report has come back to the shipping board regarding the intelligent performance of their duty. In addition to this, several of the boys who served their apprenticeship on the Calvin Austin have since passed examinations granting them certificates as engineers.

A proportionately large number of graduates have been turned out by the other training ships in service for navigators and engineers have also been largely attended, more than five thousand students having been enrolled, of which a considerable per cent. have already received their certificates and are at sea.

As official chanty instructor is Stanton H. King, whose duty it is to revive the ancient custom among sailormen of singing while they worked. Mr. King is an "old salt" himself, having gotten his experience in seamanship and his love of sea chanties on Yankee ships forty years ago. Considered the best chanty singer in this country, Mr. King has been singing these old songs of the sea for years in a Boston mission, and not only can he teach the "new idea" the words, but also he can put the "punch" into them—which was so important a point in the "old days."

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Eve. World - October 17/18



THURSDAY, OCTOBER 17, 1918

U. S. Finger Print Records Preserve Our Dead Heroes From Nameless Graves

Army and Navy Has Evidence of Every Enlisted Man's Identity That Cannot Be Changed Even by Death—The Impressions of All Fingers Fall Into Six Classes, and Finding Any One of Millions Is Just Like Turning to the Right Word in the Dictionary.



Fig. 5.—Arch.



Fig. 6.—Tented arch.



Fig. 7.—Radial loop, right hand, or ulnar loop, left hand.



Fig. 8.—Ulnar loop, right hand, or radial loop, left hand.



Fig. 9.—Whorl (2 deltas.)



Fig. 10.—Composite (2 deltas.)

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DURING the Civil War thousands of soldiers were buried in unknown graves. In this war, Uncle Sam is going to protect from oblivion those of his boys who meet a hero's fate by means of identification tags and finger prints. The chance that the finger prints of any two individuals will be identical is one in sixty billion, authorities say. The chance of error is infinitesimal and is still further reduced if prints of more than one finger are taken.

The only requirement is that prints must be clear to bring out the lines. These lines are more enduring than any other marks of the body. They do not vary from youth to old age and even persist after death. Injuries alone change them, but the scar of a cut would be substantive identification.

The most important use of finger prints is in the identification of dead bodies of soldiers and sailors killed in action or recovered from the sea. Frequently this is the only way to identify them in spite of the fact that there may be tattooing and other marks and scars.

The mangled body of an unknown man was found on the tracks of a railroad in the outskirts of Philadelphia and taken to the city morgue. The man was dressed in civilian clothes, which revealed no clue to his identity. On one arm was tattooed a battleship and on the other the insignia of an artillery regiment. The military authorities were communicated with, finger prints were taken and sent to Washington, where they were identified in a few moments as the prints of a former soldier. In this way the remains were claimed by the man's relatives.

Only a few months ago a sailor was found wandering around the streets of Washington in a deranged mental state. He was sent to the Naval Hospital, where finger prints were taken and his identity established in a short time.

In the Army, Navy and Marine Corps finger prints are made and recorded on a card which shows each finger separately and all of the fingers collectively. These cards are sent to the War and Navy Departments, classified and filed for future reference.

The apparatus for making finger prints consists of a piece of glass, a small ink roller and a compressible tube of printer's ink. A small amount of the ink is squeezed from the tube and spread on the glass by means of the roller.

Impressions are of two kinds—"rolled" and "plain." The former are made by placing the side of the finger on the plate and rolling it over to the other side, and then rolling the finger on the card. A "plain" impression is made by pressing the under surface of each finger to the inked plate and then pressing it on the card. On the finger print cards the rolled prints are placed in the designated squares, and the plain prints are taken simultaneously and recorded on the lower part of the card.

At the time of making finger prints an identification tag is made. This consists of an oval disk made of metal, one and one-half inches long by one and a quarter inches wide.

The finger print of the right index finger is "rolled" on one side and on the other is written or printed the man's name, rank, date of enlistment and date of birth. The tag is then treated by chemicals, after which it is found that the finger print and words are etched on the metal and are therefore indelible.

If the reader took his own finger print by means of an ordinary rubber stamp and ink pad and examined it through a magnifying glass, he would note that it fell within one of six primary classifications. Figure 5 is known as an "arch." Figure 6 is a "tented arch." Figure 7 is a "radial loop." Figure 8 is an "ulnar loop." Figure 9 is a "whorl," and Figure 10 is a "composite or double curve." These are further subdivided by deltas and cores. There are also loops, beads, the running together of lines, the separation of lines and various combinations. There are so many points of difference that the indexers have no trouble in classifying the cards, and it is just as easy to find a card as it is to find a word in the dictionary. As before stated, the print of one finger is all that is necessary, but the prints of the other fingers are used to confirm the first.

Finger printing has been known for centuries and once was extensively used in China by merchants as signatures. From there the practice extended to India. In this country great interest was aroused by Mark Twain's novel "Pudd'n'head Wilson" which treats of the substitution of one baby for another, which was the real heir.

The man responsible for introduction of finger printing into the western world was Francis Galton, an Englishman who published several monographs on the subject in 1892. In former days criminals were identified by photographs, but this method was found to be confusing and unsatisfactory. In 1885, Alphonse Bertillon, a Frenchman, called attention to a system of measurements, which though satisfactory and dependable, is tedious of accomplishment compared with the simplicity of making and classifying finger prints. Such is only one of their many uses. Railroads employ them to identify employees, some of the Government employees of the Canal Zone are paid by such identification and savings banks utilize finger prints to identify illiterate depositors.

SUNDAY, OCTOBER 27, 1918

By JOSEPHUS DANIELS, SECRETARY OF THE NAVY.

"The American Navy of To-day Is a Navy of More Than 1,200 Ships. They Are Ready to Take Their Full Part in Any Battle That May Be Fought."

The two chief roles the Navy has so far had to play in this war have been (1) protecting the transports that have carried approximately two million American troops to the battlefields of Europe, and (2) riding the seas of German submarine frightfulness. And those are parts which it has played in a way that writes into American naval history its most glorious chapter.

No man can contemplate the accomplishments of the American Navy in this present war without a thrill of pride; without coming to realize that it has played its part in a way that is worthy of its best traditions.

When America entered the world conflict and immediately announced its intention of shipping millions of troops to Europe, the German leaders sneered—and then boasted that as many Americans would be sent to watery graves by submarines as would die before the guns of the Teutonic armies. Even some of the most loyal Americans were skeptical of the ability of the American Navy to give protection to the American Army on its way across the treacherous Atlantic. In this great work there has been co-operation between the American and British navies.

But the American Navy—assisted by warships of our Allies—has stunned the German leaders and caused the world to gasp by accomplishing the "impossible." Day after day, week after week, month after month it has convoyed troopships through

waters that seethed with submarines and resourcefulness, who man our warships and those of our Allies, must go the credit for the grand achievement. And, as to submarines—Once they were almost as great a menace as sharks in the Seven Seas; once their activities day after day constituted one of the biggest items of war news. Until a year ago it was Germany's proudest boast that when all else failed her submarines would win the war for her; that her submarines could halt the movement of ships with food, ammunition and men from America to the battlefields of Europe.

THE TRANSPORT TRIUMPH.

Approximately 2,000,000 American troops have been transported to France—and not one soldier has come to his death through submarine attack on the "Over There" journey.

Since that day in 1917 when the United States became a factor in the crushing of Germanic power in Europe many transports have sailed from American ports, freighted with the precious lives of our boys in khaki. And Germany, cognizant of the fact that American troops were being moved across the Atlantic in big numbers, laid every conceivable trap to bring about the destruction of the ships that carried them. Submarine commanders had their orders to sink transports—at any cost. The combined strategy of Germany's Naval Board devised cunning ways by which it felt that it could trick the Navy of the United States so that the transports would become prey for the under-sea wolves of Germany.

But in the eighteen months that America has been in the war the whole flotilla of submarines that has roamed the Atlantic for transport prey has been felled. And to those wonderful men of brains, of courage

and resourcefulness, who man our warships and those of our Allies, must go the credit for the grand achievement.

And, as to submarines—Once they were almost as great a menace as sharks in the Seven Seas; once their activities day after day constituted one of the biggest items of war news. Until a year ago it was Germany's proudest boast that when all else failed her submarines would win the war for her; that her submarines could halt the movement of ships with food, ammunition and men from America to the battlefields of Europe.

SUBMARINES IN CHECK.

But Germany is boasting no more! The submarine menace has ended, so far as a determining factor in the war is concerned, for all time. The U-boats of Germany no longer are a serious factor, though still destructive in decreasing measure. Ships are worthless that lie rotting at the bottom of the sea. And that's where the bulk of Germany's submarine fleet is to-day. Germany is still building U-boats; still sending them out on their ruthless—but ill-fated—journeys. But the navy of America and the navies of her Allies have been sinking submarines faster than even frenzied Germany can build their successors.

Less than three years ago Germany announced that she would sink 1,000,000 tons of shipping per month. For a time, she nearly maintained her schedule. Through the months that followed and until America's



Secretary Daniels Closely Follows the Events of the Day

entry into the war, the sea wolves created havoc with the shipping of the world; rolled up an enormous total of destroyed ships; sent hulls to the ocean's depths faster than the combined shipbuilders of the Allies could produce new bottoms. But all that has ended now.

And our generous allies insist that the advent of the American Navy in

the conflict against the U-boats swung the balance of sea power in their favor; that our entrance into the war added to the Allied fleets just enough extra ships to scour the seas and make a merciless and successful war upon "the wolves of the Atlantic."

"Amazing Gunmanship." Unceasing vigilance, amazing gun-

manship whenever a submarine was sighted, fearlessness of our men in the face of a possible torpedo attack by a submarine, and depth bombs that destroy any U-boat within a radius of nearly a half-mile from where it is discharged—those are the potent factors in the wonderful fight that our navy and the navies of the Allies have made against German submarines.

The American Navy has been active in this war—more active, perhaps, than any that has ever battled under the Stars and Stripes. It has protected troopships, scouted for submarines and destroyed them; roamed the Atlantic from South America, along the American seaboard, across to Europe, into the Mediterranean, and has cruised the Pacific.

But the boys that man our ships aren't happy over their splendid triumphs. They are like bulldogs straining at the leash. They want action—they want to battle day after day for the greater glory of America. They are almost prayerful in their pleading for "a real crack at the Germans." Nothing in this life would please them more than the issuance of orders to-morrow that gave them a chance to get at the German fleet. It might mean death for some of them, but theirs is a spirit that knows no fear of death; theirs is a loyalty and a patriotism that is sublime; that yearns to risk all in the eagerness to bring final disaster to the German ruler who sought world domination—and who now is totter-

ing on a crumbling throne of a beaten nation.

America has reason to be proud of her Navy—and doubly proud of her sailor boys.

Those Americans who once cherished dreams of an American Navy that would rank among the mightiest in the world will soon see the day when their dreams will come true. For the Navy that flaunts the Stars and Stripes to the breezes of to-day is a Navy many times greater than in those pre-war days, and ten times greater in personnel; a Navy which even now, in ships, in guns and complement, is one of the most magnificent in history.

HAVEN'T REACHED LIMIT.

And we are still far from the limit of our endeavors; far from completing the task we mapped out for ourselves more than two years ago—to make the Navy of the United States a Navy that will be surpassed by no Navy that floats.

Before the outbreak of war the American fleet comprised approximately 300 fighting vessels. And some of them were almost obsolete. The American Navy of to-day is a Navy of more than 1,200 ships. They are ready to take their full part in any battle that may be fought. There will be added to this great fighting unit submarines of the most modern type, super-dreadnoughts, eagles and other types of smaller craft, and we are building ships that will carry guns with a range that heretofore has been thought impossible; battle cruisers of amazing speed and

wonderful gun power, torpedo boats swifter than any that have been produced before.

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At the present time, approximately 14,000 men are in schools being trained for officers; 24,000 apprentices are being tutored in the tasks that soon will face them aboard the fighting ships of America; more than 10,000 men are being schooled in aviation, and in a short time will be ready to take their parts in the crushing of Germany.

The Marine Corps, once considered an important factor in Navy strength, has come into power by leaps and bounds. Before the war its enrolment was 9,900 men and 340 officers. But to-day the Marine Corps lists more than 50,000 men and 2,000 officers, with that total being augmented with every passing day.

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Once this navy of ours was regarded as small and lacking in adept power; once it was the target for contempt. Some went so far as to call it an unimportant factor in figuring the war strength of this nation. But 1914 brought new appropriations—and real ones—for upbuilding the Navy, and they have been greatly increased since war began, and the ingenuity of this American nation has lifted this Navy of ours, almost overnight, to a position ranking among the strongest navies of the world.

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SUNDAY, OCTOBER 27, 1918

By JOSEPHUS DANIELS, SECRETARY OF THE NAVY.

"The American Navy of To-day Is a Navy of More Than 1,200 Ships. They Are Ready to Take Their Full Part in Any Battle That May Be Fought."

Two chief roles the Navy has so far had to play in this war have been (1) protecting the transports that have carried approximately two million American troops to the battlefields of Europe, and (2) ridding the seas of German submarine frightfulness. And those are parts which it has played in a way that writes into American naval history its most glorious chapter.

No man can contemplate the accomplishments of the American Navy in this present war without a thrill of pride; without coming to realize that it has played its part in a way that is worthy of its best traditions.

When America entered the world conflict and immediately announced its intention of shipping millions of troops to Europe, the German leaders sneered—and then boasted that as many Americans would be sent to watery graves by submarines as would die before the guns of the Teutonic armies. Even some of the most loyal Americans were skeptical of the ability of the American Navy to give protection to the American Army on its way across the treacherous Atlantic. In this great work there has been co-operation between the American and British navies.

But the American Navy—assisted by warships of our Allies—has stunned the German leaders and caused the world to gasp by accomplishing the "impossible." Day after day, week after week, month after month it has convoyed troopships through

waters that seethed with submarines and resourcefulness, who man our warships and those of our Allies, it has been called upon to combat or to defend against foes that it could not see. And, to the undying fame of the Navy, it has accomplished the purpose for which it aimed.

THE TRANSPORT TRIUMPH.

Approximately 2,000,000 American troops have been transported to France—and not one soldier has come to his death through submarine attack on the "Over There" journey.

Since that day in 1917 when the United States became a factor in the crushing of Germanic power in Europe many transports have sailed from American ports, freighted with the precious lives of our boys in khaki. And Germany, cognizant of the fact that American troops were being moved across the Atlantic in big numbers, laid every conceivable trap to bring about the destruction of the ships that carried them. Submarine commanders had their orders to sink transports—at any cost. The combined strategy of Germany's Naval Board devised cunning ways by which it felt that it could trick the Navy of the United States so that the transports would become prey for the under-sea wolves of Germany.

But in the eighteen months that America has been in the war the whole flotilla of submarines that has roamed the Atlantic for transport prey has been foiled. And to those wonderful men of brains, of courage

And, as to submarines—Once they were almost as great a menace as sharks in the Seven Seas; once their activities day after day constituted one of the biggest items of war news. Until a year ago it was Germany's proudest boast that when all else failed her submarines would win the war for her; that her submarines could halt the movement of ships with food, ammunition and men from America to the battlefields of Europe.

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SUBMARINES IN CHECK.

But Germany is boasting no more! The submarine menace has ended, so far as a determining factor in the war is concerned, for all time. The U-boats of Germany no longer are a serious factor, though still destructive in decreasing measure. Ships are worthless that lie rotting at the bottom of the sea. And that's where the bulk of Germany's submarine fleet is to-day. Germany is still building U-boats; still sending them out on their ruthless—but ill-fated—journeys. But the navy of America and the navies of her Allies have been sinking submarines faster than even frenzied Germany can build their successors.

Less than three years ago Germany announced that she would sink 1,000,000 tons of shipping per month. For a time, she nearly maintained her schedule. Through the months that followed and until America's



Secretary Daniels Closely Follows the Events of the Day

entry into the war, the sea wolves created havoc with the shipping of the world; rolled up an enormous total of destroyed ships; sent hulls to the ocean's depths faster than the combined shipbuilders of the Allies could produce new bottoms. But all that has ended now.

And our generous allies insist that the advent of the American Navy in

the conflict against the U-boats swung the balance of sea power in their favor; that our entrance into the war added to the Allied fleets just enough extra ships to scour the seas and make a merciless and successful war upon "the wolves of the Atlantic."

"Amazing Gunmanship."

Unceasing vigilance, amazing gun-

"The Boys That Man Our Ships Aren't Happy Over Their Splendid Triumphs. Nothing Would Please Them More Than a Chance To-morrow to Get at the German Fleet."

manship whenever a submarine was sighted, fearlessness of our men in the face of a possible torpedo attack by a submarine, and depth bombs that destroy any U-boat within a radius of nearly a half-mile from where it is discharged—those are the potent factors in the wonderful fight that our navy and the navies of the Allies have made against German submarines.

The American Navy has been active in this war—more active, perhaps, than any that has ever battled under the Stars and Stripes. It has protected troopships, scouted for submarines and destroyed them; roamed the Atlantic from South America, along the American seaboard, across to Europe, into the Mediterranean, and has cruised the Pacific.

But the boys that man our ships aren't happy over their splendid triumphs. They are like bulldogs straining at the leash. They want action—they want to battle day after day for the greater glory of America. They are almost prayerful in their pleading for "a real crack at the Germans." Nothing in this life would please them more than the issuance of orders to-morrow that gave them a chance to get at the German fleet. It might mean death for some of them, but theirs is a spirit that knows no fear of death; theirs is a loyalty and a patriotism that is sublime; that yearns to risk all in the eagerness to bring final disaster to the German ruler who sought world domination—and who now is totter-

ing on a crumbling throne of a beaten nation.

America has reason to be proud of her Navy—and doubly proud of her sailor boys.

Those Americans who once cherished dreams of an American Navy that would rank among the mightiest in the world will soon see the day when their dreams will come true. For the Navy that flaunts the Stars and Stripes to the breezes of to-day is a Navy many times greater than in those pre-war days, and ten times greater in personnel; a Navy which even now, in ships, in guns and complement, is one of the most magnificent in history.

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252
November 19/18
Hoboken

THE WORLD: SUNDAY

OFFICERS ARE NEEDED FOR OUR TRANSPORTS

Schools to Train Men Are to Be
Opened by the Navy
Department.

Engineering officers for the transport and supply ships are now one of the pressing needs of the navy, and the supply is far short of the demand for capable men. To meet the need the Navy Department has established the United States Navy Steam Engineering School at Hoboken, N. J. The voluntary induction of men through their local boards can now be made. Ensign C. L. McIntyre, Assistant Mobilization Inspector of the Eastern District, will be at his headquarters, No. 225 West 42d Street, New York City, to examine applicants.

The school is open to men who meet the physical requirements of the navy, who are of thorough ability and officer-like material and have completed the mechanical, electrical or civil engineering course at any recognized university, or possess an equivalent education and experience. The course comprises approximately five months, viz.:

One month at the Pelham Bay Training Station, Pelham Bay, N. Y.

One month technical instruction at the United States Navy Steam Engineering School, Hoboken, N. J.

Two months' training on sound steamers, ferry boats and a trip across the ocean.

One month final technical instruction at the United States Navy Steam Engineering School, Hoboken, N. J.

The graduates of this school will be assigned to duties as engineering officers of the transport and supply ships. They will be commissioned as Ensigns in the United States Naval Reserve Force. The salary of an Ensign at sea is \$155 a month, and \$185 a month if he has dependents.

This is a wonderful opportunity for men who are steam engineers to continue in their trade and eventually perform admirable services for Uncle Sam.

November 28/18
NEW YORK AMERICAN

NAVY TO HAVE 21 AIR STATIONS

World's Fastest Plane, with Speed
of 160 Miles an Hour,
Built Here.

WASHINGTON, Nov. 27.—The Navy Department's programme for making permanent the twenty-one coastal air defense stations planned for the war was explained to the House Appropriations Committee to-day by Rear-Admiral Taylor, Chief of Construction. He asked that \$85,769,000 be provided for this work next year. Squadrons of fighting aircraft of every description will be included in the equipment for stations along the Atlantic, Gulf and Pacific and insular possessions.

New stations, Admiral Taylor said, are to be erected on the Maine coast between Portland and Rockland; at Narragansett Bay, New York City; Port Arthur, Texas; San Francisco; Seward, Alaska; Hawaiian Islands, Virgin Island, Guam and in the Canal Zone. Stations are now under construction at Cape Lookout, N. C.; Brunswick, Ga., and Galveston, Texas, and others have been completed at Chatham, Mass.; Rockaway Beach, Cape May, Miami and Key West, San Diego and in the Canal Zone.

Admiral Taylor said the fastest airplane in the world was built in the United States. This machine, known as the Kirkham Triplane, developed a speed of 160 miles an hour, and experiments are contemplated to see if it cannot do better than that.

The Admiral also told of a German Zeppelin that recently flew from Bulgaria to East Africa and back. It was sent out to bring home a German commander, but he was captured before the craft arrived.

Captain Steele, of the Naval Aviation Bureau, said coastal stations operated by the navy in foreign waters had been discontinued. American machines abroad will be sold and the engines of those for which there is no demand shipped home.

Since the signing of the armistice aviation contracts amounting to \$36,000,000 have been cancelled, Admiral Taylor said. Captain Steele said about \$220,000,000 appropriated for naval aviation would be returned to the treasury at the end of the fiscal year.

New York Times, Dec 26/18

Credit for the Navy.

To the Editor of The New York Times:

I wish to thank you for your editorial on "Navy Men Feel Slighted," in your valuable paper Monday, Dec. 23. Since last July the Lower Wall Street Business Men's Association have been collecting musical instruments for the men of our navy. They have come in contact with a large number of our sailors who fully coincide with your correspondent from the U. S. S. Leviathan, and as you say they have a "real grievance." There are seemingly but few who "yet know" what the navy has done. They little think our navy has been in the danger zone continually since the beginning of the war. Few knew that from the moment a transport sailed from New York there were hourly inspections both day and night, not only the danger from submarines, but equally as great the prevention of the spreading of contagious diseases. Nowhere have we seen it stated that the officers in command did not remove their clothing from the time they left New York until they reached the other side, so great was their anxiety that they often remained on bridges for twenty-four hours at a time. No one has told us no matter how near a submarine might have been the convoy could go no faster than the slowest ship. Never in the history of the world has there been a more marvelous exploit than the transportation of two million men and their supplies 3,000 miles over the dangerous sea, with little or no loss, and yet many speak of the navy as having accomplished nothing, not realizing in great conflicts between nations the one having the most powerful navy will ultimately be successful.

Let our good Secretary of the Navy lift "the veil of secrecy over the men who have deserved to be known to their countrymen." And we, the people, show on Thursday when our ships come home we appreciate what the navy has done by turning out and giving them a most hearty welcome.

ABRAM WAKEMAN,

Secretary, Lower Wall Street Business Men's Association.
New York, Dec. 23, 1918.

Obs. Jan 27/19

New York Times, Dec 26/18

The Convoy Fleet.

To the Editor of The New York Times:

It seems to me that in welcoming back the fleet from the other side they have entirely overlooked the fact that there are others in the navy who deserve at least honorable mention. The papers are full of the returning dreadnoughts, and while I don't doubt they did wonderful work, I think it rather a pity entirely to forget, apparently, all the others. I suppose I feel keenly about it, as my "hero" has made ten trips back and forth, convoyed several hundred thousand men in all sorts and kinds of seas and weather, and he is only one of many. Can't Uncle Sam do something about it in fairness to all?

New York, Dec. 23, 1918.

M. B.

Too Short for Navy

Editor Hudson Observer:

I'm a constant reader of your valuable newspaper, and would like to know why it is that a good many young men, like me, who have tried to enlist in the U. S. Navy, have been rejected on account of being only 5 feet 2 inches, instead of 5 feet 4 inches.

Can you kindly tell me if there is other way of passing?

Thanking you in advance for your wonderful efforts of giving all sorts of valuable information to the public, I remain,

A Constant Reader.

If you are less than six months older than 17 years, the navy will accept you at your height of 5 feet 2 inches. If you are above that age (17 years and six months) you cannot qualify.—[Ed.]

December 20/18
THE NEW YORK TIMES.

NAVY MEN FEEL SLIGHTED.

To the Editor of The New York Times:
Being a member of the crew of the U. S. S. Leviathan, U. S. Navy transport, since Aug. 11, 1917, I feel that it is my duty in behalf of my shipmates, not only on this ship but on all the ships in the service, to make a protest. Everything we read in the papers is always praising the army. Not that I do not admire the wonderful fighting and work the army has done, but don't you think the navy ought to get a little credit once in a while? Just think of the men on the destroyers and patrol boats that have been in European waters long before any of the soldiers started to go. Haven't they done just as much to win this war as the army has? It was not the navy's fault that the cowardly German fleet did not come out to fight. If they had, the navy would have fought to the last man and ship—and won, too. If it had not been for the navy, how could the soldiers have gotten across? Everybody that reads will know that there have been very few men (army) lost on the seas, through enemy action. In England everything is the navy, and they deserve every bit of it. The English have the most wonderful navy in the world, but still they think that without the timely help of the American Gobs the war would have lasted much longer than it has.

I am not making this protest in my behalf alone, but in behalf of my fellow-shipmates in the naval service, who feel pretty sore over the raw deal they have been getting. This is the termination of my tenth trip on this ship, and I think we have run through as many dangers as the men in the army have. Another thing that the general public does not seem to understand is that every man in the naval service is a volunteer.

ONE OF THE CREW OF THE U. S. S. LEVIATHAN.
New York, Dec. 17, 1918.

This is a real grievance, and we have heard its expression by enlisted men of the navy, who seem even to fear that history will be written in the same way as the censorship has had the facts given to the newspapers, and that men will never know what the navy performed. This last fear has no foundation; when the books are opened the names recorded there of heroic army and navy men alike will fly out. In this respect the army has suffered almost as badly as the navy. "He stopped them at the Marne," said Mayor-Major MITCHEL of Marshal Joffre; we stopped them at Château-Thierry and Belleau Woods, and yet how wide is the knowledge of the names of the officers who commanded the Americans who stopped them at this second Marne? We know the name of the Frenchman, but do we know the names of the Americans?

But the navy has suffered more cruelly than the army. We at least knew what the army was doing, but we do not yet know what the navy has done. Secretary DANIELS still hangs the veil of secrecy over men who have deserved to be known to their countrymen, and known while the honor of their gallantry is fresh. He has promised a later report, but he need not wait for it to give the country these facts. What is the reward of gal-

lantry but fame, and why should the laurels be withheld until they have withered? What is the use of saying that the consciousness of duty is sufficient reward? Even if it is, these boys are entitled to more than their sufficient reward; more than sufficiency, far more than the utmost. We say that nothing is too good for them; there is a popular song that expresses the general feeling, "When You Come Home, and You Will Come Home, There's a Whole World Waiting for You." But the boys say they don't want a whole world; they want the honor, the fame, that they earned by their deeds, and they want it while it is fresh, while the girls and the old folks at home can take the full measure of pride in it, and not long hence when the Treaty of Peace has been signed. Who are we and Secretary DANIELS to deny them

this modest reward and this just right?

Yet the curious but real distinction our sailor friend describes between our navy and the British will remain, we fear, even after Secretary DANIELS's belated duty has been performed. British histories have always exalted their navies, while with the single exception of the War of 1812 our naval heroes have never had all the fame they earned so greatly. The reason why we exalt the navy of 1812 is that there is almost nothing in our army's work in that war in which we can feel any pride. Much of its record was disgraceful, thanks to the volunteer system, muddle-headed administration, and a great deal of wiredrawing about State rights and the Constitution.

But the navy won the war for the Union. But for the navy GRANT might have had to go on fighting for years without a decision; yet FARRAGUT, PORTER, and FOOTE are almost regarded as minor figures, "with GRANT or SHERMAN always present." Lately a book was written to prove that the navy won the Revolution, too; yet all most of us know about the navy in that war is that JOHN PAUL JONES was a successful raider. In the Spanish war it is necessary to give credit to the navy, since the war was won obviously by DEWEY and the squadrons commanded by SAMPSON and SCHLEY; but there is a disproportionate emphasis on the army's part in most that is written even about that war. In writings about the Mexican war the navy's part almost disappears.

This unintentional unfairness, which lies in the nature of things on this continent—since it does not exist in Great Britain, where the emphasis is all the other way—is an additional reason why the nation should learn without delay what the navy has been doing and who did it. No sailor of the United States should be permitted to feel for a moment that he and his arm of the service are being unfairly treated; there should not be a sore heart under any sailor's shirt. And conversations with enlisted men, as well as this letter, convince us that this necessity is not yet recognized as we should like to see it.

The Man Who Taught Our Navy to Shoot

In the early days of our navy it was almost impossible for the officers in command of the vessels to get appropriations for target practice. Congress failed to see the need of expert marksmanship and it was only after a long fight that they were brought to the views of the men behind the guns. Foremost among these men was Rear Admiral Sims, who, back in 1901, was a young Lieutenant attached to a warship in the Asiatic Fleet. He studied gunnery morning, noon and night and came to the belief that when a shell was fired it should hit something. He knew that in the Battle of Santiago, in the Spanish-American War, the American warships had scored but one hit for every one hundred shells fired. At the time no other navy could show any better marksmanship; nevertheless, those ninety-nine misses worried him.

In the December Boys' Life, Mr. William Heyliger gives a sketch of the battle Rear Admiral Sims had for target practice in the navy, and goes on to say:

"In China he met a young British naval officer who also had ideas about gunnery. The British officer was experimenting with a tube that when attached to a big gun fired a very small shell. The tube pointed exactly as the gun was pointed. By mathematical calculation the accuracy of the big gun could be determined by firing the small tube at a miniature target.

"Sims was quick to see the possibilities of the idea. He made one of the tubes and attached it to the gun he himself commanded. Because of the great cost of shells it was then,

and is now, impossible to have much target practice with the big guns. But Sims drilled his crew day after day with his tube attachment. If he saw other naval officers smile at his experiment, he paid no attention. And when general target practice was next held the crews that Sims had patiently and tirelessly drilled outshot the whole fleet.

"After that Sims had but one idea: that every gun crew in the navy should be drilled in the new way. He wrote a long letter to Washington. But the Navy Department was busy with a thousand and one routine duties; and besides, a new idea always has had to struggle hard to oust the old and the accepted. Sims wrote again and again; weeks gave way to months and still he continued to mail his letters. Finally, when there seemed no other way, he wrote to Theodore Roosevelt, then President of the United States. Back came a cablegram ordering him to report at Washington.

"There the determined young Lieutenant was granted an interview with the President. In those days it was the custom in all the navies of the world to be content if shots struck anywhere near a target. Sims argued that shells that struck 'near' enemy ships were wasted. He asked for a real target and an actual count. If shells were being wasted something should be done. And that 'something,' to the dogged mind of Sims, was the method he had proven when his gun crew had outshot the Asiatic Fleet.

"After all the weary months he was at last given his chance. The target President Roosevelt provided was an abandoned lighthouse rigged with a great spread of canvas. With fast-beating heart Sims watched a fleet approach and fire salvo after salvo. When the last gun had spoken the canvas was examined. Only one shot had reached its mark. Sims had proved his case."

MERIT PROMOTION IS ASKED FOR ARMY

Navy Has So Benefited by Selective System That Many Officers in Other Branch of Service Want It.

(Special to The World.)

WASHINGTON, Feb. 9.—Promotion by selection instead of seniority has worked so satisfactorily in the navy that progressive officers of the army are strongly recommending its adoption for the reorganized military system.

Had a system of promotion solely on merit been in vogue when the United States entered the war, it was pointed out to-day, the higher positions in the military system would not have been filled by men who were "there because they were there," having risen by the seniority rule.

Conspicuous Examples.

There have been some conspicuous examples of promotion by selection in the army. When the late Col. Roosevelt was President he jumped several officers over large numbers of men senior to them in point of service. Gen. Pershing was one of these, and his boost from a Captaincy to Brigadier General caused a prolonged storm in Congress. Gen. Leonard Wood also was picked by Col. Roosevelt and given a big boost. There were others.

Promotion by selection or by merit was in vogue in one bureau of the War Department when the United States became a belligerent. For several years Gen. William Crozier, Chief of Ordnance, had insisted upon this form of promotion for ordnance officers. Before a man could get a detail to ordnance his record was examined by a board and an examination was required. If he got by and made good he was eligible for another detail. If he failed to make good he never got another chance.

Fear of Favoritism.

The principal fear of those who have opposed promotion by seniority in Congress has been that it would open the door to favoritism. There have been few cases of alleged favoritism in the navy. One outstanding case was the promotion of the President's physician, Rear Admiral Cary T. Grayson. The Senate fumed about this promotion for weeks, on the ground that it was an injustice to other officers who were quite as capable as Dr. Grayson.

The system has worked so well in the navy that men who long criticised Secretary Daniels have forgiven him because, in the interest of efficiency, he insisted on the passage of legislation eliminating the seniority rule and authorizing promotions on merit. The selection system in the navy is not unlimited. A man must serve a given time in one grade before he can receive a permanent promotion to a higher grade, but he is not held back by a lot of other officers in the same grade by the seniority system.

The Merchant Sailor's Service.

To the Editor of The World:

Has it ever occurred to you to give a little praise to the boys who answered the call of the Government to man the merchant ships during the war?

We carried supplies overseas during the time the subs were doing their best along the entire coast of Europe, and now that the war is over, when we are asked, "What did you do?" we answer, "I was in the merchant marine," and the response is, "We always needed a branch of service like that; it had nothing to do with direct warfare; you took no chances, and look at the big salary you drew."

Now, we gave up pretty good jobs to go and yet get no credit. In my judgment, we did as much as the navy did; then why not get as much credit?

AN AMERICAN SAILOR.

Merchant Marine Query.

Will you kindly insert the correct answer of this letter in your valuable paper? "A" wants to know if discharged merchant marine sailors are entitled to the \$60 bonus as well as soldiers, or is it that the merchant marine sailors are not included?

A READER.

The merchant marine is not included in the \$60 bonus.—Ed.

SUCH INCONSISTENCY.

Editor Jersey Journal:

Sir:—I notice that the vessels of the United States Navy now at anchorage in the Hudson River are "lit up" every night—yet the sailors can't get a drink.

Isn't something wrong somewhere?

T. Oper.

Jersey City, April 21, 1919.

It is a "uniform" rule that men in the service of the United States Navy cannot be served with intoxicating liquor, but that doesn't debar them from taking a drink of tea, coffee, water or other non-intoxicants if they have a mind to. Your facetiousness is pretty good—considering.—Ed.

Sun. April 24/19

THE SUN, TUESDAY,

APRIL 15, 1919.

DEMobilIZING THE GOB.

According to This Writer, It Proceeds Too Slowly.

TO THE EDITOR OF THE SUN—Sir: We read in the papers about the demobilization of our soldiers, but what about our sailors?

I have a brother who was called for service as a machinist's mate on September 15, 1918. He was sent to the Great Lakes Training Station and held in the detention camp forty-two days for having arrived during the influenza epidemic.

He was put on detail work, picking up cigarette butts, cleaning windows, sweeping streets and the like.

After the armistice was signed he made a request for a release in accordance with Secretary Daniels's proclamation that men having urgent business claims should be released immediately. His application was approved and marked for release January 15, 1919. In March he was sent East with a hundred other men, his papers all this time lying in the file, with no action taken whatever.

He is still doing detail work as described before, having had new applications disapproved with the explanation that business claims were not considered urgent enough for release. This is by no means an isolated case.

All this talk about soldiers and sailors without positions! Why don't they let the men out who have places waiting for them? Why are only 1 per cent. a month of the naval forces being released? Why are we paying to keep these men in the Naval Reserves doing this detail work at the rate of from \$30 to \$54 a month? H. SAULESBERRY.

QUEENS, April 14.

DEMobilIZING THE GOB.

Delay Expensive to the Government and Trying to the Men.

TO THE EDITOR OF THE SUN—Sir: I read with interest the letter regarding the demobilization of the gob, and herewith offer another example of the idiosyncrasies of our system.

A friend volunteered in the navy in 1917 and was sent to the Harvard radio school. He was soon assigned to transport duty as a wireless operator, and for over twelve months ferried across the Atlantic on cargo ships that were hardly fit for cattle boats. These old hulks had temporary wireless quarters, in most instances furnishing such accommodations that oftentimes he slept on deck in preference to the stuffy quarters, and, though ill with influenza on one occasion he had to remain at his post without any medical attention. He has not entered one word of complaint or criticism about this, however, taking it as "c'est la guerre."

Since the first part of January he has been sitting around at an inland station waiting for his discharge. He made application through the proper channels after the armistice was signed and has appealed to all the local authorities as well as to the highest authorities in Washington, and it was hinted in February that his discharge would come through April 1, but it was apparently an April fool joke, and he can now get no information as to when he will get his release.

He draws about \$60 a month, and of course the Government is feeding him, so it is safe to say that the cost to keep him in the service is at least \$75 a month. There are 10,000 in his camp, and while he is probably drawing more than the average, take it conservatively at \$50 a month to keep each man and you can figure half a million dollars a month expense to the Government. Any one of these men could have been released on an indefinite furlough subject to call at any moment and could have reached his quarters within from twenty-four to forty-eight hours, if necessary, and thus avoided this expense. Aside from what it is costing to keep him, this young man had a job waiting for him on April 1, he is engaged to be married, and his parents are anxious to have him back home. H. A. C.

NEW YORK, April 23.

Sun. Apr 23/19

A Brave Sailor Defends a Brave Soldier.

Admiral SIMS is a straight spoken, upstanding sailor man, never afraid to say what he means, and never leaving his hearers in doubt as to the message he wishes to convey to them. At the Victory Loan meeting in front of the Treasury building in Washington on Monday he took occasion to pay his respects to the detractors of General JOHN J. PERSHING in plain, straightforward phrases that will bear repetition:

"Now just a word about JOHN PERSHING.

"He has had 2,000,000 men over there.

"No one of those men has been able to see one-thousandth part of the operations.

"They run across a great many disagreeable things.

"They may have been charged five cents too much in a canteen, or they may have run across a Britisher or an Italian or a Frenchman that they had a row with.

"They come back with all sorts of small criticism.

"For the Lord's sake, don't pay any attention to that, and don't pay any attention to the people in this country that are yapping at JOHN PERSHING's heels.

"No military commander since the world began has had to do the stunt he has had to do.

"If he should have done that without any mistakes he would be the greatest military commander the world has ever heard of.

"He will tell you himself he has made mistakes.

"So have I, but I am not going to tell you about them."

There has been a disgusting amount of backstairs gossip, tittle-tattle, and unpleasant innuendo concerning General PERSHING, his staff, and the "coterie of West Pointers" surrounding him ever since men began to return from the battlefield. Mighty little of it has got into the newspapers, be it said to their credit, but it has been circulated by word of mouth among idle and gullible persons until there is not a hamlet in the land in which some solemn ass does not wag his empty head portentously when the name of PERSHING is uttered.

These irritating and irresponsible reports are vague and nebulous. They cannot be denied, because they provide no specific accusation which can be proved or disproved. Their authors and their circulators seek to undermine General PERSHING's reputation by innuendo. They say little and hint much, and the false impression they create is largely due to the fears they arouse and not to the facts they impart.

Admiral SIMS's outspoken and righteous indignation over this contemptible campaign against a man who has done much for his country should clear the air and shame General PERSHING's calumniators. That brave soldier deserves well of his country, and the voice of envy and malice should be stilled.

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THE EVENING SUN,

SEPTEMBER 4, 1919.

NAVAL OFFICERS TIRE OF SERVICE

Many in Financial Straits
Try to Resign.

CAN'T LIVE ON THEIR SALARIES

Are Anxious to Leave Washington
and Annapolis.

WASHINGTON, Sept. 4. — Unable to live within their income because of the high price levels, scores of naval officers have tried to retire from the service, but invariably their resignations have been refused by the Navy Department to prevent the crippling of the service. The conditions are particularly trying in Washington and possibly worse at the Naval Academy at Annapolis.

For some time the Navy Department has been swamped with requests that resignations be accepted and also requests for transfers to posts other than Washington or Annapolis. Few if any of these appeals have been granted, because it would be impossible to grant even a part of them without damage to the efficiency of the department.

House owners at Annapolis, where the conditions are more acute than ever before, are reaping a harvest, and almost 150 officers have been assigned there to supplement those for whom quarters are provided on the naval reservation. The rentals demanded and received by house owners at this station are far in excess of the allowance granted to officers by the Government for quarters and eat up a large part of their salaries.

Billets No Longer Plums.

It has been pointed out by one ranking officer of the navy that young officers ask to be transferred from berths in Washington because they cannot stand the expenses. Prior to the war billets in Washington were regarded as plums and frequently were awarded for meritorious work.

This week a young naval officer with a wife and two children appealed to one of the bureau chiefs to send him and his family anywhere they could "make both ends meet." This officer served in the war and when he returned found that he could not live on his pay, although he practised strict economy. He rented a house about a mile from Chevy Chase but was forced to pay \$115 a month rent. He said that by doing without the nurse for the children he could come out about even, but he prefers to be sent away so that his family may have the proper care.

No Increase Since 1908.

The pay of naval officers has not been increased since May 13, 1908, when they received an advance amounting to 25 per cent. approximately. The base pay of naval officers is as follows:

Ensigns, \$1,000 a year; Lieutenants (junior grade), \$2,000; Lieutenants, \$2,400; Lieutenant-Commanders, \$3,-

000; Commanders, \$3,500; Captains, \$4,000; Rear-Admirals, \$6,000 and \$8,000, according to rank; Admirals, \$10,000.

In addition naval officers receive 10 per cent. extra for five years service up to twenty years. While at sea officers also get 10 per cent. extra.

The commutation and quarters allowance for naval officers amounts to practically nothing—\$24 a month for Ensigns and slightly more for each higher grade. The heat and light allowances amount to only about \$4 a month for Ensigns.

Evening World - Sept 13/19

MOST TATTOOED MAN IN THE WORLD

He's a Sailor on the U. S. S. Texas.



THE most tattooed man in the world is a sailor in Uncle Sam's Navy on board of the U. S. S. Texas. His entire body is covered with decorations of all kinds from his feet right up to his shoulders. Emblems of all kinds adorn his body, many religious symbols among them.

HAZING ABOLISHED AT NAVAL ACADEMY WHEN DANIELS ACTS

Midshipmen, Threatened With
Hundreds of Dismissals by
Secretary, Give Pledge Which
They Say Is Voluntary.

(Special to The World.)

WASHINGTON, Oct. 10.—Secretary of the Navy Daniels, after a conference with Rear Admiral A. H. Scales, Superintendent of the Naval Academy at Annapolis, declared to-day that he would stop all forms of hazing at the academy if in doing so he were forced to expel hundreds of midshipmen.

"I told Admiral Scales," said he, "that I wouldn't mind expelling 200 of them any more than I would mind eating breakfast in the morning, if that course became necessary to stop hazing. There are 2,200 boys there, and we could very well get along with 2,000."

The Secretary said the practice of hazing in its slightest form had a tendency to break the spirit of the men and that he was determined to put an end to it. Investigation of reports of recent hazing are under way. Admiral Scales, after the conference with the Secretary to-day, said:

"Just before leaving Annapolis word was sent to me by the Presidents and Secretaries of the two upper classes that if there was anything these classes could do to enable me to establish the fact that midshipmen do not and will not engage in any form of hazing or running, they would gladly do all that was possible."

All Forms of Hazing Renounced by "Middies"

(Special to The World.)

ANNAPOLIS, Oct. 10.—By the unanimous action of the three upper classes a pledge has been given to Rear Admiral Scales, superintendent of the Naval Academy that hazing in every form shall cease. The pledge is contained in a letter from the midshipmen and is as clear and absolute as language can make it.

Under the terms of the pledge, "running," a mild form of hazing, is expressly included and the midshipmen also have declared that they will maintain none of the "rates" which were unofficially set up in the fourth class.

Admit Gravity of Reports.

The substance of resolutions passed in meetings of classes yesterday and to-day were signed by at least 99 per cent. of the members of those classes, all who could be reached. Other classes have taken action along the same line, but never before has it been taken so definitely and completely.

The statement of the midshipmen says: "We, the undersigned, members of the regiment of midshipmen, realizing the gravity of present rumors as to recent incidents which have been reputed to have been caused by hazing, desiring to correct these impressions, and at the same time endeavoring to make a recurrence of such reports impossible, do hereby solemnly affirm that

"(a) Recent newspaper reports covering the action of two midshipmen are a mere handful of invidious and general statements. The reference to hazing in these cases has no foundation in fact, nor has proof been offered to substantiate them.

Midshipmen Give Pledge.

"(b) In order that there may be no recurrence of reports distasteful to

all members of the regiment, not to mention their host of friends throughout the country, we do not and will not engage in any form of hazing or 'running.' The privileges belonging to one class will belong to all except as specified in the regulations of the United States Naval Academy. The question as to whether 'running' is hazing is hereby answered;

"(c) In order that there may be no question as to our sincerity in this matter, in order that we may stop the flood of adverse criticism which we are unable to head off in any other way, we hereby authorize the presidents and secretaries of our respective classes to affix their signatures hereunto and to request the Superintendent to place this statement in the hands of the press."

Observer - Oct 11/19

Navy Discharges.
Editor Hudson Observer:
Kindly let me know how I can receive an honorable discharge from the navy. I served in it nine months and received an ordinary discharge.
Ex-Gob, North Bergen.
An honorable discharge is granted only to navy men who have served a full term (four years). All others receive ordinary discharges.—Ed.

GOT OVER \$5,000 BRIBES IN NAVY

Aided More Than 25 Men to Soft
Berths, Ellert Admits at
Court Martial—Marsden
Shared, He Says.

From twenty-five to thirty men paid him through third persons between \$5,000 and \$7,000 for his services in getting them soft berths in the navy, it was admitted yesterday by Lieut. Benoit J. Ellert confessed bribe receiver. He testified at the court martial at the Brooklyn Navy Yard of Lieut. Commander Christopher Marsden, who, during the war, was Enrolling Officer of the 3d Naval District at No. 11 Chambers Street. Ellert, who has pleaded guilty to several charges, is star witness against Marsden.

The day's proceedings were enlivened by a clash between Judge Advocate Matteson and Elmendorf L. Carr, counsel for the defense, when the latter demanded that certain documents used in the preparation of the case be turned over to the accused man for use in defending himself. The Judge Advocate contended that the documents were part of the confidential reports of the Navy Department, and that he had not the authority to produce them. He was sustained by the court.

It is apparent that the defense is working on the hypothesis that the charges against Marsden are the result of ill-feeling against the latter on the part of Ellert and of Dr. Benjamin S. Davis, formerly of the navy, now serving twelve years in Portsmouth Naval Prison for accepting bribes.

Louis Markowitz, a jeweller and badge contractor, who, Ellert alleges, paid him many large sums of money for getting his friends into easy berths for the war's duration, was called to the stand. He described his meeting with Ellert and Marsden, his attempt to get George Einstein in a "safe" place for the war and his "present" of a ring and a set of cuff links to Marsden, for which Einstein's father paid after Einstein had been accepted and enrolled in the navy. His testimony will be continued to-day.

A. J. Newman of No. 200 West 52d Street, formerly of the Naval Reserve force and on active duty in the office with Marsden, testified that Markowitz had been a frequent visitor to the office, having the run of the place, and that Judge Aaron J. Levy and a man named De Bragga, a Republican leader of Queens, also had been there often.

Ellert stated that he paid to Marsden \$50 in the case of George Einstein, \$150 in the case of Harry Stern and \$200 in the case of Philip Horwitz.

World - Oct 3/19

Living Emblems

2962
27TH FORMS ITS OWN BADGE OF SERVICE AT CAMP MILLS

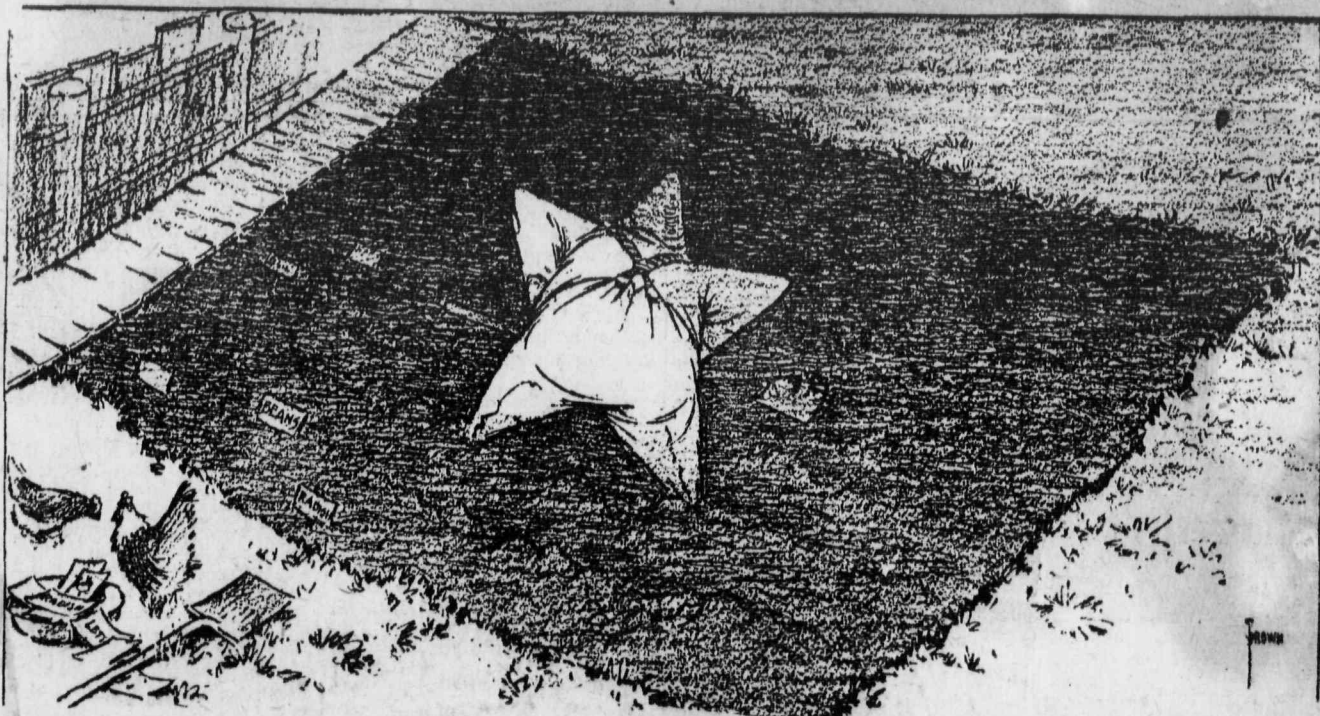


10,000 OFFICERS and MEN of the 27th DIVISION FORMING a LIVING DESIGN of the DIVISION INSIGNIA.
(TAKEN at CAMP MILLS from a TOWER 85 FEET HIGH)

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PUBLIC LEDGER—PHILADELPHIA, SUNDAY MORNING, MAY 12, 1918

"THE STAR IN THE HOME SERVICE FLAG"



Brown, in the Chicago Daily News.

THE WORLD: SUNDAY, FEBRUARY 24, 1918.

U. S. MARINES FORM ANIMATED EMBLEM



THE U. S. MARINE EMBLEM FORMED by 2000 MARINES...

Unique Stunt on Plateau of Their Island Training Camp.

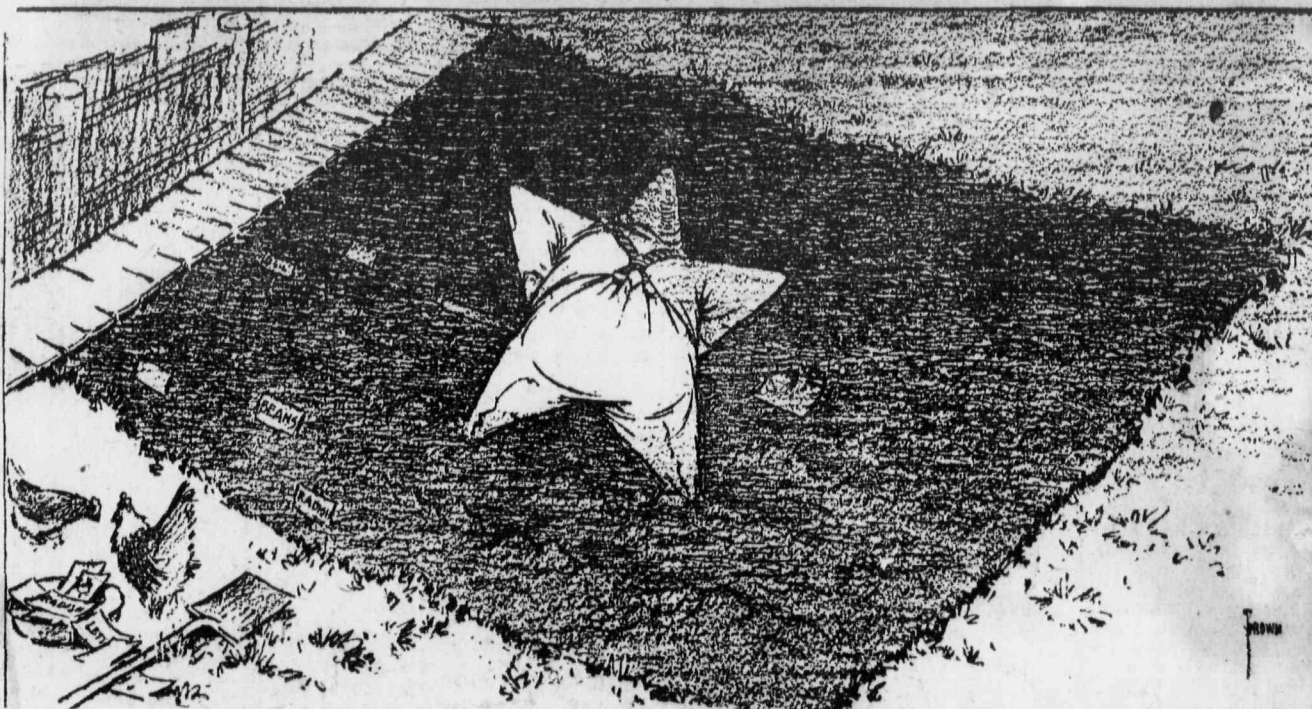
One of the most interesting war camps in America is the island training camp of the Marine Corps at Paris Island, off the South Carolina coast, with an area of twenty-one square miles. The marines have five camps in various parts of the island, and are transferred from one to the other as their training progresses.

Their trip through the different camps, stopping for brief periods in each, has led the marines to dub the journey "Around the World in Eighty Days." The trip takes about that length of time. Many have left for other stations after finishing their training. Some are in France, some in the West Indies and some are on the battleships.

The manoeuvre ground is some four or five miles south of the Quarantine Station on the island, and here on a broad plateau, aligned with military precision and laid out to form company streets, are 500 tents. It is here that drills are held, one of the most spectacular recently being that where 2,000 marines formed the United States Marine emblem, as shown in the photograph.

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