

PUBLISHED CASUALTY
LISTS END APRIL 6Nearly All Deaths and Injuries
in War Announced.

5500 AMERICANS MISSING

Identification by Reburial and Study
of Grave Records to Be Re-
ported by Cable Promptly.

WASHINGTON, March 27.—On April 1 the war department will discontinue the method of issuing casualty lists which has hitherto made them available for simultaneous publication in all newspapers throughout the country. This has been decided upon, it was explained today, because practically all the casualties incurred in fighting have been announced and few remain, except deaths from injury or disease since the signing of the armistice.

The action today was taken on the ground that the casualties are not "fighting" casualties and that they are in the same class with deaths in the navy or in the army camps in this country, which are not formally announced.

April 6 Last Publication.

The war department will furnish full lists for mailing from Washington, but they will not be issued for publication on any specified date and may be published whenever newspapers receive them. The last list issued under the present system will be published in the newspapers of April 6. Thereafter it is probable that only the killed in action will be distributed by telegraph.

General Pershing reported to the war department today there were still 5500 officers and men of the expeditionary forces listed as missing. This total compares with the British official figures of 151,500 missing and the French of 226,000.

Burial Records Studied.

All of the 550 names have been reported as "missing" in casualty lists already published, the report said. Reburial of bodies from isolated graves in the centralized cemeteries is furnishing additional identification in a number of cases, and for this reason the records of the grave registration service are being carefully studied.

Re-examination of grave registration reports and also of hospital records are referred to by General Pershing, who said by officials of the war department to explain the "killed in action" and "wounded in action" casualties still appearing in the daily casualty lists sent out by the department.

The British war office, General Pershing's report said, had adopted the policy of conferring weeks in the case of an officer and 30 days for an enlisted man the length of time after the man had been recorded as missing before death is presumed. In the French army, he said, no definite period has been fixed.

No accurate estimate of unreported deaths can be given, said General Pershing's report. He said, however, approximately 5500, missing to be accounted for, all of whom have been reported to Washington as missing. Re-interment of bodies and identification of isolated graves to centralized cemeteries is furnishing additional identification of deaths hitherto reported as missing.

Reburial Discloses Deaths.

"Deaths of American soldiers in French hospitals, of which only meager and often incorrect records are on file, are likewise disclosed by reburial of these bodies, resulting in complete identification."

"Access to sites of prison camps in Germany and in territory formerly within the enemy's lines is leading to discovery of many American graves and identification of casualties previously reported as missing."

"Each company or unit of the American expeditionary force has heretofore been furnished a complete list of officers and men reported as missing up to February 1. All units are required to display such list in places accessible to members of the command for the purpose of securing information from every possible source."

Discovery of Bodies Difficult.

"Consideration should be given to the fact that method of warfare as well as the extent of territory discovered has exceptional difficulties to discovery and burial of dead. Burial parties frequently completed their mission under heavy fire and could only be done under cover of darkness, thus making identification difficult and often impossible. Grave registration and chaplain reports are being again investigated. A small percentage of such reports investigated are proving to be cases of American dead previously unreported as such. As rapidly as identification can be completed from information originally filed or subsequently obtained from every possible source, correct present status of each case is being reported by cable."

WAGE STARTS TROUBLE

STREET CAR MEN'S UNION WINS
POINT IN SEATTLE.Letter From Mayor Hanson Offers
Men 52 1/2, 57 1/2 and 62 1/2 Cents
an Hour—Rise Protested.

SEATTLE, Wash., March 27.—(Special.)—Heads of the street car men's union scored a point on the city utilities committee in the council chamber Thursday morning when they produced a letter from Mayor Ole Hanson offering them a wage scale of 52 1/2, 57 1/2 and 62 1/2 cents an hour when the street railroad is taken under municipal control.

This letter, which produced an indig-

CELERY KING

Blood Purifier and Real
Springtime Tonic.

Take it yourself and give it to the children, for it's a purely vegetable laxative tea that gently, yet effectively, drives out all poisonous waste matter and making you feel better right away. Thousands of men and women retain their youthful looks and feeling by regulating their system each spring with this safe, reliable family remedy.

PRIVATE OWNERSHIP
OF MARINE SURGEDMr. Hurley Would Sell Ships at
Market Prices.

BIG FOREIGN TRADE SEEN

Chairman of Shipping Board Would
Make Possible Local Competi-
tion With Foreign Bottoms.

NEW YORK, March 27.—Private ownership of the great merchant marine which has been built by America under the stimulus of war, with such governmental regulation as would prevent watered stock and assure the use of the vessels on trade routes, promoting the general welfare of the nation, was put forward here tonight by Chairman Hurley of the shipping board, as his plan for the peace time operation of the government-built fleet. He was speaking before the National Marine league.

Enunciating the most important reconstruction decision so far reached by any government, Mr. Hurley said he would have the government sell the new ships at market prices, so the operators could compete with foreign tonnage, and would have the bottoms insured jointly by the government and American companies until the latter developed sufficiently to carry alone the enormous risk on more than \$1,000,000,000 worth of property.

American Protection Urged.

No alien would be permitted to own any stock in any American vessel, and the transfer of vessels to foreign flags would be permitted only by express consent of the government. "American ships for American trade," is the central thought of the plan which will be submitted to congress as a basis for legislation.

"We want the initiative and skill of American ship operators, but we want no watered stock," said Mr. Hurley. "We want to avoid the stagnation that sometimes comes from red tape and bureaucracy, but we want no profiteering or exploitation."

"We want the new fleet used for the benefit of the people of the United States and not for the larger interest. We want it used for the development of the nation's commerce, not merely for the development of a private fortune."

Several plans were developed as possible for operation of the fleet, varying from government ownership and government operation, to private ownership and private operation. Mr. Hurley announced flat opposition to the former, which would entail permanent establishment of a government operating force with branch offices and agencies in every part of the world, and he also opposed intermediate plans for government ownership and private operation or ownership by a single private corporation with the government guaranteeing a fixed return on the stock.

He outlined two great arguments against government ownership. "For government ownership, that government-built ships should be the servants of the nation and in times of emergency a government-owned fleet could be more readily converted to the national defense."

"The impossibility of providing rules for the operation of tramp steamers, which must carry return cargoes to be profitable and which may have to make triangular trips to foreign ports in order to keep under load, was said to be another argument for private ownership."

"No rule can be laid down which a government employee could follow, for the conditions are constantly shifting," Mr. Hurley said. "A careful consideration of these arguments has led me to the conclusion that the ships should be sold to and operated by American citizens under no restriction other than the terms of the bill of sale and the fixation of maximum freight rates."

Marine Fund Proposed.

"It is understood that no transfer of a vessel to foreign registry should be permitted without express permission of the government."

"It is foreseen that a number of trade routes in the world will be developed or future welfare of American commerce must be established and developed. Some of these routes may not yield a profit, but the government's existence shall have attracted an increased volume of better balance of trade."

Revenue derived from the carriage of mail, and possible fees for the training of seamen and cadet officers, may partly compensate losses incurred on their routes.

"When the ships in the route earn their annual interest rate and a profit, one-half the profit earned each year should be paid into the merchant marine development fund and the other half drawn from the fund on account of the vessel in question shall be replaced. The ship should go annually to the other stockholders."

"Such vessels cruising on routes which fail to prove susceptible of profitable development and which do not serve any purpose of the government of the United States, may be transferred by the government to other routes. However, should the government become convinced that any vessel has failed to make expenses solely or chiefly because of incapable management, it may foreclose its mortgage on that vessel."

The development fund would amount to \$14,000,000 the first year, and \$32,532,170 in ten years, which Mr. Hurley said he deemed sufficient to care for all deficiencies. He said this fund would take the place of government backing for the development of new trade routes, one of the strong arguments brought forward by government ownership advocates.

Encourage Enterprise, Plea.

Vice-Admiral Albert Gleaves, commanding the cruiser and transport fleet, another speaker, said he was impressed by the possibility of establishing a common plane upon which the navy and the merchant marine can work.

Asserting that "for the time being at least" the merchant marine should not be placed exclusively under either the government or private control," Admiral Gleaves urged that "in framing a policy we were closely the methods of foreign governments."

"It is manifest that our shipping industry must be backed by our government and that our navigation laws must be changed to the extent necessary to assure competition with foreign shipping on a basis of parity," he said.

"At the same time, in order to hasten the stabilization of trade conditions, private enterprise should be encouraged to enter the shipping business, once, and, as things settle down, take over step by step a larger share of the management."

"We must adopt a point of view that a large and sufficient merchant marine is an absolute necessity for our national prosperity and possibly for our national existence."

"A bright future is before us, and it is up to us to make it good."

Alleged White Slaver Arrested.

ASTORIA, Ore., March 27.—(Special.)—G. H. Bell, who is wanted in Portland to answer a charge of white slavery, was arrested here late last night by federal officers.

Dry slabwood and inside wood, green stamped for cash. Hoffman Fuel Co. Main 452. A 5253.—Adv.

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Dry slabwood and inside wood, green stamped for cash. Hoffman Fuel Co. Main 452. A 5253.—Adv.

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glossy finish; 14
colors, b't 25cRit Soap
Dye
Wash and tint
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color; all popular
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IRONHas set the standard for years.
Exclusive advantages. Point
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Correctly register any rise or
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\$5 to \$8.50

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Abbott's Saline
Laxative 55c
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Oregon Blood Medi-
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Dressing 95c
Elixir Iron, Quinine
and Strychnine \$1.25
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chase and double
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AT ONE-HALF PRICETo close remnants in quarts, pints, 1/2-pints, 1/4-pints—
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COME IN AND SEE US.AUTOCRAT
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—ON—
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EASTER CARDS
Our assortment is complete and
most artistic.HOUSEHOLD REMEDIES
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Phosphate 47c
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Sulphur 69c
Dandelion But-
ter Color 25c
Scott's Emulsion 69c
Liquid Arvon 98c
Chase's Vegetable
Worm Destroyer 25c
Mother's Friend 90c
Phillips' Milk 45c
Bromo Quinine 25c
Salvora 50c

TOILET NEEDS

Oriental Cream \$1.35
Nikk-Mar Face Dress-
ing 50c to \$1
Nikk-Mar Neo-Plas-
tique at \$2.50
Orchard White 35c
Woodbury's Soap, 3, 65c
1 Large Bar
Castile Soap 79c
Miolena Cucum-
ber Cream 50c
Espey's Cr'm, 23c, 45c
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With CouponRubber
Goods\$2.25 three-quart
Molded Fountain
Syringe, 3 pipes,
5-foot length of
tubing; one year
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antee \$1.79
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50c Rubber Bath-
ing Caps. 37c
Special.. 37cWATERMAN'S
IDEAL PENSIf your pen doesn't suit
COME IN AND SEE US.AUTOCRAT
LINEN
90 sheets of finest Lin-
en Paper 75c
Envelopes to match, per
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96 Sheets 42c
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Espey's Cr'm, 23c, 45c
Java Riz Powder 45c
Educator Astringent \$1

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FATHEREVERY
MOTHEREVERY
MOTHER'S
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MOTHER'S
DAUGHTERTHE
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4:15-6:45-9:30Admission 25c
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PLAYING TODAY

"TOOK EVERY OUNCE
OF MY WILLPOWER"Allbright Says He Felt More
Like Going to Bed Than to
Work—Tanlac Brings Back
His Strength and Energy.

"The way I began to improve from the very first dose convinced me that Tanlac was what I needed, and I was right, because I am entirely rid of my old trouble now," said J. G. Allbright, 1823 Pike street, University Park, Portland, Or.

"About a year ago I began to suffer from nervous indigestion," he continued, "and finally it became chronic. My food did not seem to give me any nourishment and I steadily lost strength until I was in a general run-down condition. I had little appetite, and what I did manage to force down would sour and form gas that would bloat me up for hours. My back was very weak, too, like here was something wrong with my kidneys, and I would soon tire out at my work where I had to stoop over to pick up anything. I slept so poorly at night that in the mornings when I got up I felt more like going back to bed again than I did going to work."

"I took every ounce of my willpower to keep on the job all day, and when night came I would be all in. I took lots of medicines, but none of them seemed to build me up or do me any good at all."

"The way Tanlac took hold of me right from the start made me feel sure that it was going to make my will. I have taken several bottles in all, and I haven't the words to tell how thankful I am for the good the have done for me. I have a big appetite now and am not bothered with gas or pains after a meal. I just got off the scales, and I found that I had gained ten pounds in weight, but that is the least part of the good that I got from Tanlac because I am feeling as well, if not better, than I did before my trouble started. I sleep sound all night long and my back is so strong that I can work all day, and no matter how often I bend and stoop, when night comes I am still fresh and vigorous. My mother and father are also taking Tanlac and it is helping them just as much as it did me. I think Tanlac must be the greatest medicine ever made."

Tanlac is sold in Portland by the Owl Drug Co.—Adv.

Better Hurry

Last Chance to See

"Cannibals of
the South Seas"Saturday—
Mary Pickford
and Charlie ChaplinPhone Your Want Ads to
THE OREGONIAN
Main 7070 A 6095

WOODARD, CLARKE & CO.

VOYAGE TO TEST PLANES

ROYAL AIR FORCES TO AT-
TEMPT TRANS-ATLANTIC TRIP.One Machine to Be Shipped to New-
foundland to Prepare for
Non-Stop Return.

LONDON, March 27, via Montreal.—The airship section of the Royal Air force will not participate in any trans-Atlantic air race, but the two recently launched naval airships belonging to this section will undertake the voyage as a training test when some defects discovered in their trials have been remedied, the Morning Post today says.

Probably one airship will try the crossing between Scotland and Newfoundland and if the weather is favorable will land a man in Newfoundland by parachute, returning to Great Britain on a non-stop voyage, the Post continues. The other vessel, it adds, probably will make the southern route from Africa to Florida.

The admiralty officials, it is stated, do not expect that either attempt will be made before May.

The airship entered yesterday for the trans-Atlantic flight by the Martinside Airplane company was started on its way to Liverpool today to be shipped to Newfoundland, whence the start on the flight will be made. F. P. Raynham, a veteran aviator, will be the pilot and C. W. F. Morgan will be the navigator.

Hawaiian House Against Suffrage.
HONOLULU, T. H., March 28.—The

TRIO ACCUSED OF ROBBERY

Portland Man Reported Lured to
Seattle May Die.

SEATTLE, March 27.—Two men, Ralph Cantelini, 19, and Mick de Pinto, 20, and a woman, Anna Barton, 24, were arrested here today and are held in the city jail for the Tacoma police on charges of having beaten and robbed Tony Cuculich in Tacoma last night.

Cuculich, who is said by the Tacoma police to have been lured from Portland by a fake marriage plot, is not expected to live.

Industrial Commission Returns.

NEW YORK, March 27.—The department of labor's industrial commission, which sailed in January to study labor conditions abroad, arrived here today by train from Halifax, having made the trans-Atlantic trip on the Olympic.

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nian. Phone Main 7070, A 6095.

LANPHER
HATSSuper-Quality
OR
Kettle Finish
\$6.00 \$6.50 \$7.00Phone Your Want Ads to
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