WITH MEN FROM OREGON COUNTRY WHO ARE IN THE SERVICE

LIEUTENANT ROYLE TELLS OF THRILLS ABOVE THE CLOUDS

Former Member of Portland Police Force Now Lieutenant in Aviation Service in France.

"SCARED? YOU BET," HE SAYS

Starting Sky Trip Is Made With Five Others, but Royle Is First to Get Back From Tour.

Herewith is presented news of boys of the Oregon country who are in the nation's service, which will continue to be a feature of The Journal as the war goes on. Letters from camp and cantonment and excerpts therefrom will be included in this column from day to day.

THE thrills of riding through the clouds in France during a snow storm are vividly described in a letter from First Lieutenant William A. ("Bill") Royle, formerly a member of the Portland police detective bureau, to Dan Kellaher. The letter was dated March 16 and arrived in Portland exactly one month later. The writer says:

"Tomorrow is the seventeenth of Ireland and I suppose that there will be many Irishmen celebrating here as well as at home, I among them. Well, Dan, I suppose you have my last letter telling you I had finished all my training here and am now a "Pilot Aviator." I wear my wings and am an R. M. A.' (Reserve Military Aviator). I went through my tests here like a streak and had lots of thrills doing them. I wrote and told you how on one of my voyages on cross country I got up away above the clouds and got caught in a snow storm. I came down to about 2300 meters and got in another. I cut and came down lower and was then in a fog bank about 250 meters from the ground and I flew over a big forest about 60 miles from here at 150 meters, just out of the fog and no place to land. If you think I wasn't scared ask John Price. Dan, there was a time when I thought nothing could scare me, but since I have been over here flying around up a mile and a half in the air I have changed my mind. Any time you hear anyone, who has been flying, say he has never been scared just laugh for me, will you?

"Well, I landed all O. K., Dan, and like a fool I started for home in the fog. I got there alright. There were five other fellows who started with me that day and I was the only one that got back home. Some of them came back to camp and did not make the trip, and others got lost and came back two days later. It is sure funny up there all alone, Dan; you can't say hello to anyone while you are up there. Once in a while you see someone just whizzing by you like a cannon ball. It is very nice though, Dan, up above the clouds. Today I went up about 6 p. m. and had a little fun chasing clouds. You just spot a cloud you like and head into the wind the way the cloud is coming and get over it and just as it passes under you dive like hell for it. Sometimes you get it, but nearly always you miss it because those clouds go like hell, I can tell you. If you are lucky you get in it and its all fog. You don't know whether you are going up or coming down. All you can hear is the sing of your motor. You are only there a few seconds and then out you come into the sun again and look for another one. You have to be careful not to get into a big cloud as it is as bumpy as the devil and then its no fun keeping your machine right side up. Well, Dan, I will quit now. Regards to all the gang. Write to me often. Awfully sorry to hear of Captain Baty's death. Give his wife, daughter and son my sympathy. Regards. "BILL."

Members of the police department recently wrote typewritten letters to Mr. Royle and all were pasted in one string. The letter was 12 feet long. No blank space was left between the letters, so it was 12 feet of solid reading matter.

BAKER'S VISIT FEATURED

Plane News, Published in French Camp, Is Live Paper.

"Plane News," a little paper published at one of the big American camps in France, has been received by Mr. and Mrs. P. O. Collier, 1900 Division street, from their son Thomas F. Collier of the Thirtieth Aero squadron, now on active service in France.

It is a St. Patrick's day number of the paper printed March 16, and features the recent visit to the big camp of Secretary of War Newton D. Baker and General Pershing, commander-in-chief of the American expeditionary forces. In the distinguished party were war correspondents including Wilbur H. Forrest, United Press, and E. P. Orr, International News Service; Brigadier General Foulois, chief of the American air service in France; Lieutenant Colonel Walter G. Kilner, commanding officer of the post, and their staffs received the visitors. Aerial entertainment was furnished, scores of aircraft soaring aloft to dizzy heights. As a climax Major Spatz and Lieutenants Post and Fauntleroy darted into the air in swift "Chasse" machines and gave an exhibition of aerial combat that was thrillingly realistic. Secretary Baker gave a short talk before his departure, warmly congratulating the commanding officers for the high standard of efficiency at the post.

"My, but that candy was good," writes Robert Simmons of Woodburn, Or., a member of the 162d (Third Oregon) infantry, in a letter to his mother, dated March 7, from "somewhere." His letter was begun in January, when he was in the hospital with mumps. Excerpts from the letter follow:

"Out of the hospital at last! Those 24 days that I spent there were sure long ones. I received your package a few days ago. It came in good shape. Some of the boys received parcels that were torn all to pieces. I surely was glad to get the package, as there were several things in it that I needed. My, but that candy was good! You can send me another shipment of it any time you want to. Candy is hard to get here. While I was in the hospital I sent out after candy and got six pieces for 1 franc (20 cents). Cakes and pies we can't get at all. Soap also is very high. Toilet soap costs 1 franc per bar. American tobacco is hard to get. The quartermaster's department can't keep up with the demand. The French tobacco is too stout for me."

PORTLANDER SAILS CLOUDS

Lieutenant William A. Royle, formerly a member of Portland's police detective bureau, who now is a pilot aviator in France

FRENCH COUNTRY IS WONDERFUL TO SEE, WRITES G. L. OSBURN

Peasants Work Wonders With Limited Machinery, Declares Portlander.

Sergeant Osburn

"Am surprised to learn that Wade has trouble disposing of his spuds. If he will bring them here I'll find a ready market for them," writes First Sergeant G. L. Osburn, a Portland boy with the American expeditionary forces in France, in an infantry regiment, to his mother, Mrs. S. J. Osburn, of 2005 East Flanders street, Portland. Other interesting bits taken from his letter follow:

"I have just received your letter of February 11 and will answer. Surely some of my letters have gone to the bottom, as I have written often. * * * I am getting along fine, gaining flesh and can speak a few words of French. The ship you mentioned (Tuscania) was the one I came over on, and she met her fate the next trip across. It seems like losing a friend to think of her going down. I ran across a man, whose name escapes me, who use to live in Montavilla. He worked in a garage at the end of the car line. * * * Last Sunday the captain took me riding on the back of his motorcycle and I saw some of the most beautiful country out of doors. The farming here is wonderfully neat, considering the machinery they have to work with. The weather is splendid and when it rains it knows when to quit. I have acknowledged the receipt of packages, but will repeat as they may have crossed on a leaky boat. You mention meatless days in America, and it brings smiles to the faces of ally soldiers we mingle with, who have been through it all. Keep it up, we don't know how long this will last; we only know we will win in the end—that is certain."

"I had the pleasure of seeing General Pershing and Secretary Baker the other day and served on the honor guard about their train," writes Don C. McClallen, a former Journal carrier, under date of March 17, who is serving in France with a machine gun unit. "One of the boys saw Alden Kelly pass through this town several weeks ago. I last saw him at Mineola, L. I. I did meet Fred Lockley yesterday afternoon and had quite a talk with him. He gave me a copy of The Journal to read. We are very busy and are enjoying some splendid weather."

FIRE FIGHTING AS IT IS DONE IN FRANCE PROVES A SURPRISE

Sergeant William J. Costello, Formerly of Portland Fire Bureau, Writes Chief Dowell.

Sergeant Costello

Fighting fires in France differs from battling with conflagrations in Portland, judging from a letter received by Fire Chief B. F. Dowell from Sergeant William J. Costello, former member of the Portland fire department, and now "somewhere in France."

"Believe me, you would get some 'kick' if you could see the French fire equipment," writes Sergeant Costello. "Everything is packed onto one rig, about as big as an American-La France type No. 10 hose wagon. They use leather hose. It is made in lengths of 100 feet, and riveted and leaks like a sieve. It is about 1¼ inches in diameter. The plugs here are all buried in the sidewalks and they carry a 'plan board' on the wagon so they will be able to find the plugs when there is a fire.

"So far I have not seen them work, but I'll bet it will be funny when I do."

SOLDIERS CLASSIFIED

Class A Men at Vancouver Barracks Enjoy Privileges

The Signal corps has introduced an innovation in camp discipline at Vancouver barracks which is much like an honor system. The men are classified in "A," "B" and "C" divisions and a class "A" man is issued a card which serves as a pass for him to go and come when not required at the camp and entitles him to other special privileges. The memorandum, issued on orders of Lieutenant Colonel Van Way, reads, in part, as follows:

Each enlisted man may be issued a special privilege card after he has been in the command 30 days or more, provided that his conduct during this period has been such that warrants special consideration; that is, he has missed no calls, has committed no infraction of rules, has not received a sentence by a court, and has at all times presented a neat and soldierly appearance.

A holder of a special privilege card, not on guard or other duty, and provided he is fully and neatly uniformed, in regulation clothing, may absent himself from his organization from retreat until reveille the next morning.

Soldiers holding special privilege cards will be listed and known as "Class A." When absent from the cantonment, the special privilege card will always be carried.

If, for any reason, the card is forfeited, the soldier will be automatically placed in Class B and will remain in this class, losing all pass privileges, except one each week (at the discretion of his organization commander) until by his good conduct, extending over a period of 30 days or more, he again becomes entitled to special consideration, when he may be placed in Class A.

Soldiers who frequently violate rules and are not wholly amenable to discipline will (at the discretion of their organization commander) be placed in Class C. Class C men will be granted no pass privileges whatsoever.

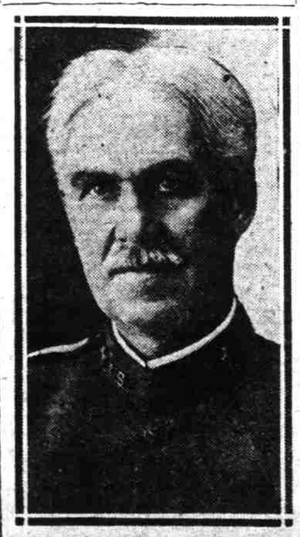
Good conduct for a period of 30 days will automatically place Class C men in Class B.

Organization commanders are charged with the responsibility of classification of their men and the keeping of suitable records of same.

An interesting letter has just arrived in Portland from John Frainey, who is at the sub-base in New London, Conn. Frainey is employed as a steam fitter around the submarine manufacturing yards and in his letter to Motorcycle Officer John O'Halloran he said: "I wouldn't trade my present job for any other job I ever had before." Frainey was an inspector for the Portland Gas & Coke company for about 15 years. He is a graduate of the old Portland high school, and is a member of the Knights of Columbus. A short time ago he held a membership in the Multnomah club.

Word was received from Lieutenant and Mrs. Harold J. Warner is to the effect that they are moving from Aberdeen to Hoquiam, where they will be domiciled nearer Lieutenant Warner's office. Lieutenant Warner is the son of Mr. and Mrs. T. C. Warner of Portland and his wife is a popular Pendleton girl.

FORMER CHAPLAIN FOR FOURTEENTH INFANTRY



Major Leslie R. Groves

Bayonets and Artillery Are Still Chief Factors

Great Variety of Big Guns Are Employed in Warfare on Western Front and Experience Is Constantly Making for Changes and Improvement in Sizes and Uses.

Written by an Ordnance Officer for the Committee on Public Information.

Napoleon started on his career as an artillerist in a time when it was thought that every decisive military engagement must be decided by the bayonet. He said that the most important element in the success of any military operation was the strength and support of its artillery.

In looking over his marvelous military career, the student finds that the dominating factor in his success was the superiority of his artillery and the excellence of the French artillerist. The Germans in their preparations for this war followed in his footsteps. Their marvelous heavy ordnance is one of the greatest surprises of the present struggle.

Bayonet Still Factor

Today the two dominating factors in the struggle for world supremacy are still the bayonet and heavy artillery. Without the support of either success is impossible.

Big guns play a major part in deciding battles now, as in the day of Napoleon. For this reason it is interesting to know something about the different kinds of big gun being made for our army in France.

Artillery may be divided into two classes—mobile artillery, which includes all guns used in the field, and seacoast artillery, which is used in fortifications on fixed mounts.

It is the mobile artillery which we are vitally interested in at the present time for offensive work on the French front. This mobile artillery is divded into three distinct types—guns, howitzers and mortars.

The first of these are long-range rifles, distinguished by high muzzle velocity and long barrels of from 30 to 50 calibers; that is to say, the length of barrel ranges from 30 to 50 times the diameter of the bore, giving a range of from 6000 to 30,000 yards with a low angle of fire.

Mobile Guns of Many Sorts

These guns are classified as wheel mounts, anti-aircraft (truck mounts), emplacement mounts and railway mounts. The wheel mounts are subdivided as pack artillery (mountain guns transported on pack mules); field guns, drawn by horse team and attached to rumbles; motorized field guns, drawn by big ammunition trucks; tractor-drawn guns of large caliber, and the so-called horse artillery, drawn by horses, with all cannoneers mounted, for fast field work in support of cavalry.

The wheel-mount guns include the famous French 75 (three inch) and the 4.7-inch guns, which have created such havoc among their German opponents and which have been responsible for breaking down the greatest military offensives of the Germans in the past three years. The 4.7 are of greater range and caliber, but of practically the same type as the 75 millimeter.

Next in order, according to size, come the five-inch and six-inch seacoast guns, such as our allies have withdrawn from the fortifications and mounted on improvised wheel mounts, for use as mobile artillery.

Naval Guns Remounted on Rails

The second class are the anti-aircraft guns, for which purpose 75s and 4.7s are provided, mounted on a carriage which will allow an elevation of about 85 degrees and a traverse of 360 degrees, set up on a motor truck.

Emplacement mounts are large-caliber guns that are partially mobile. They are taken apart and moved around in sections in tractors, as needed, and set up in concrete emplacements. They are, more strictly speaking, siege guns.

The railway-mount guns are converted seacoast and naval long-range rifles of from 8 to 14 inches caliber. They have a mount consisting of a specially designed carriage on a railway car, and they are operated, due to their extreme range and accuracy, far back from the front lines, over the heads of our own troops.

This covers the first class of mobile artillery—the long-range rifles. Next in order come the howitzers.

The howitzer is distinguished from the rifle by a low muzzle velocity, ranging from 1200 to 1900 feet per second, and a short barrel, approximately 18 times the caliber of the gun, developing a range at high-angle fire of from 10,000 to 23,000 yards.

Eight-Inch Howitzers Common

The commonest sizes of howitzers in use are the 155-millimeter, the eight-inch, the 240-millimeter, and, of course, the famous 16-inch howitzer, which we have heard so much about in the early days of the war, when the Germans, who first used them, created such dreadful havoc, destroying with them the fortifications of Liege.

The smaller sizes, such as the 155-millimeter and the eight-inch, are used principally for field work, but also for the bombardment of permanent fortifications when necessary.

Howitzers have the advantage of being cheaper to make than guns, and use cheaper ammunition. Also, the life of the gun is longer. Indicative of this, the life of a howitzer of the same caliber as a gun would be about two-thirds longer. But they are not as accurate and have not as long range as the guns, and consequently are not adapted for all work.

The life of the guns ranges from 8000 rounds for the small field type down to 600 or 700 for the converted seacoast guns.

These figures denote only the actual accuracy fire. It is probable that the guns will be fired up to 50 per cent above these figures before retiring them. By relining the barrels, the life of the gun is practically renewed.

Experience Makes for Improvements

Mortars are distinguished by even lower muzzle velocity, from about 480 to 2000 feet per second, and by a length of barrel of about 10 calibers, with a range of from 2500 to 15,000 yards. This extreme range is obtained by a very high angle of elevation. The comman French type is the 240-mm. mounted on a railway carriage.

This practically covers the principal guns which are used by our allies today and with which our troops will be equipped in France. The 3 inch and 4.7 inch guns, U. S. army model of 1906, are practically the same in general principle as the French 75 and 155, which are of the corresponding caliber. But it must be remembered that our allies have had three years' actual experience with which to perfect many of the minute details which are so important in the effectiveness of a field gun and which are only discovered under actual field conditions of long duration. This has led to great improvements over the guns originally in use.

As indicative of the tremendous amount of material that one regiment of 75s comprises, it is interesting to know that there are approximately 300 vehicles, exclusive of the actual fighting material, to each regiment. These vehicles are trailers, tractors and trucks and artillery repair trucks and supply trucks. In the actual fighting material there are 24 guns, 36 caissons, 60 limbers and the reel carts for the field telephone, making a grand total of approximately 430 vehicles to a regiment.

Cost Figures Are Big

The estimated cost of the motorization of the artillery alone of the United States army is $500,000,000, of which approximately $210,000,000 had been expended on the first of February. Ammunition trucks and vehicles are being completed faster than they can be shipped. Up to the present time the sum of $776,000,000 has been expended by the procurement division of the ordnance department in the purchase of projectiles. With this sum about 65,000,000 projectiles have been purchased. These include shrapnel, high explosive type, and gas and anti-aircraft shells for howitzers and guns, weighing from 12 pounds to 1600 or 1700 and costing from about $10 to $125 each, exclusive of the cost of explosives or of loading the complete round.

The rapidity with which our ordnance work was accomplished is marvelous when one realizes the enormous amount of preparation that it required. When war came to Europe in 1914 there was not a single manufacturer in the United States properly equipped to turn out large quantities of field artillery. The work was rapidly taken up by our manufacturers for our present allies. The magnitude of the problem is indicated by the fact that thousands of duplicate gauges had to be made to equip machinists for large quantity production.

First, there must be made what are known as grandmaster gauges, flawless in their dimensions. The grandmaster gauge is only used to check up a number of master gauges, and these master gauges in turn are relied upon to keep a large number of actual working gauges up to standard. Not only are tens of thousands of gauges required to equip a factory for the production of arms and artillery but the gauges must be regularly replaced. Nearly a year was spent by private manufacturers in this country preparing gauges for machine tools for arms for Great Britain, France and Russia. Even after production had been started, various adjustments had to be made to keep up with the evolution of their guns into the present types.

Gun Production Greatly Increased

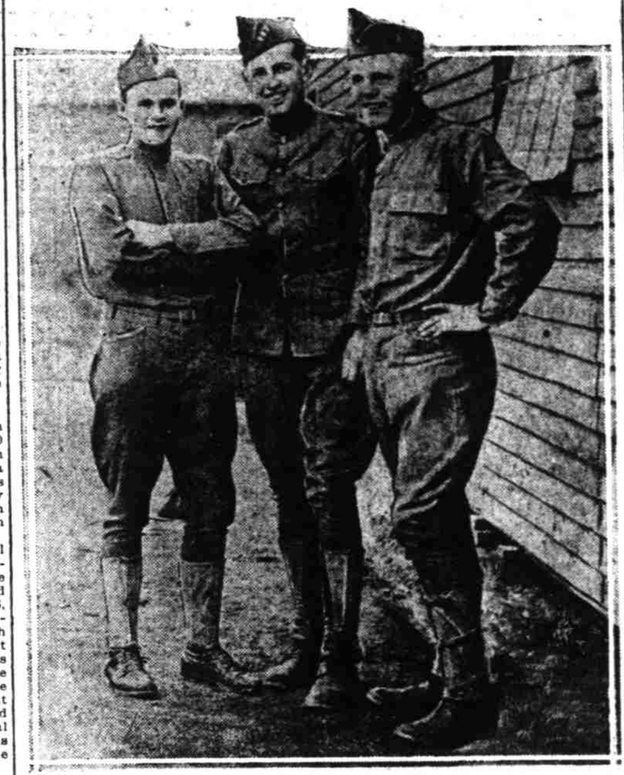
Both the allies and the Germans are constantly improving on various parts in the construction of their heavy ordnance, with the result that the standard type today may be changed before the dies have been made to carry on the work. We, for our part, had to train the man to use the guns as well as make the guns themselves, and we depended upon our allies to hold the forces of the enemy in check until such time as we could be adequately equipped to take the field. As the result of the efforts of our observers at the front and the ordnance office at home, we have today reached a production of field artillery which is equal to 50 per cent of that of France.

THREE CHUMS IN SERVICE

Left to right—Douglas Becker, Cortis Valentine and Daniel Flamm, three Portland boys who are together in France.

Douglas Becker, Cortis Valentine and Daniel Flamm are three Portland boys, "chums" of 19 years of age, who have recently written their safe arrival in France. They are with artillery, having left here September 6 for Camp Greene, N. C. They have been in France about six weeks, having narrowly missed passage on the Tuscania on her last trip. Douglas Becker was attending the Benson Polytechnic school before his enlistment. He is the son of Mrs. Laura Ward. Cortis Valentine was employed in Portland and his mother resides here. Daniel Flamm was graduated from Lincoln high school and is the son of Mrs. G. Flamm of 1371 Hood street.

JOURNAL MEN "OVER THERE"



Will H. Farrow (center) and Walter F. Cornwell (right) with a comrade in their quarters with a field artillery regiment in France. These two young men left their work with The Journal to join the colors with Battery A, Oregon Field Artillery.

LEBANON LAD ABOARD SHIP GREAT NORTHERN TELLS OF EXPERIENCE

Sailing the Sea at Present Time Is Fraught With Maximum of Danger.

Macy Pewtherer

Lebanon, Or., April 13.—Following are extracts from a letter received by Mrs. Albiew Pewtherer, an invalid widow of this city, from her son, Macy, who is serving under the Stars and Stripes on board the U. S. S. Great Northern as second gunner. He was born and reared in Portland and has served five years in the naval militia and six months on the Mexican border with Company H of the Third Oregon. His letter follows:

"Somewhere in France, March 23, 1918.—Dear Mother: Well, here I am again in New York, although writing this in France. The "Subs" did not get us this trip, anyway. I hope you got the $30 this month alright. I have had no sleep for 68 hours. You should see me now—I have boots, a blanket, coat, large fur hood, a canteen full of water and a life preserver strapped on, and we don't dare take them off till we reach New York.

"I can talk a little French now, just a few words.

"Can't think of any more that I am allowed to write, but am keeping a diary till I get home. I am fine; couldn't feel better, so will close and get a little sleep. Your loving son,

"MACY PEWTHERER."

CONVOY DESTROYERS DARING

Clarence Hickock of McMinnville Tells of Army Life

Clarence Hickock of McMinnville has written his mother at that place, telling of his safe arrival "over there." He is now at a rest camp in England. He gives an interesting account of the daring of the United States destroyers in the convoy which carried him over and also an enlightening sidelight on food conservation in England. Excerpts follow from the letter, which is dated March 9:

"I have seen practically no wounded here. I don't know what they have done with them. In Canada there were so terribly many that I know there must be unlimited numbers of them here, but I haven't seen them. Just at present we are being fed by the British, and are consequently eating British rations. Those to which we are accustomed are much better.

"Women, children and old men make up England's population. Hundreds of women are in the army service and civilian trades as well. I have been quite fortunate in seeing a large part of England in the few days we have been here. There is to be a formation soon. It will probably take the form of a route march through some of the prettiest country in the world.

"It is a court martial offense to buy a meal at a restaurant unless on a 24 hour or more pass. It would be criminal to eat food just to please a foolish American made appetite when your rations suffice." C. W. H.

It would take a whole lot to get me back to Portland before the big show is over, although I'd like to drop in and say 'hello' to The Journal family," writes Leland Thibert, who was a Journal staff photographer when the Oregon field artillery batteries were mobilized. "We are located in a pleasant place and for comforts the camp is better than we had at times in the states. It's a 50-50 game with me at present with drill in the morning and office work in the afternoon."

Johnstone Wilson of Portland has been appointed to the ordnance school at Eugene to begin in May. Mr. Wilson is of an old Portland family. At Princeton he was one of the honor men. He later took post graduate work at Harvard.

PORTLAND LAD MADE CORPORAL OF AERO SQUADRON IN FRANCE

Robert D. Elliott Writes of Having Received His Promotion in Chosen Service.

Corporal Elliott

Mr. and Mrs. A. E. Elliott of 104 Mason street, Portland, have received a letter from their son in France dated March 23. He is Corporal Robert D. Elliott, No. 20992 Thirty-first Aero Squadron, having just received his stripes as a corporal. He writes that they are enjoying splendid weather and states that there are a number of boys from Portland and hereabouts in his squadron.

GAS PRACTICE DESCRIBED

Lieutenant F. R. Pattison Declares Respect for Gas Mask.

Lieutenant F. R. Pattison, who left Portland with Battery A of the Oregon field artillery, now in France, has written a letter to his father, W. B. Pattison of Portland, from which the following excerpts are taken:

"This morning I had my first experience with poison gas. It sure is fine stuff with a mask on, and believe me I have a whole lot of respect for a mask, but I did not use it for the tear gas and I cried like a baby. The tears just rolled out of my eyes and I could not see a thing. Also saw a great exhibition of liquid fire. It is the worst stuff you can think of. A regular hell coming out of a know hole for 25 yards. It sure gave me the creeps.

"I am still adjutant of the battalion. This job carries with it the duties of provost marshal and chief of police in the town where we are located.

"We have quite a few boys, reserve officers, from Portland taking the course here. We get The Journal regularly. I do not know what we would do without it, as it seems to put us back home every time we receive a copy.

"This has been an awful busy week for us. I had the great honor of meeting General Pershing and the secretary of war, who is touring France. The general certainly is a wonderful man.

"Tonight I had the finest dinner possible to have, which was put up by our cooks. The dinner was for our French instructors, who are the finest men you could wish to meet. They are leaving the battalion now for service at home in giving instructions.

"Today we won our second big ball game and let me tell you we are letting the world know that old battery A is right on the map. We have write ups every day in the French papers here.

"I am sending pictures of Captain Clayton, Lieutenant Loughlin and myself. We cannot send any of the pictures of the scenery around here so you will have to be satisfied with back grounds same as in this picture. It is one of our barracks of which we have 10, one story high, painted red outside and white in, holding 20 men to a building."

"The American soldiers in France are going to be given seven days' vacation every four months," writes Corporal Wallace G. Potter of Portland, now overseas with an infantry regiment. "I think if I am entitled to one that I will go to the 'American City,' since time required to reach that place and return is not included in the seven days' leave and one receives pay, $1 a day for rations and is furnished hotel accommodations. Have met some drafted men from Camp Lewis, a few of whom are from Portland."

Lieutenant C. H. Knowles has sent word to his wife in Portland of his safe arrival in France. He is with an engineering regiment and was formerly assistant county road inspector.

RETIRED CHAPLAIN TO MAKE VISIT AT OLD HOME IN YORK STATE

Major Leslie R. Groves Leaves Vancouver Barracks for Vacation in East.

Vancouver, Wash., April 20.—Major Leslie R. Groves, second ranking chaplain in the regular United States army until he was retired from active service on the sixth of last month, in company with his wife and daughter Gwen, has left Vancouver barracks for a visit to Utica, New York, where he was born and where he spent most of his life until in 1896 when he entered the service in the army, enlisting at Albany, New York.

Most of the chaplain's service has been with the Fourteenth infantry. He was stationed at Vancouver barracks from February, 1897, until May, 1898, when he went to Cuba. He returned here in November, 1898, and remained until November, 1899. In all, about three years and a half of his service has been in the local barracks. He received the rank of major on March 25, 1908, and became one of the 15 chaplains in the regular army with that distinguished rank.

Chaplain and Mrs. Groves have one son in the ambulance service at Allentown, Pa., and one son attending West Point. Chaplain Groves is loyal to this section of the Pacific coast, preferring it even to California, where he owns a beautiful home. He likes the people of Portland and this city and may return here to make his home.

SEES BEAUTY PLACES

Corporal Lawrence Dinneen Writes of "Palm Beach" of France.

"Nice is the Palm Beach of Europe," writes Corporal Lawrence Dinneen, in an interesting letter to his sister in Portland while on a short leave in Southern France. He left here with an infantry regiment and has been in France since early fall. Mr. Dinneen was a former member of The Journal staff. His letter in part follows:

"My, you cannot understand how much we (I mean the boys who are with me) appreciate this candy. One of the boys got a package this morning, and it, too, had a little candy.

"I have been to Monte Carlo and Monaco, and La Turbie, a little village 1000 feet above Monte Carlo. From La Turbie there is a wonderful view of the Mediterranean. At Mentone, just a little ways from Monte Carlo, is the Italian border. On my next trip I am going over the border and mail a postal home. There are many other interesting trips hereabouts. I shall take them as I have time.

"Nice is the Palm Beach of Europe. Here there are beautiful villas and chateaux belonging to rich civilians and royal persons. (I wonder if the kaiser and Nick of Russia, who have places here, wouldn't like to have the years rolled back to about 1912, and come here again, in peace—I wonder.)

"Nice is a very clean city, that is the modern Nice. But there is another Nice, Old Town. That is very, very dirty, and its interest is in direct ratio to its dirt. In Old Town you really do 'step across the street.' It is just one step.

"Flowers, birds, fruit, sunshine in February and March—these things are old-timers in Nice.

"I live with or at, rather, the house of an Irishwoman from Dublin, Mrs. Keogh. She runs the Riviera Tea Room and I have my meals and my room at her place. Just fancy—I am sleeping in a real bed, with sheets, spread, etc. Just at the head of the bed is the electric switch. There is a pretty balcony. Just outside my door is the door to the toilet and bathroom. Just imagine again hot and cold water, patent watercloset and big bathtub! The boys said on the road here two weeks ago, 'It's better to be born lucky than rich.' Captain Peter F. Connelly of Clinton, Mass., is my superior officer.

"As I write this, two little daughters of France are serenading me at the office door. Maybe they see the candy which I have opened and spread on the office table.

"I shall write you soon again—and hope next time to have more news to tell you. I am digging away at my French in my few spare moments. I'll parley Francais with you alright when I return. I met Major John B. Murphy, whose home is in Portland, the other day here.

"'I'm Pattullo of the Post,' said a well-dressed man to me on the street here the other morning. I was glad to meet the man who had written 'Tips to His Bunkie' and many other things in the Post which are of interest to Americans. Pattullo is here to write special war dope for the Post.

"Met Roy Faubion, a boy who entered the University of Oregon the year I left."

"Was down town this afternoon and got so interested in talking with one of this country's blondes that I forgot what time it was and missed retreat," writes Fernald Cornwell, a former Journal carrier, who is now in France with a field artillery battery. "Now I suppose I will have lots of time to write, as will probably get a couple of weeks' confinement. Am learning quite a little French. Can carry on a conversation, though have difficulty in understanding. I find that Latin has been a wonderful help to me. The weather is warm. Today (March 23) it is almost too warm to be comfortable. We are learning some very interesting and new things."

Mr. and Mrs. Walter Kimball of Hood River have received word from France of the safe arrival there of their son, Fordham Kimball. Mr. Kimball has been in training in Texas in artillery and has now been assigned to special training in France. Another son, Stuart Kimball, will be drawn in the selective draft this week and expects to report at Camp Lewis shortly.

Fordham Kimball is the fiance of Miss Alice Gilman of Portland, the daughter of Mr. and Mrs. L. C. Gilman. Miss Gilman is taking a course at Reed college in reconstruction aid which embraces a three months' hospital course and will fit her for service in France.

Four trips across the Atlantic without sighting an enemy submarine is the experience of E. G. Rauffman, former member of fire engine company No. 15 of Portland, who is now in the navy.

In a letter to Fire Chief Dowell Mr. Rauffman tells of the pleasures and some of the discomforts in the daily life of the sailor. "One week we are in the land where dates are ripe and the next week we are chopping ice on the decks. But it's a great life and I enjoy every minute of it," he writes.