MUCH ATTENTION PAID TO DETAIL IN SHIPBUILDING

Completeness in Every Respect Obtained in Spite of Speed Being Made by District.

INSPECTION IS THOROUGH

Every Piece of Wood and Steel Entering in Ship Construction Inspected Several Times.

With all the speed that has been gathered in the building of ships in the Columbia river district, not a single vessel has gone from Portland without being complete to its minutest detail. Not only is the inspection of peace times given, but added inspection, due to the fact that the vessels are for war times, is given, and every ship that is built in the Columbia river district passes the most rigid inspection that could be devised.

Wooden ships are inspected from the time the timber is cut. The timber at the mill is inspected and an affidavit as to its condition turned in by the Pacific lumber inspection bureau. The lumber is inspected by the inspectors of the Emergency Fleet corporation and by experts from the shipbuilding plants.

In every shipbuilding yard there are inspectors of hulls and of machinery. Forty-six men are employed in this capacity by the wooden ship construction division of the Emergency Fleet corporation in this district alone. Ships are built according to plans approved by the American bureau of shipping, by Lloyd's and by the Emergency Fleet corporation. Inspectors see that these plans are carried out to the smallest detail. Every piece of timber in the ship is inspected before it is put in place and after the work has been done. Hulls are inspected when completed and the caulking carefully examined.

Steel Inspection Thorough

Then the American bureau of shipping surveys the hull, and the department of commerce of the United States has its steam vessel inspectors, who carefully examine the hull in detail before it is passed as completed.

In the steel yards the inspection is as rigid. Every steel plate is inspected in the factory, subjected to chemical analysis and to a test of tensile and ductile strength. Inspectors see that holes are properly drilled and that rivets are put in carefully and well, that the framework is put together according to specifications, that every detail of the plans is followed carefully and the work done thoroughly.

Then the machinery inspectors go carefully over each piece of machinery, watch its installation and see that nothing is overlooked that will make it render the most efficient service.

The inspection of boilers is typical of the care given. At the factory every piece of plate that is destined for boilers is tested. A piece is cut from the plate and given a chemical analysis. It is put into a machine to test its tensile strength and ductility.

Plates Carefully Examined

The plate is marked with the initials of the inspector and its number, and a record of this is sent to the city where the plate is to be made into boilers. A quench bend test is given, where the plate is doubled twice, and if it cracks it is thrown out. At the factory the boiler is inspected by the Emergency Fleet corporation inspectors, and when it is set up it is again tested by the manufacturers.

The United States steam vessel inspectors also examine it and subject it to from 50 to 100 pounds higher hydrostatic test than the pressure it is designed to carry, the test varying according to the type of boiler. The boiler is then examined inside and out by the inspectors to see that the strain has not injured it.

A dock trial is given, under the direction of the shipbuilders, the Emergency Fleet corporation inspectors, the American bureau of shipping or Lloyd's, and the steam vessel inspectors. This is to test machinery and boilers again.

Ship Completely Equipped

Then comes the trial trip, and every possible test is given here and every inspection as to detail carried out. The chronometers and deck watches are inspected and every bit of equipment to be carried is in place. Not a ship is accepted by the shipping board, or delivered, until it is ready in the last detail.

"It is always possible to improve," says Lloyd J. Wentworth, district supervisor of wood shipbuilding, "but no ship goes out of Portland that is not fully equipped for 100 per cent efficiency and with every bit of its fitting done. It may be thought, because of speed, that something may be neglected, but I am safe in saying that not a ship is delivered until it is complete and fit."

Tacoma Business Man and Former Missionary Wed

William Brierley Hawthorne, a Tacoma business man, was married at the First Methodist church here at noon today to Mrs. Rosa Pyne-Berry of Evanston, Ill.

Mr. Hawthorne is a commission merchant and also conducts the cleaning plant, where all the soldiers' uniforms of the Northwest are cleaned.

Mrs. Hawthorne was formerly a missionary in India and at one time was superintendent of all temperance work in India for the Young Women's Christian Temperance Union. She is now a national organizer of the W. C. T. U.

The ceremony was performed by Dr. Joshua Stansfield. Dr. Stansfield and Mr. Hawthorne are natives of the same shire in England.

The Hawthorne-Berry courtship was conducted by long distance, through the mails, although their acquaintance dates back a period of years.

Changes German Name

Atlanta, Ga., Oct. 12.—(I. N. S.)—John von Hadeln, an American with a German name, testified before the federal court that he could stand the reflection no longer. So his name is now John F. Vaughn. Vaughn declares he has not a drop of German blood in his veins.

General Insurance
BONDS
McCargar, Bates & Lively
Yeon Building — Main 168, A-2694

THE ROLL OF HONOR

In the roll of honor printed below are the names of the following men from the Pacific Northwest:

WOUNDED SEVERELY

Corporal Starling A. Phillips, nearest relation Mrs. J. K. Asplund, R. F. D. 6, Mt. Vernon, Wash.

Private Michael B. Schmitt, nearest relation Nicholas Schmitt, Plow City, Wash.

MISSING IN ACTION

Private Thomas Bennett, U. S. M. C., nearest relation Susie Miller, R. F. D. 1, Dallas, Or.

Washington, Oct. 12.—The lists of casualties in the American expeditionary forces agroad, including the ones printed below, made public by the war department, contain a total of 48,703 names, of which 3527 are names of members of the marine corps.

The casualties are divided:

Army

Killed in action (including 291 at sea)	8878
Died of wounds	3060
Died of disease	2307
Died of accident and other causes	1042
Wounded in action	24,424
Missing in action (including prisoners)	5465
Total	45,176

Marine Corps

Deaths	1,158
Wounded	2,206
In hands of enemy	25
Missing	138
Total	3,527
Grand total	48,703

The list of casualties made public tonight contains a total of 384 names, of which 59 are names of members of the marine corps.

Army

Killed in action	15
Missing in action	63
Wounded severely	206
Died of wounds	20
Died of accident and other causes	7
Died of disease	13
Died of airplane accident	1
Total	325

Marine Corps

Killed in action	14
Died of wounds received in action	4
Wounded in action (severely)	27
Wounded in action (slightly)	1
Missing in action	12
In hands of enemy	1
Total	59

ARMY CASUALTIES

KILLED IN ACTION

Lieutenants

JOSEPH S. BREWSTER, Esom Hill, Ga.
HERBERT E. CHISTIANCY, Warren, Ohio.
MARK E. HELLER, Wilmette, Ill.
EDGAR B. RITCHIE, Ludlow, Ky.

Corporal

WILLIAM B. MILLIGAN, Hobart, Okla.

Privates

RICHARD BASILI, Astra Vetere, Italy.
CHARLES ERNEST ROCK, Halfway, Mich.
EATH BUSH, Bradyville, Tenn.
ANTONIO DILEO, Altamura Bari, Italy.
ALLESANDRO DONOFRIO, Avellino, Italy.
LAWRENCE FORSBERG, Marinette, Wis.
ROBERT A. HUCKINS, Dunlap, Ill.
FRANK J. MAFFA, Charlestown, Mass.
CARMINE MAGRINO, Vietridi Batinoza, Italy.
KAZIMIR WOLOWICKI, Vilna, Russia.

DIED OF WOUNDS

Lieutenant

MARCEL VON BEREGHY, Lebanon, Pa.

Sergeant

JOHN DOWEY, Gentry, Mo.

Corporals

CHARLES S. BENNETT, Tulsa, Okla.
ELMER BRANDLOCK, Milwaukee, Wis.
WARREN FLANSBURG, Syracuse, N. Y.
JAMES M. SULLIVAN, Baltimore, Md.
COOK GUIDO BANCHIRI, Lucca, Italy.

Privates

TALLY A. DRUM, Stony Point, N. C.
RICHARD B. GAMMON, Wynne, Ark.
HOWARD STIRLING HARDING, Corunna, Mich.
STANLEY F. HUSAK, Cleveland, Ohio.
EDGAR V. LECLAIRE, Ogdensburg, N. Y.
HUGH H. McCRERY, Pueblo, Colo.
PATRICK B. McENIRY, Tipperary, Ireland.
RUSSELL MOSELEY, Walnut Springs, Tex.
WILLIAM J. ORMOND, Waterford, Ireland.
SOFUS QUAM, Chester, Mont.
ARNOLD STRUNK, Stearns, Ky.
HYMAN TISHLER, Milwaukee, Wis.
ARIST D. VALAS, Thessaly, Greece.

DIED OF DISEASE

Sergeants

JAMES BORDEUIS, Youngstown, Ohio.
OMAR J. TALBOT, Berlin, N. H.

Corporals

EDWIN D. DRAKE, Littleton, Colo.

Privates

WILLIAM H. ALLEN, Dixon, Mo.
HAYWOOD CAMPBELL, Waterloo, S. C.
HENRY C. COGNAL, Lowell, Mass.
JOHN J. DIGNAN, Philadelphia, Pa.
WALLACE H. GROOM, Huntingdon, Tenn.
THOMAS W. POTTS, Wellington, Mo.
WILLIAM F. RALL, McElhatten, Pa.
THOMAS E. RICKETTS, Trenton, Tenn.
CLINTON C. STEVENSON, Titusville, Pa.
PETER L. STRONG, Hanover, Ill.

DIED FROM AIRPLANE ACCIDENT

Lieutenants

BEDELL M. NUBERT, New York, N. Y.

DIED FROM ACCIDENT AND OTHER CAUSES

Captains

ALBERT R. THOMPSON, Lowes, Del.

Privates

OWEN JARRETT, Pratt, W. Va.
ARTHUR LANG, Wayne, N. J.
JAMES T. McKEE, Schultz, Okla.
GEORGE ELLSWORTH MARSHALL, Pittsburg, Pa.
EDWARD O'LOUGHLIN, Lebanon, Pa.
JAMES SHEEHAN, New York, N. Y.

WOUNDED SEVERELY

Captains—Harry R. Abell, San Antonio, Texas; Frank R. Buggy, Philadelphia, Pa.; Louis H. Fielding, Philadelphia, Pa.

Lieutenants—Harry S. Aldrich, Houghton, Mich.; Thomas A. Bryson, Savannah, Ga.; David B. Miller, Denver, Colo.; Richard J. Miller, Harrisburg, Pa.; Edward C. Peltrup, St. Louis, Mo.; George W. West, San Antonio, Texas; Royal H. G. Smith, Gorham, Me.

Sergeants—James M. Belcher, Newark, N. J.; William E. Bishop, Owensboro, Ky.; Robert Freeborn, Cecil, Wis.; Levi I. Hankins, Orleans, Mich.; Taylor E. Lewis, Superior, Neb.; Harold Burt Madder, Newark, N. J.; Thomas J. Moriarty, New York, N. Y.; Martin Beifus, Brooklyn, N. Y.; Arthur O. Fisel, Greenfield, Mass.; Charles Fuhrman, Reedsburg, Wis.; Herbert McDonald, Attleboro, Mass.; James F. Mahoney, Charlestown, Mass.; Reuben Weinstein, New York, N. Y.

Corporals—Thomas W. Bradley, Spartansburg, S. C.; Walter Bumblackye, Chicago, Ill.; Lee H. Campbell, Rutherford College, N. C.; Edward J. Dufty, Baltimore, Md.; Clifford Ferrell, West Frankfort, Ill.; Harvey W. Foster, Steep Falls, Me.; John Herrmann, Grafton Branch, Green Tree, Pa.; Frank C. Howard, Manchester, N. H.; Kai Andres H. Larson, Burke, Va.; Charles McCracken, Springview, Neb.; James W. McCutchen, Lake City, S. C.; George Martin Moore, Springfield, Mass.; Felix Joseph Moran, New York, N. Y.; William A. Patterson, Pell City, Ala.; Michael Petz, Passaic, N. J.; Sterling R. Phillips, Mt. Vernon, Wash.; Richard Brew, Kilrush, Ireland; Joseph Kierman, Carrignaea, Ireland; Adam J. Knapp, Linneus, Mo.; David F. Middaugh, Junction City, Ohio; Richard F. Turner, South Bend, Ind.; Richard E. Wray, Brooklyn, N. Y.; Albert Roddy, Detroit, Mich.; Herman Shaner, Logansport, Ind.; Judson M. Stowater, Byng Inlet, Ontario; Charles Wiegert, Leigh, Neb.

Buglers—John Gannitto, Paterson, N. J.; Wallace Harper Payne, Jewett City, Conn.; Gustave Hilderbrandt, Beloit, Mich.

Mechanic Alex. Konieczka, Milwaukee, Wis.

Wagoner Harry Rotert, Colorado Springs, Col.

Cook William G. Black, Henrietta, N. Y.

Cook Ferdinand F. Mitchell, Duffryn, Pa.

Privates — Charles T. Atkins, Los Angeles, Cal.; Louis A. Bernhardi, Jamaica, N. Y.; Anthony Bildheiser, Pittsburg, Pa.; Sam L. Blythe, Lewisville, Miss.; Albert A. Borg, Stromsberg, Neb.; William Bose, Hoboken, N. J.; Frank J. Bowe, Holyoke, Mass.; George W. Boyle, Lockport, N. Y.; Benjamin J. Brennan, Orange, N. J.; William H. Bruggeman, Fairfax, Minn.; Louis Ingeman Bursvold, Sinai, S. D.; Clyde M. Bush, Center, Texas; Benjamin E. Butts, Kinmundy, Ill.; Daniel Caprino, Bari, Italy; Franklin M. Carson, Dupree, S. D.; John Chagnon, Ware, Mass.; Frederick A. Christ, Brooklyn, N. Y.; James E. Cohen, Lowell, Mass.; Aaron Condray, Hopes Bluff, Ala.; Joseph J. Congdon, Brooklyn, N. Y.; Walter F. Darmofal, Chicago, Ill.; Charles E. Farmer, Anderson, Ill.; Spenus Fearanenos, Frigo, Greece; Pasquale Ferrera, New York, N. Y.; Harry Forman, New York, N. Y.; Henry W. Frisbi, Gordon, Minn.; Glen W. Godfrey, Laverne, Iowa; Stanley Golembski, Chicago, Ill.; Jesse Simpson Gustin, Hanover, Kan.; Joe Hall, Coeburn, Va.; James Hartnell, Frontier, Minn.; Cecil E. Hayes, Bucyrus, Ohio; Edwin A. Herzog, Piqua, Ohio; Ladislaus G. Hlava, Wausow, Wis.; Roy F. Holden, Watertown, N. Y.; Axel L. Holmes, Minneapolis, Minn.; Rudolph F. Holtz, Inwood, Iowa; Arthur T. Howard, Rochester, N. Y.; Edward T. Johnson, Elkland, Pa.; John J. Kelly, Whitman, La.; Charles A. Allison, Lincoln, Ill.; Thomas Arthur, New York, N. Y.; Elmer J. Atkin, Adrian, Mich.; Calvin B. Bedgood, Sour Lake, Texas; Charles Bongiorno, New York, N. Y.; Nick Breglia, Potenza, Italy; Isadore Bronk, Custer, Wis.; Morris Brooks, Utica, N. Y.; Joe W. Buckler, Building Springs, Okla.; John W. Burke, Brooklyn, N. Y.; E. R. Burns, Columbus, Ohio; Giuseppe Cardillo, Feiumepeddo, Sicily, Italy; Oscar Carlson, Carlsham, Sweden; Jacob Chomy, Russia; Argendini Disandi, Belmonte del Sanio, Italy; William Roy Drennon, Topeka, Kan.; John W. Edwards, Dorrisville, Ill.; Charles H. Fenwick, Washington, D. C.; Thomas Fluhr, Wilkinsburg, Pa.; Fred R. Fritz, Roxbury, Mass.; Felix T. Galiano, New York, N. Y.; John Gammachia, Sicily, Italy; Waclaw Glofka, Poland; Dwight R. Harris, Clarksburg, W. Va.; Harry Heading, Hanging Rock, Ohio; George Hentschel, Brooklyn, N. Y.; Edward J. Kearney, Philadelphia, Pa.; Harry F. Keller, Warren, Pa.; Peter A. Kerrigan, New York, N. Y.; Leo A. Koertgen, Chicago, Ill.; John Krikos, Calavreta, Greece; Ceylon Samuel McIlhenny, Harrisburg, Pa.; James D. Maddalena, Italy; Clarence S. Markham, Hansen, Neb.; Steve B. Metropoolos, Blase, Greece; Theodor C. Meyer, Madison, Wis.; Nicodemus Nicodemisen, Ferro Skaaleng, Denmark; Peter D. Patrona, Tresivio, Italy; Nicola Poli, Brescia, Italy; Joseph J. Rargiala, Haverhill, Mass.; Albert Sarabere, Bellinghaes, Minn.; Jens Sonder, Bozile Mills, Neb.; Roy Edwin Stevens, Genoa, Colo.; John Twentyfive, Piniaterry, Italy; John Urban, Russian Lithunia; Sam Ventrella, Melville, Pa.; Colin H. White, Niagara Falls, N. Y.; Lawrence E. Wolfe, Saxonberg, Pa.; William J. Wott, Clyde, Ohio; Michael Zafarano, Brooklyn, N. Y.; Leo John Kraus, Brooklyn, N. Y.; Martin Klas, Brown, Minn.; Lewis Lomando, Hazelton, Pa.; Lewis D. McCurley, Freedom, Okla.; Frank L. Mccomber, North Platte, Neb.; Alimanto Magnelli, Steelton, Pa.; John S. Marok, Toledo, Ohio; Rufus Means, Charleston, W. Va.; Harry H. Heyer, Edwardsville, Ill.; John Millard, Bolton, Mass.; Philip Miloszycsack, Chelsea, Mass.; John Milson, Patterson, N. J.; Clarence Frederick Minnich, Duke Center, Pa.; Harry H. Mitchell, New York, N. Y.; Ralph Walker Moore, Pittsburg, Pa.; Joseph H. Moyer, Lebanon, Pa.; Albert J. Myers, Cincinnati, Ohio; Robert D. Nelson, Albany, Ala.; Albert Charley Nester, Marysville, Kan.; James E. Norworth, Akron, Ohio; Henry J. Parker, Worcester, Mass.; Mike H. Pavlovay, Montenegro, Austria; John Peters, Creek, Va.; Peter J. Piasecki, South Bend, Ind.; Earl Henri Picard, Waltham, Mass.; Antonio Pozzi, Kensington, Ill.; Michael Prinke, Jersey City, N. J.; Ray Redding, Chicago, Ill.; George A. Reed, Warren, Ill.; John Renkawek, Pittsburg, Pa.; Thomas J. Reynolds, Grand Rapids, Mich.; Henry M. Rooney, Frankfort, Kan.; Roy Rushing, Lawrenceville, Ill.; Theodore Sanders, Baltimore, Md.; Steve Rudolph Sankner, Lewis Run, Pa.; Paul R. Sayers, Silver City, Iowa; Alfred A. Schaller, Pittsburg, Pa.; Michael B. Schmitt, Plow City, Wash.; William M. Schubert, Crystal Lake, Ill.; Joseph Silverburg, Milwaukee, Wis.; Matthew T. Sinnott, Baltimore, Md.; Raymond A. Simpson, Wilmerding, Pa.; Wesley U. Skelton, Talmo, Ga.; Paul Sprawoff, Toronto, Canada; Adam Spyrczak, Detroit, Mich.; Jacob Steern, New York, N. Y.; George J. Strate, Okawville, Ill.; Math J. Sweeney, Jersey City, N. J.; Alton Swift, Remington, Mich.; Pouis H. Thompson, Cape Girardeau, Mo.; Edison M. Walters, Galveston, Texas; Alexander M. Ward, Harbor, Maine; Charles V. Weaver, Hillsboro, N. H.; Herbert Feader Wegman, St. Louis, Mo.; Evan E. Wells, Washington, R. I.; Carl Westberg, Worcester, Mass.; Harry B. Wilker, Cincinnati, Ohio; Garth J. Williams, Laurinim, Mich.; Martin Wine, New York, N. Y.; Adam Wisniski, Brooklyn, N. Y.

MISSING IN ACTION

Lieutenants—James E. Bowyer, Washington, D. C.; Edwin C. Klingman, Oxford, N. C.; Robert R. Forrester, Atlanta, Ga.; Milford W. Fredenburg, Ridgway, Pa.; Oscar Mandel, Grantwood, N. J.; Guy E. Morse, Kansas City, Mo.

Sergeants — Edward N. Bintz, Jamestown, N. Y.; John J. Jenkins, Whitewright, Texas.

Corporals—Elmo W. Campbell, Choice, Texas; James J. Cullen, New York, N. Y.; Frank Douglas, Plymouth, Ill.; Howard Leonard Warner, West Philadelphia, Pa.; Otto Dutzi, Pomona, Cal.

Cook John H. Gilbert, Tenmile, Tenn.

Privates — Dante Battistimi, Emilia Viano, Italy; Alvin J. Berggren, Brainnell, Ill.; Ernest Cannel, Fall River, Mass.; Raffael Caramanico, Italy; William K. Christiansen, New York; Jerome William Davis, New York; Walter W. Davis, Huntsville, Ala.; August C. Eckman, Dagget, Mich.; William Fino, Brooklyn, N. Y.; William Maynar Foley, Shamokin, Pa.; George Fuda, Martino Rego, Italy; Herman Ginsberg, New York; Donald H. Hardy, Huntington, Pa.; August Hartwig Jr., Woodhaven, N. Y.; Edward R. Hoelzlein, Pittsburg, Pa.; Stanley M. Karlewicz, Milwaukee, Wis.; Marsulis Matthew, Waterbury, Conn.; Lounie Morse, Blocton, Ala.; Robert O. Stence, Christiana, Tenn.; Max J. Burnicki, Buffalo, N. Y.; William J. Chambers, Columbus, Ohio; Edward J. Cornish, Houghton, Mich.; William C. Dorn, Hendricks, Minn.; Elmer M. Dyer, Chester Springs, Pa.; John L. Greer, Pittsburg, Pa.; William Frank Grzelecki, Schenectady, N. Y.; Milton T. Hammer, Northside, Pittsburg, Pa.; Theodore Hansson, Bloomfield, N. J.; Jacob C. Harrall, Indianapolis, Okla.; Louis Henry Harris, Buffalo, N. Y.; George W. Heffelfinger, Roxborough, Pa.; Adrian G. Hobbs, Tankersley, Texas; William J. Huggard, New York; Henry Carl Kluess, Middleton, Wis.; Phillip G. McDowell, Philadelphia, Pa.; Joseph M. Messner, Pittsburg, Pa.; Vincent S. Pearson, Morrisiown, Pa.; Ira S. Schaeffer, Tower City, Pa.; Eddie Smith, Muskegon, Mich.; Frederick H. Strassel, Brooklyn, N. Y.; Stephen A. Trojanvich, Calhan, Colo.; John R. Tyson, Norristown, Pa.; Paul Charles Valentine, New York; Walter W. Wallace, Fountanelle, Iowa; Robert H. White, Blackford, Ky.; Manson Willis, Clinton, Ind.; Sam Wolfensberger, Morganville, Md.; Enoch C. Woodhead, Houghton, N. Y.; Stanislaw Woyaski, Baltimore, Md.

MARINE CORPS CASUALTIES

KILLED IN ACTION

Corporals

CLIFFORD E. ELLINGTON, McElderry, Ala.
WILLIAM E. GRIEVES, Tecumseh, Mich.
ROBERT R. HODGES, Saginaw, Mich.
JAMES A. VICK, Meigs, Ga.

Privates

CHARLES W. AYARS, Neodesha, Kansas.
TERRENCE I. GOSNEY, Chriman, Ill.
JAKE L. HEFFLEY, Kiowa, Colo.
FREDERICK W. JOHNSON, Fayetteville, Ark.
GEORGE E. KUSH, Oshkosh, Wis.
JAMES H. LANE, Port Huron, Mich.
CHARLES E. LANGLEY, Bigelifty, Ky.
RAY W. NEWCOMB, Angola, N. Y.
MALCOLM M. STAGG, Churchpoint, La.
SAMUEL WARREN, Dorchester, Mass.

DIED OF WOUNDS RECEIVED IN ACTION

Privates

JOHN E. BERRY, Madison, Ark.
GEORGE D. HARRISON, Springfield, Ill.
EARL G. HILL, Springton, Texas.
CHARLES L. RUDDICK, Elmira, N. Y.

WOUNDED SEVERELY

Sergeants—Joseph M. Avery, Dayton, Ohio; Eugene Robbins, St. Louis, Mo.; Howard H. Young, Kewanee, Ill.

Privates—Raphael C. Allen, Woodstock, Ill.; Edward J. Beck, Norwood, Ohio; Clarence B. Blythe, Cincinnati, Ohio; Henry J. Crosby, Jr., Brooklyn, N. Y.; Willard L. Crummy, Minneapolis, Minn.; George F. Doherty, Roxbury, Mass.; Marshall P. Dunning, Santa Ana, Cal.; Paul J. Fondenberger, Bevis, Ohio; Clarence B. Grannan, Chicago, Ill.; William Dietz, Salt Lake City, Utah; George W. McCue, St. Louis, Mo.; John A. Mallon, Buffalo, N. Y.; Hugh S. Miller, St. Louis, Mo.; Martin L. O'Neill, New Britain, Conn.; Eugene Neff, Salina, Kansas; Frederick L. People, Jacksonville, Fla.; Alfonse R. Rector, Marshall, N. C.; Charles Schmidt, Neenah, Wis.; Howard S. Scofield, St. Johns, Mich.; Claude C. Slaughter, Chillicothe, Ohio; Grover C. Ware, Dry Ridge, Ky.

MISSING IN ACTION

Corporal Leo P. O'Brien, Eureaka, Mo.

Privates—Thomas Bennett, Dallas, Or.; Alexander Defin, Wilkes Barre, Pa.; Albert Dexter, Brooklyn, N. Y.; Charles N. Green, Philadelphia, Pa.; Oval Cecil Milner, Richard H. Heinrich, Chicago, Ill.; William L. McWhirter, Glen Allen, Ala.; Charles L. March, Holland, Va.; Harley Sanders, Lewistown, Ill.; Fred Schmitz, St. Louis, Mo.

WOUNDED SEVERELY—PREVIOUSLY REPORTED KILLED.

Private Lee Pitzer, Hamersville, Ohio.

WOUNDED SLIGHTLY—PREVIOUSLY REPORTED KILLED

Private Leonard S. Opheim, Williamsburg, Va.

IN HANDS OF ENEMY—PREVIOUSLY REPORTED MISSING.

Sergeants—Claude M. Barham, Nacogdoches, Tex.; James M. Walker, Cincinnati, Ohio.

MISSING IN ACTION PREVIOUSLY REPORTED WOUNDED SEVERELY

Private Charley L. Haney, Louisiana, Mo.

PRESENT FOR DUTY—PREVIOUSLY REPORTED MISSING

Sergeant Thomas J. Jackson, Gloucester, N. C.

Privates—Leon Brown, Warren, R. I.; Charlie W. Giles, Gainesville, Ga.; Walter E. Lange, Detroit, Mich.; Dewey Minor, Viola, Mich.; Littleton E. Richardson, Witt Springs, Ky.

ABSENT WITHOUT LEAVE—PREVIOUSLY REPORTED MISSING.

Privates—Louis J. Boudeau, Cohoes, N. Y.; Graham Mitchell, Sask., Canada.

City Installs Canteen

Decatur, Ill., Oct. 12.—(I. N. S.)—Soldiers who pass through Decatur will not be wanting for comforts. City patriots have established a $5000 canteen hut for the exclusive use of the soldiers. It is situated near the railroad station and has all the necessary conveniences for rest and recreation. The fund for its building was secured through popular subscription.

WINTER CLASSES IN COMMUNITY CENTERS RENEW CLASS WORK

Educational and Social Features Taken Up by Various Organizations of City.

Registration for winter class work at the Peninsula park field house indicates that much interest is being taken in this phase of community indeavor.

As soon as the influenza situation is relieved the Red Cross unit will continue working every Tuesday and Friday from 10 to 4. A Junior Red Cross is also being organized. A number of dances and entertainments will be arranged for during the year, as Red Cross auxiliary benefits. It has been decided to prepare sphagnum moss as an aid to the Red Cross work.

The Lavender club, a social and literary club for women over 50 years of age, meets on alternate Thursdays. Evening classes for women of the grammar schools are being continued.

Gymnasium classes are well attended and the social features are not being overlooked. Volley ball and basketball games have been planned. Tennis courts and swimming tanks are popular in the fall and spring.

Patrons of the library are furnished with current magazines and other good reading matter.

At the Sellwood community house, East Fifteenth and Spokane avenue. Red Cross auxiliary workers are busy and the Lavender club holds regular meetings. Boy Scouts, in charge of Scoutmaster W. F. Potts, meet every Wednesday evening at 7. The Walluliahs and Mamook Camp Fire organizations, in charge of Miss Marian Butterworth and Miss Helen Gillespie, are active.

Fireside stories are a feature. The Sphagnum Moss club is doing good work. The Study club has outlined a study course for the winter. The Good Cheer Girls' class, composed of those between the ages of 10 and 15, is busy.

Wednesday and Saturday nights are open for games, community sings and social entertainment. The free employment bureau at the park is helping children find work.

Shipbuilding Firms To Erect Buildings For Restaurant Use

Two large restaurant buildings are under construction for Portland shipbuilding plants. Plans have been furnished by Whitehouse & Fouilhoux for a two story frame building 60x170 feet in dimensions, to be built for the Willamette Iron & Steel works for restaurant purposes.

Tranchell & Parelius have secured the contract for a large frame restaurant building for the Columbia River Shipbuilding company. The building will be of two stories, 109 by 125 feet in dimensions and will cost approximately $30,000.

Republic Increases Service Facilities

A series of five centrally located distributing parts' depots is now being established by the service department of the Republic Motor Truck company, Inc., Alma, Mich. These supply depots, located at the five most accessible points in the United States, will function exactly as if they were an integral part of the great factories at Alma. It is expected that the establishment of these five distributing depots, at New York, Chicago, Los Angeles, Atlanta and Kansas City, will make it possible to keep in continuous operation the 40,000 and more Republic trucks now in service.

Parson Is Emphatic

Columbus, Ohio, Oct. 12.—(I. N. S.)—T. Alfred Fleming, state fire marshal, is a minister and regularly fills his charge. This fact, however, does not prevent him from expressing the sentiment of Americans generally. Pasted on the desk as you enter the reception room is a sentence in big, red letters. It reads: "To Hell with the Kaiser."

RENT ROOM TO WAR WORKER

Two Lost Engineers Nurse Doughboy Under Huns' Nose

Trio Escapes Across Vesle After Five Days and Nights Alongside Enemy Machine Gun Post Which Is Destroyed by Bombs.

How two American engineers, cut off and lost from a night patrol, spent five days within the German lines nursing a wounded comrade, and finally, after they had been 48 hours without food or water, rushed a Boche machine gun emplacement and killed the crew, ran a gauntlet of fire from a dozen other machine guns, swam a river and got back to their lines with their patient and valuable information, is one of the stories produced by the restless fighting during the period when the Germans, pausing in their retreat, made a stand on the Vesle. This thrilling story is told in the Stars and Stripes, official newspaper of the American Expeditionary Forces.

Privates Frank C. Schultz and Edward Morrisy are the engineers who managed the episode, and Private Frank De Blase, an infantryman, is the wounded man they saved.

The three were members of a party which, with noses for fighting and information, crossed the Vesle one night and penetrated into a battered little town on its northern bank. The patrol investigated the town, clashed with the Boche garrison, took a couple of prisoners and returned.

The Patient Arrives

But Schultz and Morrisy, partly because they had tarried to bandage the wounds of two slightly wounded soldiers, lost the bunch and, what was worse, the direction. They wandered cautiously around for an hour until, running almost into the arms of a German patrol, they sought hasty refuge in a hole dug in an embankment at the side of the street.

The hole was a small one, hardly large enough to be dignified with the name of dugout, and its limited dimensions were taxed still more half an hour later when De Blase, blinded, temporarily at least, by a bullet wound in the forehead, came groping down the street and was taken in.

Dawn that morning disclosed the plight of the trio. They were near the southern edge of the town, separated from the river and their own lines by a quarter of a mile of flat, open ground. Looking across the river, they could see the hillside where they knew American sentinels and artillery observers were stationed and, looking to the north, they could see another hillside where they knew German sentinels and observers were on the alert.

They were in No Man's Land—that part of No Man's Land claimed at night time by the Germans and held by isolated machine gun crews who, with the passing of darkness, discreetly withdrew to the high ground behind.

To Risky to Try

If they made a dash for the American lines, they had the strip of open ground to cross and then the river, with a score of Boche machine guns firing from the rear. It was too risky, they decided. A run for it at night through the flanking fire of the machine guns near the river was just as unfeasible.

The two engineers went into executive conference and decided to stick it out indefinitely, waiting for the German withdrawal from the Vesle, which they knew was momentarily expected. It began to look as if they were going to get a close-up on it.

They took their first aid packets and bound up the wounds of De Blase and held an inventory of their store of provisions. They had, they found, six cans of salmon, two cans of beans and two canteens of water. In behalf of the party it may be said that when, in the fifth day of hiding, they opened the first can, they ate them with relish and actually liked them.

The consumption of the last can of beans on that third day marked the total depletion of the larder. The last drop of water had gone some hours before. The difficulties brought on by hunger, thirst and, last, of room to move in were complicated the fourth day by the condition of the wounded man, who became feverish and at times hysterical.

Lest the Germans Hear

During the night it was necessary for one of the engineers to hold his hand constantly over De Blase's mouth to suppress hysterical mutterings which would have been heard by three Germans who, at nightfall, always appeared and manned a machine gun pit 15 yards away on the other side of the road.

As the Germans would have overheard any conversation, it was a rule of the abri that no word would be spoken during darkness. Through all of the five nights in the hole the two engineers crouched side by side, with never a word passing between them, relieving each other in clamping a tender but firm hand over the wounded man's mouth.

On the fifth day the two decided they could hold out no longer. If they had remained 24 hours longer, they would have been liberated by the Americans, for on the day after they actually did get away, the Germans began their retreat northward. But of these plans they did not know, and when they talked it over they decided it was better to die making a fight than starve to death in a hole.

Just Before Daylight

They decided upon a break just before daylight, when there was enough light to guide them to the river and enough darkness to make the Germans' aim uncertain. Anyhow, they figured they wouldn't get killed without result, for they certainly could put the nearest machine gun crew out of commission.

The rush went off according to plan. With approaching dawn barely disclosing the river and the outlines of the hill beyond, the three emerged from their hole. Schultz supported De Blase, while Morrisy pulled the pins on two grenades, counted three and tossed them at the German crew nearby.

The grenades exploded, there was a shriek in German, and the two engineers, the wounded man stumbling between them, were off toward the American lines. A dozen machine guns rattled behind them and on either side, but they were unhurt. They plunged into the Vesle, struggled across and were safe.

In their five days of seclusion, Morrisy and Schultz had learned the habits and night-time whereabouts of several machine gun crews, some of whom didn't go north with their companies, when the Germans decided they didn't like the climate of the Vesle, not to speak of the two whose bodies were found beside the machine gun at which Morrisy had tossed the grenades.

BENTON FARM BUREAU APPORTIONS WORK TO 16 DISTRICT MEMBERS

R. W. Scott of Corvallis Chosen President; George W. Kable Made County Agent.

Corvallis, Oct. 12.—The county agricultural council of Benton county was first of all Oregon counties to change its name to "County Farm bureau" in response to the recommendations of the state leader of county agent work, Paul V. Maris. This action is in harmony with the policy of the United States department of agriculture to establish a farm bureau in every agricultural county of the country. The government is entrusting its big production and conservation campaign largely to farm bureaus for effective carrying out.

Officers of the Benton county bureau are R. W. Scott, route 4, Corvallis, president; Robert Wyllie, route 1, Corvallis, vice president, and Calvin Ingle, Corvallis, secretary-treasurer. All are leading farmers and are said to have the confidence of their constituency, and Mr. Scott is agricultural advisor for the Eugene district draft board.

In changing its name there is no change in the purposes and activities of the organization. The council was organized October, 1917, by George W. Kable, county agent. It was constituted of one delegate from each of the 18 districts into which the county was divided, six members at large and representatives of the county court. The county agent was made the direct representative of the council and charged with carrying out its policies. A program of projects of all leading phases of farming in the county was adopted for each district to which it applied. From three to six local groups of farmers composed of 10 to 40 farmers each, had charge of the projects in their districts.

Instead of an inner tube a new puncture less automobile tire has a removable rubber core that is solid except for cup shaped air spaces at each side to afford resiliency.

CANDIDATES FOR CITY OFFICES MUST MAKE FILING SOON

Tuesday Is Last Day for Those Ambitious to Serve People to Make Formal Declaration.

FOUR FOR COMMISSIONER

Auditor Funk So Far Is Only One Who Has Announced Intention of Running for Office He Fills

Next Tuesday, October 15, is the last day that candidates ambitious of holding municipal office in Portland can file the declarations of their candidacy.

Already there are four candidates for the two city commissionerships to be filled by the voters at the election of November 5, while City Auditor George A. Funk, who has just announced his desire to succeed himself, has an open field up to date.

The term of Commissioner C. A. Bigelow expires by limitation on June 30 next, while there is a difference of legal opinion about the time when the term of Commissioner Kellaher comes to an end.

LaRoche Construes Law

When George Baker was elected mayor he was holding down a commissionership and resigned it to take the executive's chair. Kellaher was elected by the council to fill the vacancy, and it is contended that he should hold "only until his successor has been elected and qualified." This construction is upheld by the city attorney, who contends that there must be a short and a long term election in