

Company D, Second Oregon and Its Records in the Philippines

Pendleton Boys Had Part in Taking of Manila and Quelling Insurrection.

Umatilla county has 14 residents at present who saw active service in the Spanish American War as members of Company D, Second Oregon. They are Lieutenant George A. Hartman, John B. Brookler, Julius Witlock, Thomas Jordan, Daniel C. Bowman, Alfred O. Carden, Henderson Crowder, Steve M. Dune, William A. Hicks, William Kupers, Jacob C. Marlin, Elmer D. Monson, Joseph E. Pinson, Harry E. Lovell, A. A. Manning and Dean E. Shull.

The company was first formed as a national guard with Captain George A. Hartman in command. This company later combined with the La Grande company, as Company D, Second Oregon United States Volunteer Infantry, with Captain Austin P. Prescott in command. George A. Hartman, first lieutenant; Frank A. Mead, second lieutenant; Ezekiah C. Corner, first sergeant; William S. Atkinson, quartermaster sergeant; Ben Dugan, third sergeant; A. Lee Morelock, fourth sergeant; Louis Proebstel, fifth sergeant; Sherburn N. Prescott, sixth sergeant; Alpha Wood, corporal; Willie Marsh, corporal; Carl Jones, corporal; William A. Leathere, corporal; John H. Brookler, corporal; A. L. Roberts, corporal; John C. Headlee, corporal; George W. Connel, corporal; William E. Seary, corporal; James E. Acton, corporal; Alva G. Davidson, corporal; Julius Witlock, corporal; Thomas Jordan and Gustav Mueller, musicians.

The company mustered in at Portland, May 6, 1898, after which they left for Presidio, California, arriving there May 12, and remained until May 24, when they embarked on the steamer "Australia" for the Philippine Islands. The company arrived at Guam Island June 20, and was a part of the landing party at the capture of the island June 21.

On August 13, 1898, the company participated in the bombardment and capture of Manila, and assisted in the receiving of the surrender of the Spanish arms. From April 14, 1899, to March 11, 1899, the company was part of the provost guard of the city of Manila. The next day the company took the field and marched to San Pedro Macati, and March 12, 1899, participated in an engagement with Philippine insurgents near Guadalupe.

It was during an engagement with the enemy at Pasig, March 14, 1899, that Private Alfred O. Carden, Pendleton man, was severely wounded when a bullet entered his right lung. So serious was the wound that a report was circulated in Pendleton that he was killed.

An engagement with the enemy occurred at Taguig March 15, 1899, followed by the battle of Laguna de Bay.

On March 18, in which Private James Page met his death.

They marched to Caloocan, March 24, 1899, and relieved the 20th Kansas Volunteers in the trenches. The following day, March 25, saw the company in the most important engagement of their service, the battle of Malabon, in which Private William M. Cook was killed, and First Sergeant James Frost, Private John C. Headlee and Private William E. Seary wounded.

In this fight Company D, with all the other companies of the regiment, with the exception of Company H, under the command of Colonel O. Summers, left the trenches at 8:30 a. m. and formed a skirmish line on the extreme left of the line, with the 22nd U. S. Infantry on the right and advanced upon the enemy. The regiment was met by very hot fire, and stubborn resistance on the part of the enemy and from Malabon. However, the U. S. forces took the trenches by successive charges and rushes, and drove the enemy in disorder across the Tullahan river, east of Malabon. After the arrival of the regiment at the river, the line was extended from the causeway leading into Malabon on the left, to the right of the stone bridge across the Tullahan river on the right. Here Company D, with companies A and L, threw up the intrenchments.

During the day a continual fire was kept up by the insurgents, in and about Tinalandia and from Malabon trenches on the left. At this point was stationed a revolving Hotchkiss cannon. Toward evening the fire from the enemy was silenced, and in accordance with instructions, the company bivouached for the night. The distance traveled was two miles.

The next day the regiment crossed the river and entered Tinalandia, where they formed a line of skirmishers and then advanced about 1000 yards and awaited orders. At 11 a. m. the line was advanced parallel with the road leading to Caloocan, where the enemy was strongly intrenched in a series of trenches, was encountered. The trenches were taken by successive charges in face of hot enemy fire from the front; a flank fire from the right from across Tullahan river, and also from the trenches about 1500 yards on the left flank north of Malabon covered by heavy bamboo thickets.

By this time the enemy was entirely dislodged, and retreated in disorder toward Bulacan and Pila. The regiment therefore returned to Manila and went into camp the distance traveled being about seven miles. The enemy was estimated at about 5000 and their loss in killed and wounded was very considerable.

Company D after this engagement

acted as provost guard at Malabon from March 25 to April 8. April 7 they went to Boscun and remained until May 27 as track guard, doing outpost and reconnoitering duty until May 27, 1899. It was while on this duty that the company was active in repelling a night attack of the enemy.

The next battle was the battle of Santa Maria, in which the company took an active part. April 13, they were also in the engagements of Maraguilla and San Mateo, June 2, 1899. This was their last engagement, as they sailed from Manila June 14, arriving in Japan five days later. They reached San Francisco Bay July 12, and went into camp at the Presidio July 14, and were mustered out August 7, 1899.

There are many interesting stories of the experiences of Company D men. One concerns Alex A. Manning, who went one night to secure reinforcements during a night attack by the enemy. He found himself surrounded by Filipinos, but in the darkness was evidently mistaken for one of their number, so was able to carry the message for help unharmful.

Another story is told of First Sergeant James West, who was wounded in the right arm during the battle of Malabon. While a comrade was binding up the wound under shelter of a thicket, an enemy bullet struck West in the leg, so that he suffered two wounds.

Besides the engagements mention-

ed above, Lieutenant George Hartman took part in several others as he was acting adjutant to Major Calvin U. Santenberg, to Captain Herbert L. Heath and to Major Percy Willis.

Besides the members mentioned previously, those who made up the remainder of Company D were Privates Richard Hughes, Ole Mathan, Alfred Allen, George Baerbach, Chas. Baerbach, William Bingham, Andrew Brookler, Winfield S. Brown, George Buchanan, Charles E. Carter, Charles Chandler, Stephen Connolly, Owen Constant, Peter Diny, James A. Doyle, Ray Duman, Cliff Davis, Lewis Elliot, William A. Gerhold, Douglas Glenn, John Gray, Thomas Green, John Gunn, Clarence Hall, John Hastings, Marcellos Herr, Bert Hicks, Edwin Lemaitre, C. J. McKinnon, William Montgomery, William Morelock, Frank Noll, Charles Proebstel, John Telling, Ben Robbs, James Ruddy, Frank Scott, G. M. Schermhorst, Leonard H. Selzer, Edwin A. Shulnir, Willie D. Sloan, Elmo M. Soules, Franklin Stanwood, Loren Symons, Roland E. Taft, William E. Terry, James Thompson, Julius Urech, Charles Verwey, C. E. Wilson, Morton Woods, Kelly Fielding, James West, William Crozier, Frank Boyd, Charles Ferguson, John Gaffney, Joseph Henry, George Isard, Martin Jensen, John Kearney, John Pierce, Charlie Smith, Joseph Sullivan and Frank Walsh.



Recovering from shell shock. This soldier, in addition to being wounded, was suffering from shell shock. To help such cases in this hospital the American Red Cross provided this sunshine room, where there is absolute quiet, harmonious coloring and cheerfulness, which are necessary to overcome the nervous results and mental depression following shell shock.

HOW THE BOYS OF A. E. F. VIEW THE WAR GAME

(Continued from page 26.)

form of Jim Willard, aged 21, smiling in his tent until a bigger prize is offered.

They are all "fighting men." At least that is the trademark they have proudly gripped.

The second picture has a lone entry. It is a picture of Scotty, aged 16, lying dead across his beloved shoe, who with a bullet through his brain, and out beyond him 35 German dead who had fallen before his fire.

We read where there were "thousands who acclaimed Dempsey's victory." There were no thousands to acclaim Scotty's fall, for his place was not in a French forest, where the thousands around him were too busy fighting themselves to speak through any voice save the rifles.

There are hundreds of loyal boxes from home in the A. E. F. We know how these two pictures must strike them. Just as we know how all the intense anxiety among many back home to crowd into a world series and the winner's and most strike all royal ball players serving under a greater flag than the pennant over them.

USING PLAN FOR MAKING SHIPS WITHOUT RIVETTING

The first steel vessel built without rivets has just been launched, some where on the south coast of England. The launching took place in the presence of Lord Pierre, the controller general of merchant shipbuilding. The vessel was built in a shipyard operated by the inland waterways and docks section of the Royal Engineers, and her production may mark an epoch in the shipbuilding industry.

Instead of riveting and caulking the plates, they are joined together by a process by electric welding. This means that the plates are held together temporarily by bolts, and that by means of an electric arc, so that the two plates are fused together.

Though the process itself is not new, as certain auxiliary work on ships has been done by electric welding in the past, considerable developments have been made in the last twelve months, and this is the first time that a vessel has been produced entirely by the new method. Its general adoption would speed up production, more particularly in the assembly of bulkheads, deck structures, fittings and other interior work.

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In the case of the deck plates, "but" welding is done, the plates arranged end to end, without any overlap, has been welded. In the construction outlined it is considered that a good margin of safety has been allowed.—New York Journal of Commerce.

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