

130 NAMES ON CASUALTY LIST FROM PERSHING

WASHINGTON, June 11.—The army casualty list today contained 130 names divided as follows: Killed in action 26; died of wounds 3; died of accident and other causes 3; died of disease 7; wounded severely 28; wounded degree undetermined 43; officers named were:

Died of disease: Lieutenant Edward Hines Jr., Chicago.

Wounded severely: Lieutenants Edmund Corby, New York, and Jas. W. Lawrence, Atlanta, Ga.; Captain John T. Costello, Binghamton, N. Y. previously reported severely wounded, now reported slightly wounded.

The list included Private Patrick O'Leary, 605 Alaska street, Butte, Mont., wounded severely; Private Frank Bruno, Wyola, Mont., wounded in action, degree undetermined.

Killed in Action

Corporals Elmer B. Dommel, Lancaster, Pa.; Talmage W. Gerrald, Gallivanis Ferry, S. C.; Mechanics Cecil C. Abels, Ravenwood, W. Va.; William A. Purcell, Philadelphia; Privates Jas. A. Burns, Wausau, Wis.; Leon Campbell, Athens, Pa.; Frank Caralunas, Tamaqua, Pa.; Cecil C. Craig, Phillips, Okla.; Paul F. Cross, Shelbyville, Ind.; Joe F. Frentzel, Canton, O.; Charles B. Hacknew, Knoxville, Tenn.; Paul L. Hargreaves, Jamaica, N. Y.; Zed S. Honaker, War, W. Va.; Forest G. Johns, Ticonic, Ia.; Archie Lackshire, Sawyer, W. Va.; William C. Lindsey, Ottumwa, Ia.; Crenus E. McCary, Chief, Mich.; William P. McGrath, Cleveland, O.; Charles Maggione, Syracuse, N. Y.; Edward C. Pitt, Rocky Mount, N. C.; Marion D. Thompson, Levering, Mich.; Noel Troney, San Francisco; Victor Tuttle, Newport, Maine; Henry Nrbanowski, Detroit, Mich.; Edward P. Well, Cleves, Ohio; Paoset Zalco, Grodno, Russia.

Died from Wounds in Action

Sergeant Fred S. Murphy, Framingham, Mass.; Privates Dewey G. Gurr, Bristolville, O.; Bernard Hurst, Oldenburg, Ind.

Died of disease: Lieut. Edward Hines Jr., Chicago; Corporal Arthur H. Kuoai, Sank City, Wis.; Privates Louis Bais, Horatio, Ark.; Louis Erwin, Bethel, Tenn.; Alfred J. Gratton, Bennington, Vt.; Henry Howard, Franklinville, N. Y.; Alexander Miller, Raymond, Miss.

Died of accident: Privates William Glynn, Huntington, N. Y.; Michael Keating, Brooklyn; Edward V. Ruoff, Brooklyn.

Wounded Severely

Lieutenants Edmund Corby, New York City; James J. Lawrence, Atlanta, Ga.; Corporals Donald Carey, Greenfield, Mass.; Harry Carter, St. Clair, Mich.; Wilbur M. Claggett, Sullivan, Ind.; Noah A. Echard, Kresman, W. Va.; Corporals Theodore Pantchuck, Chicago; Edward Sheehan, Westfield, Mass.; Gilbert Ward, McDavid, Fla.; Robert Whitaker, Scranton, Pa.; Bugler Harry H. Givens, Parkersburg, W. Va.; Privates Fred R. Abney, Kennett, Mo.; Gouche Atanasoff, Jackson, Mich.; Henry O. Beavers, Johnson City, Ill.; Henry Boroski, Buffalo; Clark E. Bunting, Montpelier, Ohio; John W. Erwin, Cleveland, Miss.; John J. Goss, Milwaukee, Wis.; William Patrick Griffin, Brooklyn; Van Buren Hair, Elmore, N. C.; Charlie G. Hardee, Loris, S. C.; James Hartney, Minneapolis; Wiley J. Heft, Huntsville, Tex.; Herbert Hinkle, Lily, Ky.; Harry L. Link, Menominee, Wis.; Harry McCann, Edgerton, Wis.; Elmer W. McFee, Philadelphia; James McIntosh, Covington, Ky.; John Malenchuk, New York, City; Henry W. Morrow, Albemarle, N. C.; William H. Myers, Shilohburg, Pa.; Edward A. Nosbain, Chicago; Patrick O'Leary, 605 Alaska street, Butte, Mont.; Philip Peterson, Hammond, Ind.; Geo. Purcell, Dancoct, Pa.; Arthur Randall, Mio, Mich.; Charley L. Skinner, Charlotte, Mich.; Emery C. Smith, Denton, Tex.; Lee E. Smith, Pineville, La.; Henry Snell, Birmingham, Ala.; Edward Snyder, Cincinnati; Charles Stahl, New York City; Aylor R. Stone, Chestnut Level, Va.; Henry E. Thomas, Marcelline, Mo.; John Tritt, Gastonia, N. C.; Robert Wilson, Mondovia, Wis.; Henry C. Wittermutter, Belvidere, N. J.; Bennie Zovowsynski, Middletown, Conn.

Wounded in Action

(Degree undetermined.) Sergeants Norman A. Allen, Omaha, Neb.; Harry M. Greene, Avoca, Iowa; Walter P. Jones, Sydney, Ia.; Charles N. McCoy, Hamburg, Ia.; Herbert W. Pace, Cornin, Ia.; Corporal Eli Gascoki, Council Bluffs, Iowa; Otto A. Keck, Creston, Ia.; Jesse Rhoades, Delta, Ia.; Mechanic Gordon A. Moore, Knoxville, Ia.; Privates Ben C. Barker, Keokuk, Iowa; Jack H. Bevans, Decorah, Ia.; Cecil Boden, Doland, S. D.; Frank Bruno, Wyola, Mont.; Lorenzo L. Burgess, Palo, Iowa; Clarence Culver, Creston, Ia.; Ernest Dayton, McCool, Md.

ALLIES MOWING GERMANS DOWN IN NOYON PUSH

WITH THE FRENCH ARMY IN FRANCE, June 11.—(By the Associated Press.) When the German infantry began coming over in the densest masses, they encountered immediately an extremely hot fire from both machine guns and artillery, which mowed them down. Ever since as fresh waves entered the conflict, they were subjected to similar punishment.

The German progress must not be taken to mean that the German forces have overcome the defenders, who intended from the beginning to retire to their actual lines of combat as soon as the action developed.

Some idea of the determined nature of the fighting may be gathered from the struggle on each wing. The village of Courcelles changed hands numerous times and, when this dispatch was sent, was in the possession of the allies. At the other end of the line, Mont Renaud was still making a splendid defense, and last reports showed that Le Piemont was yet in allied hands.

The center, about Rezonans-sur-Matz, where the Germans made their most obstinate effort and formed a pocket tending southeastward, is the only part of the line against which the Germans have been able to report a real gain. Their intention is to try to reach the banks of the Oise and threaten the allied salient which extends to the vicinity of Noyon. The Germans know when they opened the attack that their task would be difficult. Therefore, they sent into the fray only chosen divisions, which had been specially trained for the assault. It is estimated that they engaged about 29 divisions on the front line for the first shock, while behind them, ready to take the place of the exhausted divisions, there probably were a similar number, perhaps even greater.

Still in the Open

Now that the drive has been checked along the Noyon-Chateau Thierry line, the French infantry, re-enforced by thousands of General Foch's reserves, is counter-attacking and fighting furiously to prevent the enemy from advancing any further toward Paris.

Still the battle is being waged in the open. Towns have been captured by the foe at the point of the bayonet only to be recaptured by the French in brilliant counter-charges of the kind which make the pages of history ring with heroism.

This is the kind of warfare that General Foch is best at. For years he studied and taught military tactics of this sort. He knows all that Napoleon knew about it, and more. He is France's greatest expert on offensive fighting. He has reserve forces to throw into the battle when he considers the time ripe.

To outgeneral this master of strategy, Hindenburg is going to have his hands full.

RAILROADS AGREE OVER CONTRACT TERMS

WASHINGTON, June 11.—Railroad representatives and the railroad administration have agreed on most of the terms of the contract to be entered into for government compensation of the companies under federal control, it was said today, but they still disagree over whether the government shall pay the average net income of a road for the last three years, as rental, or consider this as a maximum, and pay some roads less.

The railroad administration contends that some lines which had made abnormally high earnings in the last three years, should not receive the full amount.

Dewey D. Dunkerson, Fontanelle, Ia.; Louis K. Ewing, Keokuk, Ia.; William M. Fredericksen, Creston, Ia.; Lawrence Gilbert, Council Bluffs, Ia.; John E. Grey, Casper, Wyo.; Albert Hohart, Centerville, Ia.; Frank Husnik, Milwaukee, Wis.; Charles H. Klohs, Le Mars, Ia.; Alonzo Larson, Creston, Ia.; William Mayberry, Council Bluffs, Ia.; Jarvis W. Moore, Macon, Ga.; Herman Nelson, Council Bluffs, Ia.; Omer Omundson, Jewell, Ia.; Russell S. Osborne, Battle Creek, Ia.; Clarence M. Parcel, Centerville, Ia.; Frost P. Patterson, Fontanelle, Ia.; William C. Pope, Toocoo, Ga.; Richard Pratt, Mount Savage, Md.; John W. Price, Council Bluffs, Ia.; Mack Reed, Kellogg, Ia.; Robert F. Sandeman, Creston, Ia.; Melbourne J. Smith, Macon, Ga.; Rex L. Snyder, Creston, Ia.; Glenwood, H. Spain, Sioux City, Ia.; Thos. B. Stack, Keokuk, Ia.; Silas N. Teig, Radcliffe, Ia.

JOSEPH SANTLEY AND DOROTHY MAYNARD IN "OH, BOY," SMART MUSICAL COMEDY AT T PAGE, JUNE 17.



5000 CARS OF CANTALOUPE FROM IMPERIAL VALLEY

SAN FRANCISCO, June 11.—Five thousand carloads of cantaloupes are expected to be the Imperial Valley's contribution of this fruit for this season according to an authority. In order to convey just what this output means, the following figures have been evolved:

If the cantaloupes were placed in 40-car trains it would take 125 solid trains to handle this crop. If the 5000 cars were placed in one solid train it would cover a distance of 40 miles.

There are 336 crates of cantaloupes to the car, or 1,680,000 crates, 45 cantaloupes to the crate, which means that there will be shipped from the Imperial Valley this season 75,600,000 cantaloupes. A standard crate weighs 68 pounds which will mean that the entire crop will weigh 114,240,000 pounds.

Refrigerator cars are used to handle this California's most highly perishable crop. It is necessary to initially ice, that is, fill up ice tanks, and re-ice each car before moving same from loading stations. This takes in the neighborhood of 8 tons per car, or a total of 40,000 tons, or 80,000,000 pounds.

To imagine this amount of ice, if an ice man were to deliver this ice at the rate of 25 pounds per day, it would take 3,200,000 days, or 8,767 years.

CHAIRMAN OF "Q" DEAD OF BLOOD-CLOT

CHICAGO, June 11.—George B. Harris, chairman of the directors of the Chicago, Burlington & Quincy railroad, died last night at his residence here. Stricken on May 15 with a blood clot at the base of the brain, he recovered in a few days but fell unconscious on the steps of his residence on June 6, from which he did not recover.

Coughs, colds, sore throat or bronchial troubles which persist at this time of the year usually are of an obstinate character. That is all the more reason why a truly reliable remedy like Foley's Honey and Tar Compound should be used. Mrs. (Margaret) Smale, Bishop, Calif., writes: "Foley's Honey and Tar is a grand remedy; more than is claimed for it. I was suffering from a cold last week and used the medicine and it acted like a charm." Contains no opiates. Sold everywhere. —Adv.

AMERICAN WORK IN FRANCE Praised BY LONDON TIMES

LONDON, June 11.—What the American forces have accomplished in France during the first 11 months of their participation in the war is described in an authorized dispatch from a special correspondent of the Times. The Americans, the writer says, are rapidly completing the longest and greatest scheme of communication ever used in warfare.

"After a fortnight of solid travel," he continues, "I am convinced that what the Americans have accomplished will rank in history as one of the greatest achievements of the war."

Modern Dock System

"For instance, out of the waste lands adjacent to an old French port they have constructed a splendid line of modern docks where ships now are daily discharging men, war material, cars and machinery. A huge new warehouse system at this port is nearing completion in addition to motor parks, cold storage plants and railway yards, with tracks aggregating 200 miles in length. In the car assembling shops steel cars are being put together at the rate of a complete train each day.

"Work is proceeding rapidly on a new 20,000 bed hospital, largest yet to be constructed. There also are an immense artillery camp and a re-mount camp where I saw several thousand horses.

Capable of Expansion

"These port schemes are being so well worked out that they are capable of almost unlimited expansion which will be most important in pooling the allied effort, for the American base ports may easily become the main reserve centers for distributing supplies to rail heads everywhere on the front. The conditions were the same along the hundreds of miles of American communications I visited."

In an accompanying editorial the Times says:

"The German knows his doom is drawing near. He is well aware of what the intervention of America means for him. When American preparations in France are complete, the superiority of numbers, the enemy's only advantage in the field, will be gone and the world will be in sight of a real peace."

VANCOUVER AVIATOR DEAD FROM INJURIES

SAN ANTONIO, Tex., June 11.—Lieutenant Harry Dudds of Vancouver, B. C., died at the base hospital, Fort Sam Houston, last night as the result of injuries received last Saturday morning on the Stinson field, when his machine crashed to the ground from a height of 200 feet.

AVIATION MISHAPS ARE NO FAULT OF OFFICERS IN CHARGE

AN AVIATION CAMP IN FRANCE, May 4.—(Correspondence of the Associated Press.)—Criticism in one American newspaper of the American air service on the ground that there has been an unnecessarily large number of accidents have evoked a retort from Plane News, published by the American aviators in training here.

Records show, says the aviators' organ that about 60 men "made the supreme sacrifice" last year while in training. One American newspaper, it asserts, has endeavored to account for these fatalities as having been caused by "cramped space" which the men have to fly in and has asked whether "the supervision of our aviation camps is in the hands of officers who know their business."

"Only a small percentage of the fatalities have been caused by collision and other causes were of various nature which were beyond any government control," says Plane News. The majority of instruction centers have outlying fields where men in the various stages in training are confined.

"The officers in charge are as competent as can be had. Many are West Point men of long military training and nearly all have become expert aviators themselves. They know, if anybody ever will, the dangers of flying and the necessary precautions to take.

"Tight places" are bound to confront every pilot in the course of his training and the finest "examples" in the world if the aviator is able to navigate the danger with success, for it gives him the needed confidence for similar experiences in the future. Safe flying is largely a matter of intuition, which sense can only be acquired through constant practice of long duration.

"The training of an aviator, from the beginning, assumes practically the same dangers as actual service in the air at the front, which is not the case in the training of any other branch in the service. Therefore it is little wonder that the loss of a few men in training should stir the public to believing that carelessness has had its part in causing the losses."

"The machine a pilot begins on is safer than each succeeding machine he is taught to handle and it is significant to note just what training will do for the flyer. For instance, the casualties for the most part come when the pilot is operating the largest and safest planes. Few casualties are recorded of the lighter and faster types which are exceedingly hard to handle and susceptible to the least wrong move on the part of the pilot.

"Considering that in practice there is practically the same danger element as there is in flying at the front, the percentage of casualties is very low in comparison to the great number of flyers in training. Were the actual figures made known of just what is being accomplished in daily flights, landings, takeoffs and aerobatics, surprising facts would be revealed as to just how wonderful a progress is being made in American aviation with such little loss."

DARING DEEDS OF AMERICAN FIGHTERS

WITH THE AMERICAN ARMY IN FRANCE, Monday, June 10.—(By the Associated Press.) At least two men in the Syracuse brigade, composed of the ninth and twenty-third infantry regiments, have been twice wounded in the last ten days during two different periods in which their units have been in the line. The commanding officer in this sector is seeking to ascertain the number of the man who captured a German machine gun and took the machine gunner prisoner on June 6. The American hero was wounded and sent to an evacuation hospital without his identity being discovered, altho the machine gun is on display at the post command and the German prisoner has been sent to the rear.

San Juan, Porto Rico.—Angered by the sinking of Porto Rico River Carolina, citizens started anti-German demonstrations in Ponce and stoned many houses.

Advertisement for Post Toasties cereal. Text: "DON'T WANT WHEAT FOODS When I can have POST TOASTIES (MADE OF CORN) says Bobby." Includes an image of a Post Toasties cereal box.

BULGARIA JOINS MITTEL EUROPA

LONDON, June 11.—German newspapers report the entry of Bulgaria and Turkey into the German-Austrian alliance, as an accomplished fact. The Frankfurter Zeitung says the treaty with Bulgaria includes a number of financial and commercial provisions, under which Bulgaria is liable to supply all German requirements of coal and copper from Serbian mines lying within territory actually occupied by

the Bulgarian army and also to construct a canal leading from the Danubian narrows as the Iron Gates to the Bulgarian frontier.

As compensation, Bulgaria has been promised the valley of the Morava and a common frontier with Austro-Hungary.

PAWTUCKET AVIATOR KILLED IN ACCIDENT

EAST GREENWICH, R. I., June 11.—Jack McGee of Pawtucket, an aviator who had given many exhibition flights in this country, was killed in an airplane accident here today. The machine in which he was flying over Narragansett Bay fell into the water after an explosion.

Advertisement for M.J.B. Coffee. Text: "M.J.B. Coffee is the best and most economical coffee you can buy." Includes an image of a coffee can and the word "WHY?"

Advertisement for Kodak cameras. Text: "Wherever You Go, Whenever You Go or However You Go, Take a KODAK with you. Preserve a pictorial record of your trip. We can show you KODAKS at all prices. WEST SIDE PHARMACY THE REXALL STORE MEDFORD, OREGON"

Advertisement for merchant marine recruitment. Text: "50,000 Men Wanted By Uncle Sam to Man the Merchant Marine. In order to man the vast number of ships now being launched by the United States Shipping board, the government has issued a call for 50,000 men consisting of sailors, coal passers, cooks, waiters, etc. Men between the ages of 21 and 30 are wanted and if accepted they will be exempted from military service. Experience not necessary. Applicants are sent to a U. S. Shipping Board School for a month with pay at the rate of \$30 per month with board and uniform. After training pay is advanced to \$45 per month or more depending on the kind of work you do. The U. S. Shipping board has designated Mr. J. R. Woodford of the Rexall Store as Enrolling Agent for the Merchant Marine Service, who will be pleased to give any person interested further information."

Advertisement for Frantz Premier electric vacuum cleaner. Text: "\$1 Electric Vacuum Cleaner The Wonderful Frantz Premier That Scores of Modern Women Use \$1 Down; \$1 a Week. Phone Now for Demonstration You Can't Afford to Clean the Old Way. PAUL'S ELECTRIC STORE Phone 90 Medford"