



NEED OF U. S. CABLE CONTROL POINTED OUT IN STATEMENT BY THE POSTMASTER GENERAL

ESSENTIAL PART OF LAND SYSTEMS

Necessity of Continuity and Common Operation to Facilitate Traffic Proved by Companies Themselves. Necessary in Readjustment Period.

The Postmaster General makes the following statement with reference to the taking over of the cable systems in connection with Government wire control:

"Originally the cable systems were organized and operated independently of the land line systems. The transmission of messages commenced and ended at the termini of the cables and the communications destined to points beyond the terminal were physically transferred to other lines. To-day the transmission is continuous for land and cable lines. The distance of continuous transmission is bounded neither by continents or oceans.

Intimate Relations Demanded.

"Effective communication, therefore, demands intimate relations under which a continuous circuit can be established. A similar connection can be established between the terminal to another, and, so of rates for the use of the joint resolution. David J. Le... destination to destination. Thayer, vice... of the service is de- phone & T... on the extent of the common McVey, of circuits which should be to Co., is... nest point possible, mem... is necessity of continuity and com- Pub... control between land and cable lines is most conclusively shown by the fact that each of our telegraph systems have their independent cable systems.

Merging of Cable and Land Lines.

"The Mackay Co., originally a cable system, finding that the land lines were indispensable to the cable system, constructed a land system to make more effective its cable system.

"The Western Union, while organized primarily as a land company, although there were large cable facilities working in connection with it belonging to other companies, yet for its own interest was forced into constructing and otherwise obtaining effectual control of the trans-Atlantic cable companies which had theretofore been independent, but which worked in connection with the Western Union and which did not belong to or work in connection with the Commercial or Mackay interests. The other cable companies through their contractual relations became more or less a part of the telegraph system so far as transmission and continuity were concerned and their operation in this way was made as effective

(Continued on page 2.)

U. S. S. OPHIR DESTROYED BY FIRE IN THE HARBOR OF GIBRALTAR

The Navy Department is informed that the U. S. S. *Ophir* was destroyed by fire on November 11 in the harbor of Gibraltar. The *Ophir* was en route to Marseille, France, laden with Army supplies, when the fire broke out and she was forced to return to Gibraltar. Both ship and cargo were a total loss and two members of the crew lost their lives.

The following men were lost:

Guy Alton Comstock, engineman, second class, United States Naval Reserve Force. Father, Mark Herbert Comstock, 1623 Forty-sixth Avenue, Oakland, Cal.

Oscar Wilson, engineman, first class, United States Naval Reserve Force. Brother, William Wilson, Bedford Hills, N. Y.

TWO-CENT RATE FOR SOLDIERS AND SAILORS RETURNING HOME

Because of the law allowing 3½ cents per mile for transportation and sustenance for soldiers and in order to make certain that soldiers will not be required to pay any part of the expense of returning to their homes after being discharged from the Army, Director General McAdoo yesterday authorized a reduction of 33½ per cent in the current coach fare for this purpose, making the rate to them approximately 2 cents per mile.

It is estimated that the total reduction of railroad revenue resulting from this arrangement will be approximately \$12,000,000. If the discharged soldiers require sleeping-car accommodations, they will pay the additional charge of approximately one-half cent per mile in tourist cars, the type of sleeping car which will be generally used. This will leave them an adequate amount to pay for their meals while going home.

It will be necessary to file with the Interstate Commerce Commission special tariffs authorizing this rate, which will be done promptly, and the arrangement will be placed in effect within the next few days. It will be applicable until further notice to all discharged soldiers, as well as to the 132,000 men stationed at the 14 camps throughout the country and who are to be immediately demobilized by the War Department and honorably discharged.

REMOVED FROM EXPORT LIST.

The War Trade Board announces, in a new ruling (W. T. B. R. 326), the removal of the following commodities from the export conservation list, effective November 20, 1918: Dental platinum, iridium, palladium, platinum, dental platinum, rhodium.

ALIEN PROPERTY CUSTODIAN TAKING OVER CONTROL OF GERMAN-OWNED INSURANCE COMPANIES OPERATING HERE

MILLIONS IN PREMIUMS TO STAY IN AMERICA

Acting Under Powers of Executive Order Signed Nov. 12, Mr. Palmer Arranges for Sale of Concerns at Public Auction—He Announces Appointment of Manager and Liquidator. List of Companies to Be Liquidated Immediately.

The huge German interests in the insurance business of this country will soon be in the custody of A. Mitchell Palmer, Alien Property Custodian. Before many days the business of the German companies operating in this country, and also the German-owned American companies, will be in the hands of American citizens, and the millions of dollars in premiums which have yearly flowed into German pockets will henceforth remain in this country.

Powers Under Executive Order.

In an executive order signed on November 12, the President has given Mr. Palmer full authority to take over the assets and affairs of enemy insurance companies which have been in process of liquidation under their own management during the last year. Mr. Palmer will dispose of these companies as quickly as possible. To-day he announced the appointment of Harold Herrick, of New York, as manager and liquidator for enemy insurance companies. Mr. Herrick was formerly president of the Niagara Fire Insurance Co.

On Thursday, November 21, the Alien Property Custodian will sell, at public auction, the stock of the International Insurance Co., which, in 1917, had a premium account of more than \$7,000,000. The International Insurance Co. was owned by the Hamburg Assurance Co., which was controlled by the Mutzenbechers of Germany. The Mutzenbechers were dominating factors in the German insurance and reinsurance cartel, the object of which was to control the reinsu-

rance and insurance field throughout the world.

The companies which will be liquidated immediately with their premium accounts for 1917, are as follows:

Aachen & Munich Fire Insurance Co., Aix-la-Chapelle	\$751,072
Allianz Insurance Co., Berlin	56,812
Cologne Re Insurance Co.	1,568,988
Frankona Reinsurance Co., Frankfurt	490,942
Frankfort General Insurance Co.	
Hamburg-Bremen Fire Insurance Co., Hamburg	708,147
International Reassurance Co. (Ltd.), Vienna	661,605
Mannheim Insurance Co., Mannheim	3,007,473
Mercury Reinsurance Co	266,201
Minerva Retrocession and Reinsurance Co.	182,087
Munich Reinsurance Co., Munich ("United States Department" and "Foreign Department")	680,977
Nord-Deutsche Insurance Co., Hamburg (Both fire and marine offices)	3,052,059
Prussian Life Insurance Co., of Berlin	271,840
Prussian National Insurance Co., of Stettin	1,425,749
South German Reinsurance Co., of Munich	1,082,410
Swiss National Insurance Co.	2,710,112
Total	16,751,424

Licenses Revoked.

Each of these companies has continued to control its own affairs for the purpose of liquidation under a license from the Treasury Department, but the licenses were revoked yesterday and liquidation will now be concluded under Mr. Palmer's direction. Simultaneously therewith Mr. Herrick took control.

The Munich Reinsurance Co. is the pioneer in the reinsurance field in this country. It is the largest concern of its kind in the world, and does business in every country in the world. It controls several insurance and reinsurance companies, among them the Allianz Insurance Co. of Berlin, and the Swiss National Insurance Co.

Results of Investigations.

Investigation carried on by the insurance division of the Alien Property Custodian's office of which William C. Scheide is chief, into the affairs and methods of insurance agencies established here by German companies has disclosed striking examples of the methods adopted by the Germans to perpetuate their control over the insurance business in this country while the war was on, and afterwards, and the subservience of their American representatives, even to the extent of concealment and evasion of the law.

The German insurance interests incorporated agencies under our laws before the war and continued their business under the direction of American firm names or American corporate franchises after the United States entered the war. The Germans were pioneers in the reinsurance field and their reinsurance agencies covered the world.

Extended to Other Countries.

The German insurance interests were not content with limiting their efforts to representing their own companies. They organized Russian and Scandinavian reinsurance companies, over which they exercised complete control, and by means of pooling arrangements were enabled to absorb enormous volumes of American business.

NEED OF U. S. CABLE CONTROL

(Continued from page 1.)

as it would be through ownership or common control.

"There never was a time in the history of this war for which this joint resolution was passed giving the President the right to control the wire and cable systems which called for such a close control of the cable system as today and will continue during the period of readjustment. The absolute necessity of uninterrupted, continuous communication should be apparent to all. The Postmaster General is now operating all the telegraph and telephone lines in one system. The recent breakdown in connection with one of the cable systems has demonstrated the absolute necessity of being able to utilize at will the facilities of either cable system with all of the land-line systems, in order that traffic may be adjusted in the same hands as it is on the land lines.

"There are many other reasons for taking over the cables which have been suggested by the experience so far in Government control of land lines, but I only think it necessary to state the determining factors."

Postmaster General Issues Order on Cable Control

Postmaster General Burleson has issued the following order relative to the marine-cable service:

Pursuant to the proclamation of the President of the United States, dated the 2d day of November, 1918, I have assumed possession, control, and supervision of the marine-cable systems of the United States. This proclamation has already been published and the officers and operating officials of the cable companies are acquainted with its terms.

Until further notice the marine-cable companies shall continue operation in the ordinary course of business through regular channels. Regular dividends heretofore declared and maturing interest on bonds, debentures, and other obligations may be paid in due course, and the companies may renew or extend their maturing obligations unless otherwise ordered by the Postmaster General. All officers, operators, and employees of the marine-cable companies will continue in the performance of their present duties, reporting to the same officers as heretofore and on the same terms of employment. Should any officer, operator, or employee desire to leave the service, he should give notice as heretofore to the proper officer, so that there may be no interruption or impairment of the service to the public.

I earnestly request the loyal cooperation of all officers, operators and employees, and the public, in order that the service rendered shall not only be maintained at a high standard, but improved wherever possible. It is the purpose to coordinate and unify these services so that they may be operated as a national system with due regard to the interests of the public and the owners of the properties.

No changes will be made until after the most careful consideration of all the

"NIGHT LETTER" TELEGRAPH RATE LOWER AFTER JANUARY 1

Postmaster General Announces Reduction—Subject to Mail Carrier Delivery.

Postmaster General Burleson on Tuesday, November 19, issued an order to go into effect January 1, 1919, reducing the "night message" telegram rate, the effect of which is to enable Atlantic coast and Pacific coast States to intercommunicate for 50 cents. The lowest charge heretofore has been \$1. This night message telegram will cost a minimum of 20 cents for 10 words and 1 cent for each extra word for the shortest distances, and 50 cents for 10 words and 2 cents for each extra word for the longest distances. A comparison of the day rates for 10 words with the new night message rates follows:

Where day message rate is 25—2, night message rate is 20—1.
Where day message rate is 30—2, night message rate is 25—1.
Where day message rate is 35—2, night message rate is 25—1.
Where day message rate is 40—3, night message rate is 30—1.
Where day message rate is 50—3, night message rate is 35—1.
Where day message rate is 60—4, night message rate is 40—1.
Where day message rate is 75—5, night message rate is 45—2.
Where day message rate is 100—7, night message rate is 50—2.

Other night message rates remain as at present.

A very great increase of traffic between distant points is expected to result from this low rate. A letter may take four or five days with no alternative now but the payment of one dollar. This gives the alternative of one-half dollar service, and brings the distant parts of the world about three days closer to us.

These "night messages" are subject to post-office carrier delivery.

The rate on ordinary telegrams, 500 sets sent at night, is not affected by this order.

EXPLANATION OF THE SEIZURE OF PROPERTY OF COUNTESS

A. Mitchell Palmer, Alien Property Custodian, to-day made the following announcement:

"The property of Countess Glyds McMillan Cornet, of Brussels, was taken over by this office because of her residence in territory occupied by the armed forces of the enemy. This action constitutes no reflection upon Countess Cornet or her husband, who are loyal supporters of the allied nations. Upon Countess Cornet losing her technical enemy character by the evacuation of Belgium, she will be able promptly to have her property returned to her."

facts. When deemed advisable to make changes, due announcement will be made.

Nothing contained in this order shall be construed to affect in any way the censorship of marine cables now conducted under the direction of the Secretary of the Navy under Executive order of September 26, 1918.

TELEGRAPH AND TELEPHONE RATE COMMITTEES ENLARGED BY THE POSTMASTER GENERAL

STATE UTILITIES HEADS ARE ADDED

Second Order Regulates Charges for Telephone Messages to Hotel Guests, Apartment Houses, Clubs, And Over Private Exchange Wires.

Pursuant to the policy of wire control to keep in close touch with the public service and public utilities commissions of the States and to have the advantage of their experience and acquaintance with public requirements, Postmaster General Bureson, by an order issued November 19, has enlarged the committee on standardization of telegraph rates by naming Charles C. Marshall, Ohio Public Utilities Commission, and Joseph B. Eastman, Massachusetts Public Service Commission, as additional members.

The Original Committee.

This committee, originally composed of David J. Lewis as chairman, John C. Willever, vice president, Western Union Telegraph Co., and Edward Reynolds, general manager, Postal Telegraph Cable Co., was appointed to make the necessary studies and recommendations to the Postmaster General with a view to standardization of the telegraph rate schedules throughout the United States. The enlargement of the committee gives recognition to State utilities and public-service commissions.

Telephone Committee Enlarged.

A similar committee on standardization of rates for telephone service, of which David J. Lewis is chairman, Harry B. Thayer, vice president, American Telephone & Telegraph Co., and Charles Y. McVey, president, Ohio State Telephone Co., is enlarged by the addition to its membership of Paul P. Haynes, Indiana Public Service Commission, and Noah W. Simpson, Missouri Public Service Commission.

Hotel Telephone Charges.

Another order issued by the Postmaster General provides that:

"On and after December 1, 1918, hotels, apartment houses, clubs, and similar institutions shall not charge any guest, tenant, or member for telephone messages an amount in excess of that charged for such service at the public pay stations in the same exchange, nor shall they charge for private branch exchange stations an amount in excess of that actually paid by them for such stations."

Delivery by Mail Carrier Of Wire "Night Letters"

The experimental delivery by letter carriers of "night letters" sent by telegraph to certain offices having city delivery service having proven so satisfactory and resulted in improved and more efficient service to the public, the Postmaster General has ordered that the proper officer in charge of the telegraph

War Debts of All the Belligerents Estimated Close to \$175,000,000,000

The Federal Reserve Board authorizes the following:

The successful placing of the fourth Liberty loan, by far the greatest public debt operation of the kind in history, calls attention to the continuous and extensive increase of the obligations of the belligerent countries as the war proceeded. While final figures are in most cases available only up to a relatively recent date and while therefore an element of estimate must be employed in every computation which seeks to show the present status of public obligations, it may be stated in round numbers that the war indebtedness of all kinds incurred by the belligerents on both sides is probably not far from \$175,000,000,000. As compared with the total estimated wealth of the world prior to the outbreak of the European war, this figure therefore represents a very material proportion. It would have been pronounced impossible before the war for the nations of the world to borrow and expend any such sum in the course of the four war years which have recently closed. The borrowing process has been accompanied by a general advance of prices through the process of what is ordinarily described

as "inflation." Both wealth and income as stated in terms of money are now on a very much higher level than before the war—a fact which in itself shows the serious limitations of such estimates, since otherwise the war would appear to have rendered participants in it more prosperous and better off. In fact, progress in the construction of public works and the creation of fixed capital has been practically brought to a close throughout the world, and especially in the territory of the belligerents, while in restricted areas actual direct destruction has made great inroads into the local provision of fixed forms of wealth. The close of the war will in any event leave all the belligerent countries, our own among them, with a very difficult price and credit situation as a consequence of the inflated state of credit throughout the world. It is therefore obviously the interest of any country which can do so to avoid any aggravation of conditions by careful adjustment of its financial program to the underlying economic factors. There is nothing that can be accomplished by inflation that can not be better accomplished in other ways less objectionable in their economic effects.

service in cities having city delivery service by letter carriers shall take up promptly with the local postmasters the question of having "night letters" delivered by the letter carriers in their respective cities, also "night messages," after January 1, 1919.

Studying Pay and Working Conditions of Telegraph and Telephone Employes

The Postmaster General stated yesterday that he has had a committee at work some six weeks considering the subject of the wages and conditions of employment of telephone and telegraph employes.

"The subject," he said, "is not an easy one to deal with. Both wages and conditions differ materially in different parts of the country, and even in the same State. Added to this are the violent disturbances of employment conditions occasioned by the war and the circumstances that telephone rates have not been generally readjusted to meet rising costs as in other employments. It is my wish to be just to these faithful workers and to act as promptly as an intelligent disposition of the subject will permit. Meanwhile the employes should keep in mind that just as public employes are paid higher and enjoy better conditions in the long run than private employes, so changes can not be made as rapidly as by an individual employer. I have urgently requested the committee to reach a report without avoidable delay."

No trouble to buy, cheap, convenient, a real investment—W A R - S A V I N G S STAMPS.

RECORDS OF WAR INDUSTRIES BOARD ARE TO BE PRESERVED

B. M. Baruch, chairman of the War Industries Board, authorizes the following:

B. M. Baruch, chairman of the War Industries Board, has taken steps to insure the preservation of all the correspondence, records, accounts, and other papers of the board. A circular letter has been sent by him to all division heads, section chiefs, and regional advisers, cautioning them against the destruction of any of this material and notifying them of the necessity of obtaining from each of them, retiring from office, a complete inventory of all such documents.

The final disposition of the records will depend upon the decision of the President as to what departments of the Government can best use the material which the board has gathered.

Restrictions on Chain Production are Reduced

B. M. Baruch, chairman of the War Industries Board, authorizes the following:

Restriction on the production of trace and harness chains, porch swing chains, and chandelier chains have been removed to the extent of 50 per cent of such restriction. A recommendation that this be done, made by the War Service Committees of the Chain Manufacturers' Association, has been approved by Judge E. B. Parker, priorities commissioner, effective immediately.

No change is made in the elimination of sizes and standards.

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ments.—EDWARD S. ROCHESTER, *Editor*.

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Make all checks, money orders, and drafts
payable to THE OFFICIAL U. S. BULLETIN.

American Communique

American Official Communique No. 203.

HEADQUARTERS, AMERICAN
EXPEDITIONARY FORCES,
Morning, November 19.

On the front of the Third Army
the day passed without incident, our
troops occupying the general line
Etalle-St. Ledger-Longwy-Audun Le-
roman-Briey.

Five Fatalities on U. S. Flying Fields During Week Ending November 9

The War Department authorizes the
following:

For the week ending November 9 there
were five fatalities on the flying fields of
the United States, resulting from the
training in aviation. One fatality oc-
curred at Dorr Field, Arcadia, Fla.;
one at Ellington, Houston, Tex.; one at
Langley, Hampton, Va.; one at Payne,
West Point, Miss., and one at Wilbur
Wright, Fairfield, Ohio.

For each fatality reported a total of
4,019 hours of flying or 231,520 miles of
air travel is shown.

"PERSONNEL" IS DISCONTINUED.

Functions of Publication to Be Carried
on Through Letters and Circulars.

Coincident with the conclusion of the
armistice the publication of "Personnel"
by the committee on classification of per-
sonnel, Adjutant General's Office, has
been discontinued.

Hereafter instructions regarding per-
sonnel in the field will be issued through
letters, circulars, and other standardized
forms to the individuals concerned.

The personnel functions heretofore ex-
ercised by the committee on classification
of personnel in the Army will hereafter
be carried out by the personnel branch,
Operations Division, General Staff, with
which the committee has been merged.

\$6,989,047,000 Total Subscribed To The Fourth Liberty Loan

Following are the approximate final figures on subscriptions to the
Fourth Liberty Loan:

District.	Quota.	Subscribed.	Per cent
Boston.....	\$500,000,000	\$632,221,850	126.44
Richmond.....	280,000,000	352,688,200	125.95
Philadelphia.....	500,000,000	598,763,650	119.75
Cleveland.....	600,000,000	702,059,800	117.00
Dallas.....	126,000,000	145,944,450	115.82
Minneapolis.....	210,000,000	241,628,300	115.06
San Francisco.....	402,000,000	459,000,000	114.17
St. Louis.....	280,000,000	296,388,550	113.99
New York.....	1,800,000,000	2,044,778,600	113.59
Atlanta.....	192,000,000	217,885,200	113.48
Kansas City.....	260,000,000	294,649,450	113.32
Chicago.....	870,000,000	969,209,000	111.40
Total.....	6,000,000,000	6,954,875,200
United States Treasury.....		33,829,850
Total.....		6,989,047,000	116.48

Senates of Latin American Nations Send Congratulations to U. S. Senate

At the request of the Vice President
the following communications were read
to the United States Senate:

LAPAZ, BOLIVIA.
PRESIDENT OF THE SENATE,
Washington:

I have the honor of communicating to
the honorable Chamber presided over by
you the following resolution approved by
the Bolivian Senate to-day:

"On receipt of confirmation of victory
of the cause upheld by the allies in the
European war, the national Senate of
Bolivia rejoices over the victory of the
cause of justice and right and is proud
in the fact that Bolivia was the first
South American nation to break relations
with Germany as a protest against the
German methods of warfare, and re-
solves to address cablegrams of congrat-
ulations to the corresponding legislative
chambers of the allied nations, as also
to those who like her broke off relations
formulating a vote in favor of a speedy ar-
rival of such a peace as will guarantee
the tranquillity of the world.

"ISMAEL VASQUEZ,
"ATILIANO APARICIO."

I offer you my respectful considera-
tions.

ISMAEL VASQUEZ,
President of the Bolivian Senate.
ATILIANO APARICIO,
Secretary of State.

HABANA CUBA, November 11, 1918.
TO THE PRESIDENT OF THE SENATE,
Washington:

The Senate of Cuba being organized, on
this day hears the news of the signing of
the armistice and unanimously passes
the resolution—the senators present
standing—to suspend its session in honor
of so auspicious an event and sends to

its brother body its highest and most gen-
erous congratulations and makes wishes
that a peace will be definitely secured
which will guarantee liberty, justice, and
democracy to the peoples.

RICARDO DOLZ,
President of the Senate.

MONTEVIDEO.
The American Senate, Washington, D. C.:

The Senate of Uruguay felicitates the
American Senate upon the decisive vic-
tory of the grand people of Washington
upon the triumph of democracy.

RICARDO ARECO,
President.
M. MAGARINOS SOLSONA,
Secretary.

WAR RISK INSURANCE SECTION TO ADVISE POLICY HOLDERS

Secretary of the Treasury McAdoo an-
nounces that there has been created the
Conservation Section of the Division of
Military and Naval Insurance of the
Bureau of War Risk Insurance.

The duty of this section is to advise
soldiers and sailors carrying Government
insurance of their rights and privileges
with respect to continuing their insur-
ance in force after their discharge from
the Army and Navy and to promote the
widest possible dissemination of informa-
tion for this purpose.

Mr. Winslow Russell, a prominent life
insurance executive, who has been di-
rector of the War Service Exchange in
the personnel section of the War Depart-
ment, since the war began, has been
placed in charge of the Conservation Sec-
tion as assistant director of the Bureau
of War Risk Insurance.

WORK OF CONGRESS BRIEFLY TOLD

SENATE.

The Finance Committee held no session yesterday in order that Chairman Simmons and experts of the Treasury Department might devote the day to considering amendments made necessary by the recent recommendations of the Secretary of the Treasury looking to a reduction in the total carried by the war revenue bill.

Republican Senators held a conference yesterday and after some discussion adopted the following resolution: "Resolved, That the Congress shall assert its normal and constitutional function, including legislation necessary for reconstruction."

The subcommittee of the Judiciary Committee began its inquiry into the alleged propaganda campaign of the United States Brewers' Association to influence American public opinion against prohibition and other activities of this interest, including loans of funds for the purchase of newspapers. The witnesses yesterday were C. W. Fiegenspan of Newark, N. J., and Hugh Fox of New York, secretary of the brewers' association.

Senator Martin, Democratic leader, yesterday afternoon advised the President of the plans of Congress to adjourn the session sine die to-morrow.

The military subcommittee made public the fact that it had conducted an inquiry into charges alleging there had been favoritism and partiality in the awarding of certain Army contracts for enameled ware that had been given to a Pittsburgh manufacturing concern. Senator McKellar, of the subcommittee, said that some of the information disclosed probably would be submitted to the Department of Justice.

HOUSE.

Before the Committee on Naval Affairs, now considering the naval appropriation bill, Rear Admiral Earle, chief of Naval Ordnance Bureau, stated yesterday that naval ordnance contracts amounting to \$421,459,000 have been canceled since hostilities ceased. This amount, he said, equaled about one-half of the total appropriations Congress has given the Ordnance Bureau since the war began. Items eliminated from the ordnance estimates included \$115,000,000 for new ship batteries; \$77,600,000 for reserve supplies; \$9,000,000 for torpedoes, and \$1,500,000 for powder. Revision of the estimates is being made on plans for a personnel of 352,970 men on July 1, 1920, not including the Hospital Corps. The department asked an appropriation of \$300,000 for guns for Eagle boats, 112 of which are to be completed at the Detroit plant.

FREE LIST SUSPENDED.

Hereafter no copies of the Official U. S. Bulletin will be furnished free except to executive officers of the United States Government, and to diplomatic representatives of all foreign Governments.

TELEGRAPH SYSTEMS WILL BE OPERATED AS ONE AFTER DEC. 1

Postmaster General Issues Formal Order Making the Consolidation.

Postmaster General Burleson has issued the following orders relative to the telegraph and telephone service:

In order that the telegraph facilities may be used to the fullest extent, and the transmission of messages expedited, the telegraph systems shall hereafter be operated as one, and effective December 1, 1918, all telegraph offices shall accept for transmission all classes of messages now accepted by any one of them at the prescribed tariff rates.

How Phone Companies May Get Long Distance Service

To enable the public to use the long distance or toll service facilities to the fullest extent, any telephone company not having such facilities but desiring them should make application therefor in writing to the Postmaster General, who will, if upon investigation it is found practicable to do so, order the connection established.

Future Bond Issues Will Be of Short Maturities

In answer to inquiries as to future bond issues by the Government, Secretary McAdoo said yesterday that though it was not yet possible to estimate when or to what amount further issues of bonds must be made to cover the remaining expenditures growing out of the war, it was entirely clear that the moment had come when the interests of the Government and the country would be best served by the issue of bonds of short maturities and that that would be the policy of the Treasury.

Vacations with Pay for Telegraph Employees

After January 1, 1919, employees of the telegraph companies shall receive annual vacations with pay at their regular ratings as follows:

All regularly assigned employees who have been in the service of the company continuously for two years or more shall receive two weeks' vacation, and those who have been in the service continuously for one year shall receive one week's vacation.

Unassigned employees without other employment who have worked for the company the equivalent of full time for the periods given above shall also receive vacations, subject to the same regulations as the regularly assigned employees.

The telegraph business being a seasonal one, vacation schedules shall necessarily be arranged to meet the local conditions. It will not be expedient to arrange vaca-

SUPREME COURT PROCEEDINGS

SUPREME COURT OF THE UNITED STATES.

TUESDAY, NOVEMBER 19, 1918.

Present: The Chief Justice, Mr. Justice McKenna, Mr. Justice Holmes, Mr. Justice Day, Mr. Justice Van Devanter, Mr. Justice Pitney, Mr. Justice McReynolds, Mr. Justice Brandeis, and Mr. Justice Clarke.

A. Z. Patterson, of Jefferson City, Mo.; Morris H. Wolf, of Cleveland, Ohio; Ernest C. Glenn, of Chicago, Ill.; and Albert J. De Lange, of Galveston, Tex., were admitted to practice.

No. 598. Butte & Superior Copper Co. (Ltd.), appellant, v. Clark-Montana Realty Co. et al. Motion to dismiss submitted by Mr. William Wallace, Jr., in behalf of Mr. John P. Gray for the appellees in support of the motion, and by Mr. T. L. Chadbourne, Mr. K. R. Babbitt, and Mr. William Wallace, Jr., for the appellant in opposition thereto.

No. 60. Herbert M. Sears, plaintiff in error, v. Inhabitants of the Town of Nahant, etc.; and

No. 61. Frederick R. Sears et al., plaintiffs in error, v. Inhabitants of the Town of Nahant, etc. Passed, to be restored to the call pursuant to section 9, rule 26, on motion of Mr. B. E. Bames for the plaintiffs in error.

No. 53. North Pacific Steamship Co., appellant, v. Hall Bros. Marine Railway & Shipbuilding Co. Argument concluded by Mr. J. H. Ralston for the appellant, and case submitted by Mr. Warren Gregory and Mr. Allen L. Chickerling for the appellee.

No. 57. Joseph Fernsterwald, plaintiff in error, v. Selma R. Burk. In error to the Court of Appeals of the State of Maryland. Dismissed with costs, pursuant to the 16th rule, on motion of Mr. J. Kent Rawley for the defendant in error.

No. 58. Harvey Watters, plaintiff in error, v. The People of the State of Michigan. Submitted by Mr. Maurice B. Dean for the plaintiff in error. No appearance for the defendant in error.

No. 59. Cleve W. Van Dyke et al., plaintiffs in error, v. Arizona Eastern Railroad Co. Argued by Mr. William C. Prentiss for the plaintiffs in error, and by Mr. Charles L. Rawlins for the defendant in error.

No. 64. J. Homer Fritch (Inc) et al., plaintiffs in error, v. The United States. Argued by Mr. Assistant Attorney General Filerson for the defendant in error, and case submitted by Mr. Edward J. McCutchen and Mr. Ira A. Campbell for the plaintiffs in error.

No. 47. James G. Petrie et al., plaintiffs in error, v. Nampa & Meridian Irrigation District. Argued by Mr. Oliver O. Haga for the plaintiffs in error, and by Mr. B. E. Stoutemyer for the defendant in error.

No. 65. Union Pacific Railroad Co., plaintiff in error, v. Public Service Commission of Missouri. Argument commenced by Mr. N. H. Loomis for the plaintiff in error.

Adjourned until to-morrow at 12 o'clock. The day call for Wednesday, November 20, will be as follows: Nos. 65, 69, 70, 15 (and 16), 71, 72, 73, 74, 75, and 76.

tions for all during the so-called vacation season, hence vacations must be taken when assigned, regardless of the season.

These vacations are intended for rest and recreation, and employees are not expected to engage in other employment during such vacations. Vacations can not be transferred in whole or in part to other employees and shall be taken during the year in which they are due. They can not be saved up from year to year and thereby extended into a longer period. If for any reason the vacation is not taken, no additional compensation will be allowed.

Give our boys in the Army and Navy every fighting chance. Pledge yourself to save to the utmost of your ability and to buy war-savings stamps.

MAXIMUM PRICES ON BRICK TO COVER GOVERNMENT NEEDS

The Price-Fixing Committee's Rulings Affecting New York, Washington, Baltimore, and Philadelphia.

The price-fixing committee of the War Industries Board authorizes the following:

At a meeting of the price-fixing committee held on Thursday, November 7, the following maximum prices on common brick were fixed to cover Government purchases for the period ending October 31, 1918, for the Metropolitan New York district, i. e., New York City, within the free lighterage limits:

25 per cent light burned or salmon brick..... \$9.50
75 per cent hard burned brick..... 11.50

For the period between November 1-30, 1918:

25 per cent light burned or salmon brick..... \$10.50
75 per cent hard burned brick..... 12.50

The above prices are all per thousand f. o. b. cars or barge at plant; an additional charge of \$2 per thousand to be allowed for delivery over rail at dock, within the free lighterage limits of New York City.

Washington Prices.

The following maximum prices were fixed on common brick in the city of Washington, D. C., for Government purchases for the period ending October 31, 1918:

25 per cent light-burned or salmon brick..... \$12.00
75 per cent hard-burned brick..... 14.00
For face common brick..... 16.00

For the three-month period ending January 31, 1919:

25 per cent light-burned or salmon brick..... 13.00
75 per cent hard-burned brick..... 15.00
For face common brick..... 17.00

The above prices are all per thousand f. o. b. trucks or cars at plant; an additional charge of \$2 per thousand to be made where brick must be trucked and loaded on cars at nearest railroad siding outside plant.

Baltimore Prices.

The following maximum prices were fixed on common brick in the city of Baltimore, Md., for Government purchases for the period ending October 31, 1918:

25 per cent light burned or salmon brick..... \$13.00
75 per cent hard burned brick..... 15.00

For the three-month period ending January 31, 1919:

25 per cent light burned or salmon brick..... \$14.00
75 per cent hard burned brick..... 16.00

The above prices are all per thousand f. o. b. trucks or cars at plant; an additional charge of \$2 per thousand to be allowed where brick must be trucked and loaded on cars at nearest railroad siding outside plant.

Philadelphia Prices.

The following maximum prices were fixed on common brick for Government purchases within the metropolitan Philadelphia district, i. e., the State of Delaware, the State of New Jersey, south of and including Trenton, and the State of Pennsylvania, east of and including Har-

CREDITS EXTENDED BY UNITED STATES, ACTING AS "BANKER TO THE ALLIES," SINCE THE 24TH DAY OF APRIL, 1917

The Federal Reserve Board Bulletin contains the following:

Since the spring of 1917 the role of banker for the entente has been assumed by the United States. On April 24, 1917, the American Government was authorized to advance to the allies the sum of three billion dollars; these figures have been raised to seven billion dollars since September 24, 1917. In other words, the allies [the allies, indeed, paid in the beginning 3 per cent on the American loans, a rate which has gradually been raised to 3½, 4, 4½, and even 5 per cent, this increase being explained by the increase in the rate applied to the bonds of the American Treasury] derive great benefit from the excellent credit which the United States Treasury has in its country.

In the table following we give the condition, at the end of June, 1918, of the credits extended by the United States to the principal powers of the entente since April, 1917.

[In millions of dollars.]

Country.	Credits extended.		Credits used.	
	June 26, 1918.	Nov. 1, 1917.	June 26, 1918.	Nov. 1 1917.
Great Britain.....	3,170	1,425	3,055	1,425
France.....	1,665	820	1,645	820
Italy.....	650	500	580	255
Russia.....	325	325	187.7	159.7
Belgium.....	122.8	58.4	114.1	54.5
Cuba.....	15	5
Serbia.....	9	3	7.6	3
Greece.....	15.8
Total.....	5,972.6	3,131.4	5,594.4	2,717.2

At the end of July, 1918, this figure was \$6,379,000,000.

In addition, a credit of \$6,666,666 was extended to Roumania, which has not been utilized.

At the end of July, 1918, the proportion of American loans advanced to the different countries, in relation to the total credits issued, was as follows: 53 per cent to Great Britain, 27.85 per cent to France, 10.8 per cent to Italy, and 5.43 per cent to Russia; this last-named country having used nothing since last March.

On the side of the Central Empires, Germany has been the great purveyor of funds for her allies. The exact total

risburg, for the period ending October 31, 1918:

25 per cent light-burned or salmon brick..... \$14.50
75 per cent hard-burned brick..... 16.50

For three-month period ending January 31, 1919:

25 per cent light-burned or salmon brick..... \$15.50
75 per cent hard-burned brick..... 17.50

The above prices are all per thousand f. o. b. trucks or cars at plant; an additional charge of \$2 per thousand to be allowed where brick must be trucked and loaded on cars at nearest railroad siding outside the plant.

of the loans issued by the German treasury and by the respective German banks is unknown to us. She had advanced to Austria, at the end of June, 1917, 2,010 million marks. In addition, important sums have been advanced to Hungary, Bulgaria, and Turkey.

According to our calculations, the direct cost of the war, since the outset, can be estimated at an amount somewhere between 850 and 900 billion francs—not taking into account the amortization of the debt or the total of indemnities.

We have estimated the total cost of mobilization and the carrying on of the war at about 50 billion francs for the first five months; the year 1915 cost at least 130 billion, 1916 probably 190 billion, and 1917 nearly 300 billion francs. This progression is even more pronounced during the current year, so that we have for the first four years of the war an average monthly cost of 18½ billion francs, with a total of perhaps 875 billions. Calculated on the basis of 5½ per cent interest and ½ per cent monthly amortization (which is certainly a minimum) we reach an annual cost of 52½ billion francs, as against 22½ billions at the end of 1916.

The immensity of these figures is more forcibly realized when one recalls that before the war the total debt of the seven principal belligerents did not exceed 125 billion francs; that the annual cost of supporting the debt, including amortization, was only 5½ billion francs; and that the entire wealth, both public and private, of Great Britain, France, Germany, Austria-Hungary, and Italy was not more than 1,275 billion francs. Finally, let us mention, as other points of comparison, that, according to recent calculations by the French statistician M. A. Neymarck, the aggregate of negotiable securities circulating in the world at the close of 1912 was about 850 billion francs; on the same date, the total amount of gold and silver extracted from the earth since the beginning of the world hardly exceeded 150 billion francs, while Government, paper money of all the countries in the world totaled about 41 billion francs.

In short, the war has necessitated the creation, on a vast scale, of new debts and resources, both temporary and permanent. This state of affairs has completely transformed the economic and financial structure of every country. A return in the near future to former conditions of production, consumption, and credit can not be expected.

The Purchase Information Office, Room 2426, Munitions Building, Nineteenth and B Streets, Washington, gives information to persons desiring to sell material or supplies to the War Department and advises bidders concerning bids and awards.

RAILROAD DIRECTOR PLANNING TO HURRY FOOD TO SEAPORTS

Change in Shipping Program Is Made to Expedite Transportation of Relief Supplies.

The United States Railroad Administration issues the following:

Anticipating an extremely heavy movement of grain, flour, and other foodstuffs overseas, due to relief work, Director General McAdoo is giving consideration to methods that will expedite the handling of these necessities over the railroads to the seaboard. Arrangements are being made to give preference to the shipment of foodstuffs.

Owing to a cessation of hostilities, the previously arranged shipping program for overseas freight on account of the United States and her allies will be materially changed as to commodities.

Preference to Foodstuffs.

At a recent meeting between members of the New York Freight Traffic Committee and representatives of the Ministries of Shipping account of the British, French, and Italian Governments, it was determined that foodstuffs of all kinds shall be given preference in shipments abroad.

According to the report of the Exports Control Committee, for the week ended November 17, in order to take care of the prospective demand that will be made for transportation facilities, a large number of permits have been canceled and freight, held nonessential, will not be forwarded from points of shipment. Any freight, for which permits will hereafter be issued, will be for immediate overseas movement, with the exception of some weight cargo. Various commodities now on ground storage will have to be held for future developments.

Belgian Relief Shipments.

Traffic for the account of the Belgian Relief Commission and for neutral countries probably will be moved in considerable volume.

The War Department is now engaged in taking an inventory of all traffic on hand which is considered nonessential for overseas.

There is an earnest desire evidenced by all those concerned to arrange matters that the railroad terminals will promptly be cleared of freight now on hand and in transit.

According to the report of the Exports Control Committee there was a decrease of 75 cars of steel at the South Atlantic and Gulf ports for the week ended November 17.

Movement of Clothing.

The indications are that there will be quite a heavy movement of clothing to Belgium and northern France in the near future, and cars will be needed to transport it to the seaboard.

The grain situation, according to the Exports Control Committee, for the week ended October 7, shows that at North Atlantic ports there were 422,102 tons in elevators, while 93,690 tons had been cleared. At the Gulf ports there were 258,510 tons on hand, while 13,862 were

NAVY FIREMAN IS COMMENDED FOR RESCUE OF A SHIPMATE

Secretary Daniels has commended Ian E. McIntyre, fireman, first class, United States Navy, attached to the U. S. S. *Lake Tahoe*, for his prompt and gallant rescue of a shipmate, Walter E. Biot, on the evening of September 8.

While returning from liberty at about 10.30 p. m., Biot attempted to get aboard ship by means of a ladder lowered from the ship to a lighter lying alongside. When halfway up the ladder, the strong current caused the lighter to drift away from the ship, leaving the ladder suspended by a line with which it had been made fast to the ship. The sudden strain on this line caused it to break, throwing the ladder and Biot, who was unable to swim, into the water between the ship and the lighter. McIntyre, hearing a call for help, immediately jumped into the water and after struggling with Biot for sometime, managed to raise him high enough out of the water so that one of the men in the lighter could catch hold of him and assist him on board.

McIntyre enlisted in June, 1917. Father, William McIntyre, Wellsville, N. Y.

cleared. The storage capacity of elevators at Gulf ports is being utilized, but the slow lifting at these points prevents the maximum turnover as transfer facilities. There is sufficient quantity of grain at Philadelphia and Baltimore to amply provide for ships in port and due.

Government oats, at North Atlantic ports, of which there are several hundred cars being held, will be forwarded from shipping point at the rate of 30 cars a day, but cars have been bunched in transit and have arrived beyond the possibility of immediate unloading into the elevators.

Grain at New Orleans.

At New Orleans the stock of grain in elevators was 6,353,000 bushels. One ship was in port and three were overdue. The excess accumulation of grain in cars has been entirely cleared up, and in view of the available space in elevators and ocean tonnage allocations, permits were issued during the week to cover 426 cars of grain to move from interior points.

At Galveston the handling of export grain continues inactive. No grain has been delivered to vessels since October 16, and there are no ships in port, although five have been scheduled to call during the present month. The stock of grain in elevators is 2,289,000 bushels, and permits were issued during the week to cover 52 additional car loads to move from interior points.

In Puget Sound District.

In the Puget Sound district the situation has not improved in the past week. There has been an excess of arrivals over deliveries of 248 cars, which is chargeable to the arrival of export freight without permit or shipped under expired permits. In the San Francisco district there were 1,448 cars on hand on November 8, as against 1,426 on November 1.

"COMMERCIAL RESERVE" FOR LATIN-AMERICAN SERVICE

At a recent meeting of the United States section of the International High Commission, in the office of Secretary McAdoo, careful consideration was given to a suggestion advanced by Col. John H. Wignore, United States Army, of the Office of the Provost Marshal General and dean of the Northwestern University law school, concerning the establishment of a "commercial reserve." Col. Wignore's proposal is that there be established through the chambers of commerce and other commercial organizations in the United States, a list of several thousand men thoroughly acquainted with commercial conditions in Latin America, and with sufficient command of Spanish or Portuguese to represent American enterprises. Any of these men might be called upon by the international banking and trade organizations of the country to go to Latin America or elsewhere. This list would be kept at headquarters in Washington.

The interesting suggestion of Col. Wignore was approved by the members of the United States section and its elaboration will be the subject of conferences to be held by a subcommittee appointed for the purpose.

DIED ON THE OTRANTO.

War Department Announces List of Thirteen Additional Names.

The War Department authorizes the following list of casualties:

DIED IN THE SINKING OF THE OTRANTO.
SMITH, Russell, sergeant. Clark E. Smith, 1018 North G Street, Richmond, Ind.
STRAND, Clarence J., corporal. Christian Strand, Iola, Wis.
BRASHER, Joe O., corporal. Mrs. Sidney Brasher, 1518 Iowa Avenue, Joplin, Mo.

PRIVATES.

CARROLL, Michael. Mrs. Nellie Carroll, 254 West One hundred and fiftieth Street, New York, N. Y.
DAVIS, Rufus. Lich Davis, R. F. D. No. 2, Sparks, Ga.
HERSEY, George D. John Hershey, R. F. D. No. 2, Nichols, Ga.
JACKSON, Eddie E. Daley M. Jackson, Mount Pleasant, S. C.
JACKSON, Stonewall. Mrs. Dollie Jackson, R. F. D. motor route A, Sylvania, Ga.
KELLEY, John L. John W. Kelly, R. F. D. No. 2, Sylvania, Ga.
LOSCH, Orlis. Gilbert G. Lost, 201 Fifth Street, Minersville, Pa.
NORRINGTON, Paul A. James F. Norrington, 1107 Seventh Street, Moondsville, W. Va.
RICKS, William L. Dan W. Truluck, R. F. D. No. 4, Moultrie, Ga.
ROSE, Mead. Mrs. Josephine Rose, P. O. Granite, N. Y.

TWO DEATHS IN THE NAVY.

Lieut. Walls Killed in Accident on Board U. S. S. Louisville.

The Navy Department reports the following deaths:

Lieut. Alexander W. Walls, United States Naval Reserve Force, was killed November 14 as the result of an accident aboard the U. S. S. *Louisville*. Wife, Mrs. Marion Kate Walls, 5 Ordinance Road, Southampton, England.

Ernest Mahlon Frost, seaman, United States Navy, died as a result of an accident at Philadelphia, November 7. Brother, George Edward Densmore, Washington, Vt.

FOREIGN-TRADE STATISTICS TO BE REVISED AND EXTENDED

An important revision and extension of the monthly, quarterly, and annual foreign-trade statistics published by the Bureau of Foreign and Domestic Commerce, Department of Commerce, are announced to take effect in the near future, probably on the 1st of January. More than 1,500 new items will be added to the export classification and the number of import items shown will be materially increased.

Work Directed by Mr. Roorback.

The work of revising and extending the classifications has been carried out under the direction of G. B. Roorback, of the Shipping Board, who has been detailed to do the work for the Department of Commerce, and who has had the assistance of numerous experts connected with the Treasury Department, the Shipping Board, the War Trade Board, the War Industries Board, and the cooperation of the Tariff Commission, the Bureau of the Census of the Department of Commerce, and other government organizations. It is one of the steps being taken to enlarge the practical usefulness of the Department of Commerce to the business community.

One Instead of Two Classifications.

The plans now nearly completed provide for an enlarged classification for both imports and exports, instead of the two classifications at present used, and instead of the present alphabetical arrangement of items by commodities there will be a more general assembling of items under great groups. As early as last spring the Bureau of Foreign and Domestic Commerce publicly invited suggestions from business men. Adaptability to mechanical tabulation has been kept in mind in making the changes.

As there is now a bill in Congress providing for the publication of annual trade statistics by calendar instead of fiscal years, it is possible that the change in classification will coincide with a change to calendar-year figures. Those in favor of the change to the calendar year argue that it will conform to the business year of practically all American industries and will also facilitate comparison with statistics of most foreign countries, which are now compiled on a calendar-year basis.

Toilet Articles Used

By U. S. Troops Oversea

The War Department authorizes the following from the Office of the Director of Purchase and Storage:

That the American soldier in France is not neglecting his appearance is proved by the quantities of toilet articles which have been sent him. In the last six months the Subsistence Division has purchased for overseas consumption 119,000,000 cakes of hand soap, 53,000 boxes of talcum powder, 100,000 packages of tooth soap, and 170,000 packages of shaving soap and paste. The quantity of shaving soap used overseas in this period is twice that used by the soldiers in the United States during the same time.

Preliminary Figures on Quinquennial Report on U. S. Ocean Cable Systems

Preliminary figures of the forthcoming quinquennial report on the ocean cable systems of the United States have been given out by Director Sam. L. Rogers, of the Bureau of the Census, Department of Commerce. They were prepared under the supervision of Eugene F. Hartley, chief statistician for manufactures.

List of Companies.

The companies making up the ocean telegraph totals for 1917 are, as in 1912:

- Central & South American Telegraph Co.
- Commercial Cable Co., of Cuba.
- Commercial Cable Co., of New York.
- Commercial Pacific Cable Co.
- Mexican Telegraph Co.
- United States & Hayti Telegraph & Cable Co.

The statistics relate to the years ending December 31, 1917, 1912, and 1907, and are subject to such revision as may be necessary after further examination of the original reports. The comparative statements as to details must be viewed in the light of the uniform system of accounts instituted by the Interstate Commerce Commission and followed by the Bureau of the Census since the publication of the reports for the census of 1912.

Among ocean cable systems is one system operated by a land telegraph company, but as the details for this were not segregated in the combined report submitted, they could not be included and are made a part of the showing for land telegraph systems.

Gains in Mileage and Messages.

The mileage of ocean cables is that owned or leased by the operating companies and is the entire length of such cables wherever located. The financial statistics, therefore, concern to some extent operations in foreign countries. Statistics of merely holding companies and of Federal governmental cables are excluded.

The figures show that for the five years, 1907 to 1912, as well as for 10 years, 1907 to 1917, there were substantial gains. During the 5 years the miles of cables increased 4,759, or 7 per cent; during the 10 years the increase was 26,134, or 56.4 per cent. The gain in number of cable messages was 609,948, or 10.4 per cent, for the 5 years, and 531,911, or 9.9 per cent, for the 10 years.

Gains in Gross Income.

During the 5 years the gain in gross income from ocean cable telegraph traffic was \$7,597,272, or 94.2 per cent; and in net income \$3,554,022, or 120.4 per cent. The 10-year gain in these respects was \$8,324,790, or 113.4 per cent, and \$2,477,795, or 61.5 per cent, respectively.

From the net income there was appropriated as provided for in such cases, according to the newly introduced accounting system of the Interstate Commerce Commission, \$235,101 as charges for sinking fund and for appropriations for construction. In addition to the dividends declared from net income, an additional sum was declared from accumulated sur-

plus and a considerable amount of stock was issued as stock dividends.

There was a slight decrease in profit and loss surplus during the 5 years, but the gain for the 10 years was \$2,717,980, or 77.7 per cent.

Capital Stock Outstanding.

The amount of capital stock outstanding in 1917 was \$60,900,000, or 9.8 per cent greater than in 1912. The gain in this respect during the 10 years was \$8,100,000, or 15.3 per cent. The number of employees, salaried and others, increased 310, or 18.7 per cent, during the 5 years, and their total salaries and wages \$597,337, or 51.2 per cent. For the 10 years the increase in number was 759, or 62.9 per cent, and in salaries and wages \$849,268, or 92.8 per cent.

APPLICATIONS FOR LICENSES TO EXPORT CANNED EDIBLES

The War Trade Board announces, in a new ruling (W. T. B. R. 330), after consultation with the United States Food Administration, that they will now consider applications for licenses to export canned vegetables and dried fruits, with the exception of dried apples, dried peaches, and dried prunes, to all countries, except the United Kingdom, France, Italy, and Belgium proper and the central powers.

Purchases of the above-named commodities for shipment to the United Kingdom, France, Italy, and Belgium proper will continue as heretofore, to be made by the allied provisions export commission acting on behalf of the Governments of these countries.

Applications for licenses to export these commodities must be in accordance with the rules and regulations of the War Trade Board. Exporters who in the past have been refused licenses may now submit new applications.

FOUR NAVY MEN PRAISED.

Commended for Action During Fire on Board U. S. S. George G. Henry.

The Navy Department has commended the below-named men for the manner in which they conducted themselves and upheld the best traditions of the sea when fire broke out on board the U. S. S. *George G. Henry*, on the morning of July 27, caused by the breaking of the oil feed pipe to the starboard boiler.

Michael Ambrose Wagner, gunner's mate, second class, United States Navy. Father, Fred D. Wagner, Raspeburg, Md.

John Evans, boatswain's mate, second class, United States Navy. Father, James J. Evans, 108 Russel Avenue, Akron, Ohio.

John Brewer, boatswain's mate, first class, United States Naval Reserve Force. Mother, Mrs. Emma Brewer, Franklin, Ohio.

Frank J. Shannon, electrician, first class, United States Naval Reserve Force. Friend, Robert F. Basford, 5308 Haverford Avenue, Philadelphia, Pa.

LIST OF CASUALTIES REPORTED AMONG THE UNITED STATES FORCES OVERSEAS

SECTION 1, NOVEMBER 20, 1918.

The following casualties are reported by the commanding general of the American Expeditionary Forces:

Killed in action	146
Died of wounds	118
Died of disease	45
Wounded severely	131
Wounded (degree undetermined)	53
Wounded slightly	223
Missing in action	42
Prisoners	14

Total..... 772

Killed in Action.

MAJOR.

WEBSTER, Harrison B. Mrs. Harrison B. Webster, 145 South Street, Northampton, Mass.

CAPTAINS.

BLAISDELL, William E. George F. Blaisdell, 45 Hampton Place, Brooklyn, N. Y.
HANSON, David T. Dayton W. Hanson, Friona, Tex.

LIEUTENANTS.

ALLISON, Jack S. Mrs. Esther L. Allison, Oak Lane and Lawnton Avenue, Philadelphia, Pa.
PARNELL, George D. Fred O. Parnell, 327 Orange Street, Manchester, N. H.

BANDSMAN.

GAEDEKE, Benjamin F. Sergt. Maj. Henry Gaedeke, 60 East One hundred and twenty-seventh Streets, New York, N. Y.

SERGEANTS.

CROWLEY, John J. Mrs. Hannah Crowley, East Main Street, Mohawk, N. Y.
GREALLY, Michael J. William Casey, 339 East Fifty-seventh Street, New York, N. Y.
HUCKABA, Charles. John W. Huckaba, 2312 South East Street, Tacoma, Wash.
KRAFT, William E. Charles S. Kraft, 473 Sixth Avenue, New York, N. Y.
PIERCE, Charles R. Mrs. Nellie R. Pierce, Hallsboro, N. C.
WEBSTER, Joseph E. Mrs. Carrie McAusland Webster, care of Mrs. E. A. Hearn, Mauston, Wis.
WILKINSON, George A. Henry Wilkinson, Winterset, Iowa

CORPORALS

ALBERT, James E. Mrs. Henrietta Albert, Belfast Mills, Va.
ANDERSON, George M. Mrs. Marie Anderson, 1230 Lee Street, Indianapolis, Ind.
CARLILE, James W. Mrs. Mary E. Carlile, Rockdale, Tex.
COLEMAN, Julius H. Mrs. Susan A. Coleman, Reidsville, N. C.
CUSHMAN, Joseph B. Mrs. Joseph W. Cushman, 59 West Fifty-first Street, New York, N. Y.
DAVIS, Robert. Mrs. Upshur Worley, Red Oak, Tex.
DOGGETT, Mahon H. Mrs. Lucy Doggett, Buckholtz, Tex.
EPPERSON, Frank. Miss Anna Epperson, Sherwood, Tenn.
HAUNSTRUP, Holger, jr. Holger Haunstrup, 4058 Waveland Avenue, Chicago, Ill.
HEATH, Leslie L. Miss Ethel Heath, R. F. D. 3, Franklin, Tex.
HOLLAND, Lloyd. Drewery S. Holland, Axton, Va.
HOXTER, Raymond C. Mrs. Helen Hoxter, 409 North Wood Avenue, Baltimore, Md.
KUCKO, Joseph A. Steph Kucko, 933 Lackawanna Street, Olyphant, Pa.
McPHERSON, Charles H. George R. McPherson, R. F. D. 2, Franklin, N. C.
MEAD, Clyde S. Sherman B. Mead, Atwater, N. Y.
PETERSEN, Holger. Mrs. Katherine Petersen, 26 West Ninety-eight Street, New York, N. Y.
RAPP, Fred Norton. Mrs. Sara C. Rapp, Shorty, Wyo.
SCOTT, Leland P. C. A. Thompson, Morning Sun, Iowa.
SNYDER, William H. William A. Snyder, Church Street, Mount Pleasant, Pa.

71-18-3

WILITE, William A. Mrs. Bridget Farley, box 48, Waymart, Pa.
WHITTLE, John Q. Patrick Whittle, 4525 St. Louis Avenue, St. Louis, Mo.
WILDER, Roy O. Mrs. Ella M. Duncan, 125 South Barry Street, Olean, N. Y.

MECHANIC.

LEAVITT, Jacob William. Edward O. Plowman, 4235 West Prospect Street, Kansas City, Mo.

PRIVATE.

ALESCI, Joe. John Alesci, Syracuse, Italy.
ALLEN, Orba N. Mrs. Ethel Allen, R. F. D. 2, Byars, Okla.
ALLEN, Phillip S. David Allen, Elbert, Tex.
ALLIN, Elijah F. Wilburn S. Allin, Brady, Tex.

ANDERSON, Fletcher D. James Anderson, 61 Jackson Apartments, Fargo, N. Dak.
ANDERSON, Theodore. Jim W. Anderson, Taft, Okla.
ANDRES, John, jr. John Andres, sr., Cheek-towaga, N. Y.

ARMES, Arthur L. Richard W. Armes, Pleasant Grove, Miss.
ARNS, Aubrey. Eugene Arns, Hurley, N. Y.

BAKER, Sidney W. Mrs. Ben F. Baker, Kerrville, Tex.

BREIDENBACH, John J. Rudolph Breidenbach, 606 Richard Street, Belleville, Ill.
BRITTON, Hermann J. James T. Britton, 55 Murray Street, Binghamton, N. Y.

BURMESTER, Oswald H. John H. Burmester, Jerico Springs, Mo.

COATS, Thomas L. Henry C. Coates, Edna, Tex.

CONNOLLY, Michael. Coleman Connolly, 40 Acawam Street, Lowell, Mass.

CUSTER, Earl J. Mrs. Margaret Custer, Bolivar, Ohio.

DAILY, Bernard J. Mrs. M. Daily, 722 St. Andrew Street, New Orleans, La.

DAVIS, Thomas W. Mrs. Margaret Brinston, 329 Second Avenue, Conemaugh, Pa.

DION, Carl A. John Dixon, 1915 La Salle Street, St. Louis, Mo.

DOMIANO, Charles. Tony Domiano, 1008 Cambridge Avenue, Chicago, Ill.

DOMSTAD, Albert. Albert Domstad, Fairy, Tex.

DONNELLY, Lee A. John J. Donnelly, Camden, N. Y.

DOOLEY, Tom. Mrs. Elizabeth Dooley, Dill, Okla.

DUDLEY, Harry T. William F. Dudley, 202 West One hundred and thirtieth Street, New York, N. Y.

ECKERT, Max H. Adolph G. Eckert, Hilda, Tex.

ESSENMACHER, John. Mrs. Sophy Essenmacher, 1741 West Huron Street, Chicago, Ill.

FICKE, Arthur H. Mrs. Wilhelmina Ficke, 3049 Hull Avenue, New York, N. Y.

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 YOCKIS, Micheal. Mathen Yochis, Hartsborn, Okla.
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Died of Disease.

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Wounded Severely.

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- WEISSE, William C. Mrs. Annie Weisse, 304 East One hundred and fifth Street, New York, N. Y.
- WEIR, John J. Mrs. Mary Weir, 114 Woodlawn Avenue, Jersey City, N. J.
- WEST, Elliott M., jr. Mrs. Jane West, 934 East Nineteenth Street, New York, N. Y.
- WEST, Robert. Mrs. Chloe West, Caznova, Wis.
- WILLIAMS, Phil H. John Arthur Williams, 16 Glenn Street, Dalton, Ga.
- WILLIAMS, Winton E. Mrs. Emma P. Williams, Okville, Tenn.
- WOODS, James H. Mrs. Katherine O'Neill Woods, 527 First Street, New Haven, Conn.
- YARLUSI, Micke. Filamena Carmosina, 324 East Third Street, Erie, Pa.
- YOUNG, Elmer Andrew. Mrs. Jennie Young, R. F. D. 2, Seaman, Ohio.
- YUSKEVITZ, Stanley. Mrs. Julia Skrandell, box 154, Steger, Ill.
- TINDELL, Sam. Miss Cora Tindell, Stocomb, Ala.
- VAGHY, Frank. George Vaghy, 1124 Hill Street, Elgin, Ill.
- VRUSH, Charles Joseph. Mrs. Catherine Vrush, 747 Fremont Avenue, Grand Rapids, Mich.
- WELLER, William H. James Weller, R. F. D. 1, Evans, Pa.
- WILLIAMS, Thomas E. John C. Williams, R. F. D. 3, Mathiston, Miss.
- WILSON, William H. Mrs. Maude L. Wilson, R. F. D. B, Midlothian, Tex.

Missing in Action.

CORPORALS.

- BOWERS, William L. Mrs. Nola Gertrude Bowers, Elizabethton, Tenn.
- DUFKA, Frank. Frank Bendnar, 1031 North Polaine Avenue, Chicago, Ill.
- DUSEK, Jerry M. Mrs. Mary Dusek, 2226 North Mansfield Avenue, Chicago, Ill.

CASUALTIES REPORTED BY GEN. PERSHING

HOGGARD, Joe W. John N. Hoggard, R. F. D. 3, Windsor, N. C.
LAWLER, Lawrence W. Frank Hesslens, 78 Homer Street, Boston, Mass.

PRIVATEES.

CARION, Arthur G. Mrs. Mary Bastin, Arnold, Pa.
COCKRIHAM, Charles G. John W. Cockriham, 419 Coalscot Street, Monroe City, Ind.

COOK, Andrew B. William H. Cook, E. F. D. 2, Augusta, Ga.

CRABTREE, Herman. Elbes Crabtree, R. F. D. 2, Cross Plains, Tenn.

CRAGO, John T. M. Mrs. Ella M. Crago, 1501 East State Street, Huntington, Ind.

DICKENS, Harper. E. R. Dickens, R. F. D. 3, Burlington, N. C.

GREGORE, Dimetco. Rafael Dimitri, 140 Liberty Street, New York, N. Y.

HANSON, Alfred C. Charles Hanson, R. F. D. 1, Box 225, Provo, Utah.

HARDING, Emmitt R. Newton R. Harding, Berclair, Tex.

HARRIS, Macy D. William C. Harris, Macon, N. C.

HELMS, Thomas. Alexander Helms, Kannapolis, N. C.

HERINGTON, Carl. Mrs. Ida Herrington, Redding, Iowa.

HILL, Henry. Richard Hill, Wynnburg, Tenn.

HILL, Taylor D. Mrs. Auta Copeland Hill, Waynesboro, Tenn.

HOLMADAIL, Clarence J. Mrs. Christine Holmdahl, 104 K Street, Fort Dodge, Iowa.

HOLMES, William. Mrs. Matilda Holmes, Jonesboro, Tenn.

HYATT, Robert C. Nick Hyatt, Piney Flats, Tenn.

LEDFORD, Graydon G. Jim M. Ledford, Marietta, Ga.

LIGMAN, Leo W. Miss Clara Ligman, 1246 South Trupp Avenue, Chicago, Ill.

LUCAS, Emanuel M. Chris Lucas, 432 West Second Street, Davenport, Iowa.

MCNEILL, Clarence A. Mrs. Emma McNeill, 93 Maplewood Avenue, Gloucester, Mass.

O'NEILL, Cornelius. Jeremiah O'Neill, 175 Rutherford Avenue, Charlestown, Mass.

PALMER, Dee D. Mrs. Pearl Wilson, Gillette, Wyo.

PRICE, Lauren K. Alva P. Price, general delivery, Gilman City, Mo.

RAISLER, Frederick. Mrs. Augusta Raisler, 1896 Andre Street, Baltimore, Md.

SMITH, David S. Charlie S. Smith, Ayden, N. C.

SMITH, John E. Mrs. Alma E. Smith, Sumrall, Miss.

SMITH, Robert. Mrs. Nancy Smith, Fish Springs, Tenn.

SPENCER, William L. C. C. Spencer, R. F. D. 1, Bemidji, Minn.

SPERLING, Bernard. Mrs. Alice Sperling, 5332 Reedland Street, Philadelphia, Pa.

STEINMANN, John J. Mrs. Katie Steinmann, 109 Greenpoint Avenue, Woodside, N. Y.

STROTHER, William E. Mrs. Lizzie Watkins, R. F. D. 1, Neuse, N. C.

WALL, John L. W. M. Wall, Trenton, Ga.

WALZ, George H. John Walz, Collis, Minn.

WILKINSON, Harold. Mrs. Grace Wilkinson, 125 East Seventeenth Avenue, Homestead, Pa.

WYKLE, Shafter. Scott Wykle, Greeneville, Tenn.

ZABROWSKI, Frank L. Adam Zabrowski, 1301 Victoria Street, Chicago, Ill.

Prisoners.

THOMAS, Roy. Mrs. Jennie Hart, Redondo, Cal.

LIEUTENANT.

DOWNEY, Francis J. Mrs. Anna Downey, 562 Morgan Avenue, Brooklyn, N. Y.

CORPORAL.

COSGROVE, Michael. Margaret Cosgrove, 1716 Madison Avenue, New York, N. Y.

DWYER, Edward. Mrs. Anne A. Dwyer, 665 Park Avenue, Brooklyn, N. Y.

GLOWICKI, Frank. Mrs. Angiska Salapa, 2417 Lebanon Street, Pittsburgh, Pa.

HUDSON, William. George W. Hudson, Boones Mill, Va.

KANE, William. Mrs. Mary Kane, 561 Warren Street, Brooklyn, N. Y.

KELLY, Charles J. Charles J. Kelly, 61 Elizabeth Street, Albany, N. Y.

KELLY, Francis O. Mrs. Margaret Kelly, 521 West One hundred and sixty-eighth Street, New York, N. Y.

LAWLESS, William. Mrs. Julia McGrath, 498 Herkimer Street, Brooklyn, N. Y.

THOMPSON, Samuel F. Mrs. Margaret Thompson, 63 Meda Avenue, West Brighton, N. Y.

TRZECIAK, Steven Walter. Joseph Trzeciak, 660 Amherst Street, Buffalo, N. Y.

WALKER, James F. James E. Walker, 269 Lefferts Avenue, Brooklyn, N. Y.

ZIRT, Abraham. Mrs. Ruth Zirt, Ellenville, N. Y.

STARBUCK, George H. Fred A. Starbuck, Sublime, Tex.

WALKER, Clyde J. Mrs. Mary E. Walker, Taylor, Tex.

BAKER, Eddie A. Miss Ruth Baker, Toxla, Tex.

BRANDT, Martin Mayer. Mrs. Mary Brandt, 631 North Seventh Street, Lebanon, Pa.

LITTLE, Lawrence S. George W. Little, Indiana, Pa.

SNYDER, Charles Edward. Miss Margaret Kesler, 1708 South Tenth Street, Waco, Tex.

MECHANICS.

HOTTENROTH, Raymond W. Royal W. Hottenroth, 6 Raleigh Place, Brooklyn, N. Y.

MILLER, Henry C. Mrs. Henry Miller, 525 West One hundred and eighty-second Street, New York, N. Y.

NORRIS, Hubert C. Herbert Norris, 768 East Davies Street, Portland, Oreg.

PRIVATEES.

ANAGNOSTOPOULOS, George. Stamatis Kozakos, 452 North Green Street, Chicago, Ill.

ANDERSON, Mike. J. W. Anderson, Groveton, Tex.

ANDREWS, Paul F. Dr. Henry Ehrlich, 172 Commonwealth Avenue, Boston, Mass.

AVRON, Maxphillip. Mrs. Gertrude M. Avron, 960 Whitlock Avenue, New York, N. Y.

BALL, Spicer. Miss Lena Ball, 555 Lafayette Avenue, Baltimore, Md.

BANNER, Robert F. John Banner, Merkel, Tex.

BARTELMÉ, Henry A. Louis Bartelme, 7406 Quincey Avenue, Cleveland, Ohio.

CALLAHAN, Dennis J. Mrs. Agnes Callahan, 6 Conrad Street, Dorchester, Mass.

COMPTON, Harold M. Mrs. Arminia Compton, Belford, N. J.

CONHEADY, Patrick. Katie Walsh, 87 Vandam Street, New York, N. Y.

COX, Edgar L. Matthew Cox, Lebanon, Ky.

GRACE, Denny. Mrs. Marsha Grace, Cyrus, Ky.

DANIEL, George M. George P. Daniel, Murry, Tex.

DANNER, Claude F. Jacob Danner, Gardner, Ill.

DITZLER, Frank H. James A. Sims, Wetumka, Okla.

DOYLE, John. Sidney A. Doyle, Maud, Okla.

DRISCOLL, Florence. Michael Quinn, 115 Chicago Street, Buffalo, N. Y.

ENFANTI, Frank. Mrs. Lucile Enfant, 129 Second Street, Bridgeport, Conn.

FIDLER, Paul McAvoy. George E. Fidler, 329 Kerns Avenue, Elkins, W. Va.

FLEMING, Bert M. Mrs. John S. Fleming, Junction, Tex.

FLETCHER, Lester L. Mrs. Elizabeth Fletcher Reinbeck, Iowa.

GALLAGHER, Joseph R. Mrs. Mary Gallagher, 3728 Bailey Avenue, Cleveland, Ohio.

GARCIA, Louis R. Miss Jesuse A. Garcia, 1933 Tropical Avenue, Los Angeles, Cal.

GARRISON, Robert F. Mrs. E. H. Garrison, 321 Ocean Avenue, Lynbrook, N. Y.

GEHRETTZ, Frederick. Mrs. Catherine Gehrettz, 15 Troutman Street, Brooklyn, N. Y.

GOLDMAN, Abraham. Mrs. Sarah Goldman, 295 Minot Street, Ashmont, Mass.

GORCZYNSKI, Joseph. Frank Gorczynski, 146 North Tenth Street, Brooklyn, N. Y.

HABER, Israel I. Moses Haber, 107 Clinton Street, Brooklyn, N. Y.

HAMBLIN, William S. Jackson P. Hamblin, El Monte, Cal.

HANRAHAN, David A. Mrs. Latherine Hanrahan, 202 East Thirty-sixth Street, New York, N. Y.

ANDERSON, Seymour. Mrs. James Anderson, 8 West Main Street, Middletown, N. Y.

BUSHEY, Albert Authar. Miss Mary Bushey, 32 Interwale Avenue, Richmond, Vt.

CALIMERI, Frank. Tony Calimeri, 4 Wright Avenue, Auburn, N. Y.

DILLON, Vincent A. Mrs. Harriet Snider, 4 Linneus Place, Flushing, N. Y.

DOAKE, Thomas M. Mrs. Mary J. Doake, Katie, Okla.

ENTIN, Samuel. Hymon Entin, 67 East One hundred and fourth Street, New York, N. Y.

FITZGERALD, John J. Mrs. Della Fitzgerald, 289 Pearl Street, Albany, N. Y.

HILDEBRANDT, Ben W. O. Mrs. Lena Melschen, Westhoff, Tex.

JENSEN, Andrew R. Jens G. Roholm, Clarks Grove, Minn.

SECTION 2, NOVEMBER 20, 1918.

The following casualties are reported by the commanding general of the American Expeditionary Forces:

Killed in action----- 117

Died of wounds----- 27

Died of accident and other causes----- 5

Died of disease----- 100

Wounded (degree undetermined)----- 227

Wounded slightly----- 95

Missing in action----- 52

Prisoners----- 4

Total----- 627

Killed in Action.

CAPTAIN.

HARDY, John C. Mrs. John C. Hardy, 2491 Bedford Avenue, Brooklyn, N. Y.

LIEUTENANTS.

DWYER, Richard Montgomery. Michael J. Dwyer, 9 South Street, Medford, Mass.

POTTER, William A. George J. Potter, 1500 North Fifty-ninth Street, West Philadelphia, Pa.

VANDIVER, Thomas D. John L. Vandiver, 125 South Fifth Street, Philadelphia, Pa.

BEHKENS, William B. Mrs. Amelia Behrens, 530 East Eighty-eighth Street, New York, N. Y.

CRAIG, William F. Mrs. Ada L. Craig, 1229 Rising Sun Lane, Philadelphia, Pa.

SLESINGER, Albert. Mrs. Rosa Schlesinger, 536 West One hundred and thirteenth Street, New York, N. Y.

BATTALION SERGEANT MAJOR.

SHARRETT, Augustus. Mrs. Augustus R. Sharrett, 323 Senator Street, Brooklyn, N. Y.

SERGEANTS.

BASS, John F. Mrs. Lucy L. Bass, 711 Denner Street, Kalamazoo, Mich.

COLYER, Wilbur E. Mrs. W. H. Colyer, 203 Hicon Avenue, South Ozark Park, N. Y.

DEWITT, Morris B. Mrs. Rosa B. Dewitt, 185 Glessner Avenue, Mansfield, Ohio.

LANIGHAN, Matthew S. Edward Lanighan, 24 Franklin Avenue, Lockport, N. Y.

MEIGHEN, William G. John Meighen, Wind Ridge, Pa.

SPEEGLE, Giles. Phillip Speegle, Speegleville, Tex.

WALTERS, Charlie W. Miss Lenora Walters, Kyle, Tex.

HAINES, Richard B. Mrs. Blanch Hastings, 434 Rodriguez Street, Watsonville, Cal.

CORPORALS.

CASEY, Edward. Mrs. Mary Casey, 54 Pratt Street, Meriden, Conn.

FARRIS, Carey L. J. L. Farris, Fort Mill, S. C.

HINTZ, Fred Emil. Mrs. Emma Hintz, 901 South Peach Street, Marshfield, Wis.

KELLY, Edward M. Michael J. Kelly, Oak Avenue, Woodbridge, N. J.

LEBER, Charles. Mrs. Marguerite A. Leber, Howards Green, Stuart Street, Richmond, Va.

MATTEWS, John J. Mrs. Mary Mattews, 10 Glenn Street, Buffalo, N. Y.

MAUNEY, Alvin. Mrs. Vick Mauney, Gorman, Tex.

ROSENDAHL, Raymond C. Mrs. Margaret Rosendahl, Percy, Ill.

ROUMELIOTIS, Dionisios. John D. Roumeliotis, Sal Moni, Ellas, Greece.

SMALL, George H. John N. Small, Remington, Ind.

CASUALTIES REPORTED BY GEN. PERSHING

KOHL, Otto H. Lawrence Kohl, 144 North Thirteenth Street, Olean, N. Y.
 McWHIRTER, Edward W. Lester P. Greifstein, Crestline, Ohio.
 SANDERS, Marshall L. Mrs. Nellie M. Cupp, 505 West Elm Street, Hillsboro, Tex.
 SCHWACH, Maurice. Mrs. Esther Schwach, 2116 Crotona Parkway, New York, N. Y.
 STERRETT, Robert A. Mrs. Elizabeth Sterrett, 132 Center Street, Dayton, Ohio.
 VIFFULLO, James. Joe Tata, 405 Oak Street, Youngstown, Ohio.
 WALKER, Randolph St. George, jr. Randolph St. George Walker, 153 Davis Avenue, West Brighton, N. Y.
 WARD, John W. Mrs. Theresa McCarthy, 105 Lugner Street, Brooklyn, N. Y.
 HART, Clinton. John L. Hart, R. F. D. 4, Bogue Chitto, Miss.
 HESSION, John Francis. Mrs. Anna E. Hession, 217 West One hundred and sixth Street, New York, N. Y.
 HOFFNAGLE, Don V. Mrs. Clara M. Hoffnagle, Echo, Oreg.
 JOERGENSEN, Erick F. Fred Jorgenson, Preston, Idaho.
 KOMOROWSKI, Wincenty. Joseph Trzesdowski, 141 Newark Avenue, Staten Island, N. Y.
 LOVE, Paul J. Junius O. Love, Van Buren, Ky.
 LYNCH, James M. Miss Helen Lynch, 5 Sibley Avenue, Westfield, Mass.
 MARHOFF, Clayton A. Mrs. Harriett Marhoff, Post, Tex.
 MASON, Gordon. Leo Mason, Ticonderoga, N. Y.
 MATTSOON, Martin. Peter Mattson, Troy, Idaho.
 MEADE, Thomas B. Thomas W. Meade, Drill, Va.
 MENDENHALL, Jesse J. Phillip W. Mendenhall, Red Bluff, Cal.
 MILLER, Henry. Henry Miller, 16 Catherine Street, Brooklyn, N. Y.
 NIES, George W. Walter V. Nies, R. F. D. 2, Billings, Mont.
 NORRIS, George. Cromwell H. Norris, R. F. D. 1, New Windsor, Ill.
 NORTON, Grant Smith. Mrs. Frances Norton, Sherman, N. Y.
 PARMENTER, Leslie B. I. E. Parmenter, 221 Spring Street, Brockton, Mass.
 PETROSELLI, Felice. Giuseppe Bouini, First Avenue, Baritan, N. J.
 PITTS, Douthitt B. Mrs. Edna C. Pitts, Bartlett, Tex.
 POLVADO, Ernest. Mrs. Jane Polvado, Vanderpool, Tex.
 ROGERS, William L. Noah T. Rogers, 410 West Second Street, Newton, Kans.
 SICA, Rocco. Angello Sica, 2356 Prospect Avenue, New York, N. Y.
 SMITH, Charles A. Mrs. Mary F. Smith, 824 Columbus Avenue, New York, N. Y.
 SMITH, John M. Mrs. Bessie Mae Smith, 458 New Street, Macon, Ga.
 STAHL, Alfred. Mrs. Rosana Stahl, 194 Nassac Avenue, Greenpoint, Brooklyn, N. Y.
 STEBLE, Charles H. Harvey W. Steele, R. F. D. 1, Temple, Pa.
 STOCK, Ernest H. Robert D. Stock, Blue Lake, Cal.
 STORM, Ira D. Miss Thelma Marvin, Butler, Okla.
 THILLISON, Jabue. Mrs. William M. Thillison, R. F. D. 1, Benhams, Va.
 VAN VLEET, Albert V. Mrs. Mina Davie, box 1651, Eureka, Utah.
 WARD, Raymond M. Mrs. Hilda Ward, 6444 West Eleventh Street, Sacramento, Cal.
 WARD, Sampson. Miss Elsie Smalling, Boktuko, Okla.
 WARE, Gus B. Mrs. Maggie Ware, Crystal City, Tex.
 WEIL, Milton. Mrs. Ray Weil, 953 Tiffany Street, New York, N. Y.
 WORKMAN, William J. John A. Workman, Magrath, Alberta, Canada.

Died of Wounds.

PRIVATEs.

GOLLEY, Frances R. John W. Gollery, 1017 Woodley Street, Baltimore, Md.
 GRAHAM, Thomas B. Mrs. Nettie Graham, 14 Day Street, Cumberland, Md.
 GRISSOM, Oliver E. George W. Grissom, Kirbyville, Tex.
 HARPER, Leon A. Mrs. Edward E. Harper, Crewe, Va.
 HARRIS, George L. Stephenson J. Harris, R. F. D. 1, Nettleton, Ark.
 HAYEY, Wallace M. Francis Hayey, Chester, Mont.
 HENCH, Alvin. D. M. Hench, Winterset, Iowa.

HILL, Werner John. John Hill, Nasel, Wash.
 KOTHE, Louis F. Mrs. Evelyn Kothe, 244 Georgia Avenue, Brooklyn, N. Y.
 MAZZALI, John. Joseph Avinzi, 332 West Chicago Avenue, Chicago, Ill.
 MICHAELS, Charles A. Alva E. Michaels, 17 Atlantic Avenue, New Castle, Pa.
 MILES, Jesse. Mrs. Dallis E. Miles, Springfield, Media, Pa.
 MILLER, Dan W. F. M. Cassidy, Stanton, N. Dak.
 MILLER, Ralphton S. Mrs. Lucy Miller, Mandeville, La.
 NESBEST, Gentry. Mrs. Iva Nesbest, Granin, Ark.
 RACHEL, Roy. Mrs. Edna Sarbuck, 441 East Fourteenth Street, Erie, Pa.
 RICIGLIANO, Michael. Mrs. Mary Richigliano, 2016 Third Avenue, New York, N. Y.
 SCHAUS, Martin J. Mrs. Mary Schaus, Pierce Avenue, Hamburg, N. Y.
 SCHOWERS, Harold. Mrs. Laura Schowers, 292 Jackson Avenue, Bridgeport, Conn.
 SCOTT, Jesse C. John Carey Scott, Bethel, Ohio.
 SUNDE, Jacob. Mrs. Jorgine Larson, box-32, Port Angeles, Wash.
 THOMPSON, Glenn P. Mrs. Kate Thompson, 639 Youngstown Avenue, Warren, Ohio.
 VAN PELT, Abram. Mrs. Annie Van Pelt, Bloomfield, Staten Island, N. Y.
 WALKER, Robert H. Robert J. Walker, R. F. D. A. Coldwater, Miss.
 WIDLUND, Paul. John A. Widlund, 1505 Fourteenth Avenue, Greeley, Colo.
 WOODSIDE, Robert J. Mrs. Mary Woodside, R. F. D. Heuvelton, N. Y.
 WYRICK, Benjamin. Will Wyrick, Mira, La.

Died from Accident and Other Causes.

SERGEANT.

GAUMER, Albert H. John L. Gaumer, 4812 North Twelfth Street, Philadelphia, Pa.

CORPORAL.

ULRICH, Baxter L. John W. Ulrich, 716 Ellis Street, Florence, S. C.

PRIVATEs.

BASTMANN, Johannes G. Ben Bastmann, Lake Park, Iowa.
 KITCHENS, Solomon Harrison. William Kitchens, 1809 Sixth Avenue, South, Albany, Ala.
 MCCREARY, Roscoe C. John McCreary, box 115, Portage, Pa.

Died of Disease.

SERGEANTS.

CARROLL, Charles W. Mrs. Ella Kister, 2809 First Street, New Orleans, La.
 DONOHUE, Michael. Patrick Noonan, 54 Chandler Street, Bradford, Mass.
 GRAHAM, Walter W. Mrs. Olive Blanche Graham, Capron, Ill.
 STAYNER, Harry E. Mrs. Charles M. Strayer, 422 West Baptist Street, York, Pa.
 RICHARDS, Joseph L. William F. Richards, 251 Second Street, Troy, N. Y.
 ATWOOD, Raymond A. Mrs. C. W. Atwood, 7535 Coles Avenue, Chicago, Ill.
 GRUBER, Ernest E. Mr. Levi Gruber, R. F. D. 1, Troy, Ohio.
 GUERTIN, Raymond. Mrs. Albina Guertin, 30 Leavitt Street, Brockton, Mass.
 GUILFOYLE, Joseph M. Mrs. Bridget Guilfoyle, 2152 Third Avenue, New York, N. Y.
 HUGHES, Thomas R. Mr. J. K. Hughes, Duncan, S. C.

CORPORALS.

PHILLIPS, Charles. Mrs. Catherine Phillips, 177 Garden Road, Vineland, N. J.
 RYAN, Joseph P. Mrs. Maud Hughes, 436 Bloom Street, Dunmore, Pa.
 BROLIN, Harry W. George Brolin, box 1357 Anaconda, Mont.
 GILLILAND, Jesse J. Mrs. Ruby Gilliland, 417 Jefferson Avenue, Topeka, Kans.
 BOISE, Burr B. Charles E. Boise, Independence, Iowa.
 GRIMES, Frank L. Daniel Grimes, Prestonville, Ky.
 HOWARD, Wallace F. Frederick F. H. Howard, 421 C Street NW, Washington, D. C.
 STONE, Dave. Mrs. Mary Patton, R. F. D. 2, Ranger, Ga.

COOKS.

BEDINGFIELD, John J. Mrs. Lillie Bedingfield, 2404 North Bamber Street, Philadelphia, Pa.
 MERCHANT, John A. Mr. Alfred Merchant, Winter Harbor, Me.
 MOORE, James M. Mr. Clabe Moore, R. F. D. 2, Delia, Tex.

PRIVATEs.

ANTRAM, Clarence Lewis. Mr. George Antram, Tobias, Nebr.
 BROGDON, Solomon A. Mr. Walter J. Brogdon, Tremontina, N. Mex.
 DILLON, Harvey. Mr. Duncan Dillon, R. F. D. 5, New Matamoros, Ohio.
 DOBBS, Houston. Mr. Will P. Duggin, R. F. D. 1, Woodbury, Tenn.
 DOLAN, Foster L. Mrs. Marie V. Dolan, Lisbon, Iowa.
 FERRINI, Antonio. Mr. Domenico Ferrini, 20 Bolton Place, Bridgewater, Mass.
 FLAGG, Paul. Mrs. Addie Long, 2928 Scoville Avenue, Cleveland, Ohio.
 FREDERICK, Harrison B. Mr. John Frederick, 1405 Summit Street, Beatrice, Nebr.
 GATES, William J. Mrs. Ella Gates, box 78, Oildale, Cal.
 GRAY, Elias W. Mrs. Alice W. Gray, Montpelier, Ind.
 GREEN, Lee L. William Green, R. F. D. 2, Waverly, Tenn.
 GREENWALD, Erwin P. Mrs. Katherine Greenwald, 3280 Raleigh Street, Denver, Colo.
 HESTER, Oscar. Mrs. Mary Joyrick, 1934 Svidly Avenue, East St. Louis, Ill.
 HICKMAN, Roy C. Mrs. Sarale V. Hickman, Newton, Iowa.
 KING, Cech F. Charlie W. King, R. F. D. 3, Kernersville, N. C.
 KINNAMAN, William C. Winfield S. Kinnaman, Lees Summit, Mo.
 LEIB, Milton H. John Milton Leib, R. F. D. 33, Barberton, Ohio.
 McDONALD, Charles S. Mrs. Rhea McDonald, 1401 Sierra Boneta Avenue, Hollywood, Los Angeles, Cal.
 McDONALD, John R. Mrs. John Murphy, 4 Avon Street, Malden, Mass.
 MCKEITHEN, Henry E. Mrs. Bell McKeithen, Clark, La.
 MCKINNEY, William A. Mrs. Maggie L. McKinney, R. F. D. 11, Dallas, Tex.
 MARTELLE, William H. Mrs. Mary Martelle, 91 Bentley Street, Charlestown, Mass.
 MASSIE, Clifton S. Mrs. Minnie A. Massie, Stewarts Draft, Va.
 NEBBITT, Randolph J. Mrs. Anna M. Nebbitt, 644 Barnett Avenue, Kansas City, Kans.
 OLSON, Theodore H. Miss Bertha A. Moore, Olsburg, Kans.
 PEARCE, Lewis G. Mrs. Ruth Pearce, Burnside, Ill.
 PELLEY, Ewart G. William H. Pelley, Box 88, Teague, Tex.
 PRUITT, Walter L. Jacob H. Pruitt, R. F. D. 1, Box 64, Dahlonega, Ga.
 PUNG, John. Peter Pung, R. F. D. 4, Portland, Mich.
 QULL, John. Mrs. Mary Kelleher, 11 Oldham Street, Providence, R. I.
 QUINN, John J. Mrs. Mary E. Quinn, Flandreau, S. Dak.
 ROBINSON, Henry G. Mrs. Clara B. Robinson, Canyon Creek, Idaho.
 SIMPSON, William M. John G. Simpson, Mount Vernon, Ill.
 SNELL, Willie. Lon L. Snell, R. F. D. 2, McWilliams, Fla.
 STARK, Leroy H. Miss Rebecca Stark, 24 Stark Street, Hudson, Pa.
 TRUITT, Archie W. Mrs. Elsie F. Truitt, Wilards, Md.
 TURNER, Ernest A. Abe Turner, Sterrett, Ala.
 URICH, Henry J. Mrs. Minnie Urich, R. F. D. 5, Ottumwa, Iowa.
 VAN BURGER, Greene. Mrs. Adeline Van Burger, Laingsburg, Mich.
 ARRELL, Jason. Mrs. Laura Arrell, Independence, Oreg.
 BARRY, Edward R. Mrs. Ellen Barry, 106 Petalbone Street, Forty Fort, Pa.
 BLUMENFELD, Joseph. Mrs. Elizabeth Blumenfeld, 494 Clemont Parkway, New York, N. Y.
 BOMBARDIER, Louis. Mrs. Arthur Dale, 116 Canterbury, Worcester, Mass.
 CLANCY, James E. John Clancy, R. F. D. 3, Cascade, Iowa.
 COTY, Gilbert F. Mrs. Maria E. Smith, Merrill, Mich.
 DELILE, William. Joseph Belle, Anson, Me.
 DRAGOO, John C. Mrs. Clara Meeks, 208 East Valley Street, St. Joseph, Mo.
 FARLEY, Garland. Mrs. Bessie Farley, 1618 South Calhoun Street, Fort Wayne, Ind.
 FITZPATRICK, John W. Mike Fitzpatrick, Lingie, Wyo.
 GARLAND, Thomas A. Stephen Garland, 1523 East Ozark Street, Gastonia, N. C.
 GAUGER, George. Mrs. Anna Gauger, Wau-neta, Nebr.

CASUALTIES REPORTED BY GEN. PERSHING

GRAINGER, Henry J. Jack Fairfax, Ferry Bluff, N. C.
 GREEN, John. Mrs. Carrie Green, R. F. D. 3, Sumter, S. C.
 GREENBECK, Ferdinand E. Ferdinand Greenbeck, box 471 Greenfield, La.
 HALBIG, John. Mrs. Jennie H. Steel, 2150 North Twenty-seventh Street, Philadelphia, Pa.
 HENDRIX, Walter B. Mrs. Mary Hendrix, Curryville, Mo.
 HOEM, Ole. John Hoem, Raville, S. Dak.
 JOHNSON, Victor T. Nels P. Johnson, Evansville, Minn.
 JOHNSTON, Frank J. Mrs. Edith Johnston, R. F. D. 5, Bethany, Mo.
 McLAREN, Peter R. Laurie McLaren, Avon, Mont.
 MANN, Charles S. Charles Mann, R. F. D. 2, Spencer, S. Dak.
 MANTLES, Charles E. Mrs. Dena. Mantles, Union, Mo.
 BEACH, Frank I. Mrs. Lula Beach, Box 95, Albany, Ill.
 BLAIR, Andrew. Robert Blair, R. F. D. 1, Rosendale, Mo.
 COLLINS, Sanders. Charlie Collins, Lafayette, Ky.
 ECKERT, Herman W. Mrs. Mary Eckert, 970 Bessmore Street, Detroit, Mich.
 HASTINGS, Emmons. Gilbert Hastings, R. F. D. 1, Kenton, Ohio.
 NYTRON, Peter. Peter E. Nytron, Little Elvedal, Norway.
 RITTENHOUSE, William Snyder. Charles Rittenhouse, 290 Main Street, Hackettstown, Pa.
 SEMPRINI, Pietro. Antonia Pietra, St. Archangelo Di Romagna, Province Forli, Italy.
 SMITH, George W. Hugh T. Smith, Garden Grove, Iowa.
 SMITH, Jasper. Mrs. Ella Powell, Harrisville, R. I.
 SULLIVAN, Jeremiah E. John E. Sullivan, 201 West Park Avenue, Columbus, Ohio.
 MARTIN, Frank M. Edward H. Bedford, Bel Air, Md.
 TENNYSON, James P. Richard M. Tennyson, North Sixteenth Street, Alexandria, La.
 VEST, Preston. William Vest, Blackwell, Ky.
 WALLACE, Clarence C. Mrs. Mary Huck, 318 West Division, Colfax, Iowa.
 WRIGHT, Joseph M. Duncan M. Wright, R. F. D. 4, Georgiana, Ala.
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 LOOMIS, Elmer C. William B. Loomis, 28 King Street, Westfield, Mass.
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 SULLIVAN, George D. Timothy F. Sullivan, 203 North Street, Salem, Mass.
 VALLONE, John. Salvatore Vallone, 750 Westchester Avenue, New York, N. Y.
 WEIDMAN, Irvin H. Aerumn Weidman, Clay, Pa.
 WARNER, Clarence H. Mrs. Madora G. Warner, 45 Grant Street, Keene, N. H.
 WOOD, Richard R. Mrs. Fred Wood, 175 School Street, Athol, Mass.
 YOUNG, Mervin M. Levi S. Young, 142 South Fourth Street, Columbia, Pa.
 ZOLYAN, Nathan. Mrs. Rose Zolyan, 616 Jackson Street, Philadelphia, Pa.

Missing in Action.

LIEUTENANTS.

JONES, E. B. I. A. Jones, 17 North Wabash Avenue, Chicago, Ill.
 RICHARDS, John F. George B. Richards, 4526 Warwick Boulevard, Kansas City, Mo.

SERGEANTS.

ELLIS, George W., jr. Mrs. Lottie Ellis, 4810 North D Street, Philadelphia, Pa.
 FLY, Thomas Jesse. Thomas J. Fly, Whitakers, N. C.
 SIMMONS, Charles A. Mrs. Iva B. Simmons, Lane, Ill.

CORPORALS.

SYKES, Samuel E. Mrs. Payton N. Collie, Spring Hope, N. C.
 McNEIL, Edward D. Edward McNeil, 13 Mechanic Street, Waltham, Mass.

PRIVATES.

ANGLOZZI, Emidio. Mrs. Monca Anglozzi, Ortona Amara, Italy.
 FLEISHER, Harry P. Miss Leda Fleisher, Main Street, Alverton, Pa.
 GARRETT, Ralph Albert. Mrs. Charles S. Garrett, 326 Potter Street, Harrisburg, Pa.
 HELM, Demas D. Elmer Helm, North Liberty, Ind.
 HENRY, William Ernest. Mrs. Alinda June Henry, care of L. C. Foster, 4387 Steward Street, Denver, Colo.
 HUFSTODT, George F. Mrs. Caroline Hufstodt, 808 Pleasant Street, Princeton, Ill.
 JACKSON, Charles E. Joseph A. Jackson, R. F. D. 1, Indiana, Ill.
 JAMES, Paul. Robert James, Mangum, Okla.
 LUCKY, George W. Mrs. Catherine Lucky, R. F. D. 5, Longview, Tex.
 McCARRICK, Thomas M. John McCarrick, 95 North Henry Street, Brooklyn, N. Y.
 MALONE, James M. Mrs. Mary L. Malone, Edgerton, Va.
 MERLE, Giuseppe. Mrs. Maria Merle, Gubbio Per Lo Scritto Perugia, Italy.
 MEYER, Dall Fred Meyer, 810 Landale Place, Canton, Ohio.
 MOEN, Carl O. John O. Moen, R. F. D. 1, Tagus, N. Dak.
 PARENDA, Francisco D. Miss Boppina D. Parena, 279 Mercer Street, Jersey City, N. J.
 PASQUOLI, Raffaele. Donte Inzello, 1918 South Sartain Street, Philadelphia, Pa.
 PERRY, Richard. Mrs. Sarah Ellen Perry, R. F. D. 3, Lexington, Mo.
 PRICE, Shelton E. Mrs. Mary H. Price, 413 Nineteenth Street, Columbus, Ga.
 SCULLY, James P. Mrs. Mary Clark, 295 Fourteenth Street, Brooklyn, N. Y.
 SMITH, John J. Arthur Brown, 36 Hudson Street, Jersey City, N. J.
 SOKOLOFF, Jacob. Lewis Sokoloff, Vitopak Pridceoc, Province Warsaw, Russia.
 SPECIAL, Vincent. Mrs. Sophia Restivo, Villarsa, Sicilia, Italy.
 STUBBS, Tevdor. John Zukin, 75 Camden Street, Boston, Mass.
 SZMELTER, Szechan. Mrs. John Block, Peru Road, Dubuque, Iowa.
 TEMPLE, Harold M. Jave Temple, R. F. D. 1, Rickwood, Ohio.
 YEAZELL, Wilbur V. Mrs. Effie May Yeazell, 1101 West Jefferson Street, Springfield, Ohio.
 BUSH, William B. Joseph G. Bush, R. F. D. 1, Highland Park, Chattanooga, Tenn.
 KEARNS, Shelby L. Mrs. Jessie Kearns, general delivery, Excelsior Springs, Mo.
 PENDLETON, Kyle. George H. Pendleton, Jenkins, Ky.
 SHEPARD, Albert. Mrs. Albert Shepard, R. F. D. 1, Boardman, N. C.
 WILLIAMS, Orville. F. G. Williams, R. F. D. 2, Ada, Ohio.
 CLARK, Chester. Mark R. Clark, R. F. D. 1, Culloden, W. Va.
 ENGLISH, Edgar F. George F. English, Glen Rose, Tex.
 ENGSTROM, Gust. Paul O. Engstrom, Lancaster, Minn.
 ESCOVER, Carl W. Mrs. Anna R. Escover, 9411 Harvard Street, Cleveland, Ohio.
 ESTERHAI, Louis. Mrs. Mary W. Esterhai, 123 Jackson Street, Phoenixville, Pa.
 FREUND, Henry. Michael Freund, McHenry, Ill.
 HUMPHREY, Harmon R. Charles Humphrey, High Street, Brilliant, Ohio.
 JULIAN, Charles B. James Julian, R. F. D. 5, McMinnville, Tenn.
 McIntYRE, Frank. Mrs. Barbara McIntyre, 263 Jackson Street, Lockport, N. Y.
 MILLER, Frank T. Mrs. Catherine Miller, 172 Teneyeh Street, Brooklyn, N. Y.

POPE, Clellan N. Mrs. Ida Frances Pope, Buies Creek, N. C.
 SWEENEY, Joseph E. William P. Sweeney, Lily, Pa.
 TOLLEFSON, Theodore. Miss Julian Tollefson, Hayfield, Minn.
 WATSON, James O. Tilman Watson, Bryson, Tenn.

Prisoners.

CORPORALS.

FLYNN, Joseph Aloysius. Anthony I. Flynn, 121 Church Street, Plymouth, Pa.
 STROH, Henry P. Philip Stroh, 59 Union Hall Street, Jamaica, N. Y.

PRIVATES.

DIAL, Hugh. J. H. Dial, Ida, La.
 GRIDER, Thomas E. Mrs. Nellie D. Rockwell, 2223 Cannon Street, Danville, Ill.

CORRECTIONS IN CASUALTY LIST.

Killed in Action, Previously Reported Missing in Action.

SERGEANT.

SCHULTER, John D. Mrs. Madeline Schelter, 213 Terrace Avenue, Jersey City, N. J.

PRIVATES.

PORTA, Antonio. Antone Porta, Apton, Cal.
 RICHARD, William. George Richard, Arlington, Ohio.
 SILVA, Alexander. John Silva, box 4, Ignacio, Cal.
 SLOVER, Luke E., jr. Mrs. Eva Smith, Main Street, Keensburg, N. J.
 STEVENS, Benjamin A. O. L. Stevens, 514 Davis Street, Elmira, N. Y.

Killed in Action, Previously Reported Wounded (Degree Undetermined).

CORPORAL.

BRODERICK, Thomas J. Joseph P. Broderick, 3414 Market Street, Philadelphia, Pa.

Died, Previously Reported Missing in Action.

PRIVATES.

KOEHN, John H. Miss Anna Koehn, 625 Jefferson Street, Fort Wayne, Ind.
 McINTYRE, Wilson G. James McIntyre, Garrett, Pa.

Wounded Severely in Action, Previously Reported Missing in Action.

CORPORAL.

LANDIS, Samuel. William H. Landis, Rockwood, Pa.

BUGLER.

THOMAS, Harry J. Joseph Thomas, 1005 West Third Street, Flint, Mich.

PRIVATES.

BRATTI, Leo U. Mrs. Rose Bratti, Dean, Pa.
 ROSE, Anthony Silva, jr. Mrs. Mary S. Rose, 23 Sadler Street, Gloucester, Mass.
 STONE, Gilbert. Houston Stone, Richmond, Ky.
 TROLLA, Middio. Gabriele Trolla, Capestrano, Aquila, Italy.
 WEED, Walter H. Mrs. Emma Seals, Northfield, Minn.

Wounded Slightly in Action, Previously Reported Missing in Action.

SERGEANT.

KAATZ, William H. Mrs. Caroline Kaatz, 370 East One hundred and sixty-third Street, New York City.

CORPORAL.

DENMAN, Fred. Mrs. Maggie Denman, Richwood, Union County, Ohio.

PRIVATES.

PETERSON, James E. Mrs. Annie Peterson, 1231 Fletcher Street, Chicago, Ill.
 SARGENT, John William. Mattie Sargent, North Middletown, Ky.
 SCHMITT, Charles A. Claude Schmitt, 1007 North Winchester Avenue, Chicago, Ill.
 TEICH, Albert H. Fred Teich, 1918 Sixty-third Avenue, Berwyn, Ill.
 WALLACE, John Joseph. Michael Wallace, 319 East Eighty-fifth Street, New York, N. Y.
 WEINER, Harry. Mrs. Sarah Gold, 814 Myrtle Avenue, Brooklyn, N. Y.

CASUALTIES REPORTED BY GEN. PERSHING

Wounded in Action (Degree Undetermined), Previously Reported Missing in Action.

SERGEANT.

BELLY, Charles. Mrs. Elmira Reilly, 36 North Wiota Street, Philadelphia, Pa.

CORPORAL.

KIRKLAND, John O. M. K. Kirkland, R. F. D. No. 2, Miami, Okla.

PRIVATE.

BACHMAN, William J. George Bachman, 38 Wood Street, Allentown, Pa.

BANGERTER, Albert E. Fred Bangert, R. F. D. No. 2, box 48, Sugarhouse Station, Salt Lake City, Utah.

BASILA, Arthur. Juho Basila, Isojaki, Finland.

BENJAMIN, Earl Clarence. William Benjamin, R. F. D. No. 1, Bancroft, Wis.

BOWER, Samuel D. F. J. Bower, 821 West Race Street, Pottsville, Pa.

BOYER, Ray. Mrs. Cordelia Boyer, Ewing, Ill.

EASTMAN, Clifford F. Allen Eastman, R. F. D. No. 2, Donzauca, Mich.

ELLIS, Arthur R. Martin Ellis, Ringling, Okla.

FOLEY, Sarbaston. Mrs. Lucy A. Foley, Blacksville, W. Va.

GAIZUMAS, Paul. Anton Gaizumas, 315 North Eighth Street, Clinton, Ind.

GEORGE, Clarence M. Robert O. George, The Siding, Wyo.

HAYS, August M. John H. Hays, Enfield, Ill.

HOROWITZ, Peter. Mrs. Anna Elkin, 1901 Seventh Avenue, New York, N. Y.

KINGHAM, Jasper A. Frank Kingham, Sweetwater, Okla.

LEACH, Ray T. Mrs. Mary George, Canal Winchester, Ohio.

MACKEY, John Daniel. Mrs. Jennetta C. Mackay, 15 Ellery Street, Cambridge, Mass.

MASAL, Joseph. John Scostak, 666 Fourth Avenue, Brooklyn, N. Y.

OWENS, Thomas P. Patrick Owens, 324 Eighth Street, Troy, N. Y.

PALMER, Edward Lawrence. Mrs. Bertha Palmer, 118 Clinton Street, Jackson, Ohio.

PARKER, Ray E. Mrs. Addie Parker, Churchill, Tenn.

RAY, Oscar O. Robert A. Ray, R. F. D. No. 1, Morgan Hill, Tex.

RICE, Nicholas. Mrs. Minnie Rice, 353 Pershine Avenue, Newark, N. J.

SALKELD, William R. Ralph E. Salkeld, Berlin, Pa.

SANY, Samuel. Mrs. Mary Sany, Volinski, Russia.

Wounded in Action (Degree Undetermined) Previously Reported Missing in Action.

PRIVATE.

SAYLOR, George H. Mrs. Eva Nevlin, Hooversville, Pa.

SCHUTTEN, John. Mrs. Louise Schutten, 1259 Kinnikinnick Avenue, Milwaukee, Wis.

SCULL, William C. Mrs. Tillie Scull, 488 Hickory Street, Scranton, Pa.

SIEWERT, Richard E. Mrs. Louise Siewert, Brant, Mich.

SMITH, Roy W. Deloss Smith, R. F. D. No. 1, box 183, Michigan City, Ind.

SPARROW, Frank A. H. E. Sparrow, Baltimore, Md.

STAFFAN, Alvin. Mrs. Augusta Kunze, Lincoln, Tex.

STENMARK, Phillip G. Mrs. Bessie Stenmark, 255 Fifteenth Street, Richmond, Cal.

TADEN, Dirk. John Taden, Crescent City, Ill.

VALENTINE, Paul Charles. Salvatore Valentine, 2-54 Arthur Avenue, New York, N. Y.

WINECKI, John A. John A. Winecki, 317 Union Street, Stevens Point, Wis.

WORNOSKI, Joe. Mrs. Rosie Wornoski, 200 West Street, Berea, Ohio.

ZIMMER, Nicholas. Jess E. Green, Pierce, Nebr.

Sick in Hospital, Previously Reported Missing in Action.

PRIVATE.

ALLEN, William J. John C. Allen, Farmdale, Ohio.

FLAVIN, John. Mrs. J. H. Flavin, 31 Vine Street, North Walpole, N. H.

Returned to Military Control, Previously Reported Missing in Action.

CORPORAL.

BELMORE, Fred L. C. C. Belmore, 33 Babcock Street, Hartford, Conn.

Returned to Duty, Previously Reported Missing in Action.

CORPORALS.

ELSTON, Harry R. Harry Elston, Niles, Ohio.

EVANS, Ellis W. Mrs. Grace A. Hargis, 1109 Taylor Street, Fort Worth, Tex.

PRIVATE.

ALBRECHT, Wilbert T. Mrs. Elizabeth Albrecht, 545 Lake Avenue, Lyndhurst, N. J.

BALDASSARI, Angelo. Nino Baldassari, 2308 First Avenue, New York, N. Y.

BEHLING, Edwin Christ. Ferdinand Behling, 1020 Thirteenth Avenue, Menomonee, Wis.

BOYLE, Andrew T. Mrs. Catherine Boyle, 19 Parsons Street, Peabody, Mass.

BOYTER, Jonas. Ben B. Boyter, Woodruff, S. C.

BUSICH, Michel. Louis Busich, 1701 San Pablo Avenue, Oakland, Cal.

JONES, Ellsha. Jasju Jones, Maysville, Okla.

KORNEY, Peter P. John J. Korney, 1624 Fifth Street NE, Minneapolis, Minn.

MONTKOW, Joseph. Louis Montkow, 405 East Eighth Street, New York, N. Y.

MURRAY, John G. Walter Murray, R. F. D. No. 1, box 22, Westboro, Wis.

NEWLIN, Robert. Joel Newlin, Bloomington, Ind.

O'SHEA, John. Miss Katy O'Shea, 4711 Greenwood Avenue, Chicago, Ill.

RANKIN, Robert S. Mrs. Ruth Rankin, South Boise, Idaho.

ROSS, Clifford. John A. Ross, Cedar Grove, Tenn.

SCHLUBSER, Nicholas. Mrs. Coar Schlessler, 1548 South Rockwell Street, Chicago, Ill.

SCHMAUS, Frank A. Mrs. Julia Schmaus, 1316 Barry Avenue, Chicago, Ill.

Keep Bulletin Posted In All U. S. Post Offices

Reports having been made that at some post offices THE OFFICIAL U. S. BULLETIN is not being posted regularly for public reading in accordance with Postmaster General Burleson's orders, postmasters are again reminded of this important duty. It should be remembered that THE BULLETIN is the only publication available to all sections of the country that prints daily the complete and correct casualty lists from our armies overseas exactly as they are issued by the War Department. Many newspapers print only the lists having local interest in their own territory. THE BULLETIN prints every name and address, thus making it a certain means of informing friends and relatives, wherever they may be, of the fate of a soldier or sailor, no matter where his home town or city.

Postmasters are urged, aside from their duty as officials, to make it their patriotic and personal duty to see that the public has the fullest benefit of this privilege.

The Postmaster General's order follows:

All postmasters are directed to post THE OFFICIAL U. S. BULLETIN daily in a conspicuous place in the lobby or other portion of their respective post-office buildings where the public can read it; and, without expense to the Government, each and every postmaster is earnestly urged to see that this BULLETIN is made available to as many people as possible in the manner suggested.

A. S. BURLESON,
Postmaster General.

SCHNEIDER, William. John Keppler, 33 Blair Avenue, St. Louis, Mo.

STARK, Carl A. Robert Stark, 912 East Second Street, Jamestown, N. Y.

WATT, Joseph A. Harry Watt, Norwood, Colo.

WILKERSON, Alvy C. Mrs. T. J. Wilkerson, Taylorsville, Cal.

WILSON, Charlie B. Mrs. Etta Hill, Claud, N. Mex.

YALEN, Maurice. Wolf Yalen, 120 Portland Street, Hartford, Conn.

ZABOLSKY, George L. Mrs. Anna Puska, 1216 Chemung Street, Shamokin, Pa.

Prisoner, Previously Reported Missing in Action.

BISHOP, Pvt. Joseph. Ellwood H. Magee, Lincoln, N. J.

Prisoner, Previously Reported Killed in Action.

GRIMM, Pvt. Orth. Mrs. Catherine Grimm, Turtle Creek, Pa.

Missing in Action, Previously Reported Wounded Severely.

HORNBECK, Lieut. Harrison E. Mrs. B. Hornbeck, 34 Cliff Avenue, Yonkers, N. Y.

U. S. PRISONERS IN GERMANY

The War Department authorizes publication of the following list of prisoners of war in Germany:

CAMP MESCHDE.

BROWNE, Morton, sergeant. Mrs. J. L. Browne, mother, 739 Rogers Avenue, Brooklyn, N. Y.

HAYES, Edward F., corporal. Mrs. Mary Hayes, mother, 44 Carey Avenue, Hoosick Falls, N. Y.

FUERSTENFELD BRUECK.

JUCK, Alexander, private, first class. Miss Annie Juck, sister, 150 Avenue C, New York, N. Y.

REPORTED TO HAVE DIED AT FESTUNGS HOSPITAL, STOLEMENS, METZ, GERMANY.

MCFAWN, Lorin D., corporal. Mrs. Harriett McFawn, mother, 346 Willis Avenue West, Detroit, Mich.

CAMP LANGENSALZA.

JENDRICKS, John H., private. Charles Jendricks, father, 45 South Second Street, Coplay, Pa.

CAMP UNKNOWN.

MCCLINTOCK, George Edward, private. Mrs. Sarah Gillespie, aunt, Kellettsville, Pa.

ZIRK, Abraham, private. Miss Ray Zirk, sister, 261 West Twenty-first Street, New York, N. Y.

STORY, John V. J., private. Steven Miller, 37 Washington Street, New York, N. Y.

REICH, Selig, private. Mrs. H. I. Reich, mother, 112 Cactus Street, San Antonio, Tex.

NORTH, Herman C., private. Mrs. Charty North, mother, 15 Grove Street, Poughkeepsie, N. Y.

MANNING, James J., private. Patrick Govin, guardian, 317 East Fifty-second Street, New York, N. Y.

DENNINGER, Joseph, private. Mrs. Margaret Denninger, mother, 253 Fifty-eighth Street, Brooklyn, N. Y.

HAYES, Edward F., corporal. Mrs. Mary Hayes, mother, 44 Carey Avenue, Hoosick Falls, N. Y.

BOURDO, Wilmer, private. William Bourdo, 144 Buhmans Avenue, Brooklyn, N. Y.

TALBOT, Herman, corporal. Mrs. Carrie Smith, 3304 Florissant Avenue, St. Louis, Mo.

LINGARDO, Cosmo, private. Joe Schiaro, brother-in-law, 139 Moosie Street, Old Forge, Pa.

First Lieut. George W. Puryear, who was previously reported to have escaped to Switzerland, is now reported to be back on duty at headquarters air service, France. Emergency address: Judge David B. Puryear, brother, 419 Stone-mille Place, Memphis, Tenn.

SEALED PROPOSALS INVITED

DEPARTMENT OF THE INTERIOR.

U. S. Indian Service.

Bids will be received until 2 p. m., November 24, 1918, at the Indian Office, Washington, D. C., for material to be used in the erection of the Lame Deer School.

Bids will be received until 10 a. m., December 3, 1918, at the United States Indian Warehouse, 308 South Green Street, Chicago, Ill., for 380 yards flannel, 70 yards sieve lining, 278 pounds cotton bats, 1,130 yards Panama cloth, 8 single only shawls, 122 double only shawls, 595 misses union suits, 655 pairs misses hose, 133 dozen clamps, 10 1/6 dozen spools blue linen thread, 5 1/2 dozen spools unbleached linen thread, 2 1/6 dozen spools No. 40 linen thread, 518 pairs misses arctic overshoes, 632 pairs women's arctic overshoes.

U. S. Reclamation Service.

Bids will be received until 2 p. m., December 9, 1918, at Denver, Colo., for cast iron gates and gate stands for the King Hill project, Idaho; North Platte project, Nebr.-Wyo.; and the Sun River project, Mont.

TREASURY DEPARTMENT.

Bureau of Engraving and Printing, Washington, D. C.

Bids will be received until 2 p. m. November 21, 1918, for 20 yards melleton, 2 dozen galvanized hose clamps, 1,000 pounds bronze blue, 150 yards decking, 12 rotary rubber stamps, 1 safety cylinder, 100 steel rolls, 2 dozen half-pint malleable iron oilers; until 2 p. m. November 22, 1918, for 800,000 paper straps, 20 pounds smooth-on cement, 4 wrought iron or steel copper plates, 2 dozen 28-quart heavy galvanized iron buckets, 2 dozen pairs No. 1300 hinges, 6 dozen pairs 7 1/2-inch hinges, 4 track wheels, 4 four-wheel plate trucks, 12 pounds 3-cord binders thread, 1 oak file cabinet, 1 ream blue back emery paper, 5,000 pounds red American press board; until 2 p. m. November 23, 1918, for medical supplies, 2 dozen wrought steel safety basket hasps, 12 dozen chromol machine hack-saw blades.

DEPARTMENT OF COMMERCE.

Sealed proposals will be opened by the superintendent of lighthouses, 341 Post Office Building, Detroit, Mich., at 2 o'clock p. m. November 26, 1918, for furnishing lead-covered and submarine armored cable, weather-proof line wire, and oil or gasoline engine driven direct-current electric generating sets for aids to navigation; Keweenaw Waterway, Mich. Separate bids will be received on the various items. Information upon application to the above office.

Sealed proposals will be received by the commanding officer of Coast and Geodetic Survey steamer *Hydrographer* for hull and engine repairs. For details of work and time of opening bids apply to commanding officer on board the *Hydrographer* at Baltimore.

WAR DEPARTMENT.

United States Engineer office, room 1108, South Ferry Building, 44 Whitehall Street, New York, N. Y.—Sealed proposals for dredging and rock removal in East River, N. Y., will be received here until 12 m., November 25, 1918, and then opened. Further information on application.

Motors and Vehicles Division.

The following is a list of requirements of the Motors and Vehicles Division, Office of the Quartermaster General:

One hundred and fifty standard 4-wheel log wagons, complete with drop type pole and chains, doubletrees, singletrees, and lead bars. Lead bars complete with singletrees.

Extra parts for above-mentioned log wagons: One hundred and twenty doubletrees; 360 singletrees; and 360 lead bars, complete with singletrees, chains, etc.

Sixty standard commercial type 8-wheel log wagons, complete with drop pole and neck yoke, doubletrees, singletrees, and lead bars (complete with singletrees and chains).

One hundred and fifty standard commercial type of lumber wagons, complete with drop pole with neck yoke, doubletrees, singletrees

with strapped ends, and lead bars (complete with chains and singletrees).

One hundred and twenty spring tool wagons. (Complete specifications for these tool wagons will be mailed upon request, and detailed drawings showing wagons can be examined at room 3747, Munitions Building, Nineteenth and B Streets, Washington, D. C.)

140 standard commercial type street sweepers complete. Equipment to include 9-foot bamboo or steel broom.

110 extra brooms for above sweepers.

150 standard 4-wheel log wagons, complete with drop-type pole and chains, doubletrees, singletrees, and lead bars. Lead bars complete with singletrees.

Extra parts for above-mentioned log wagons: 120 doubletrees, 360 singletrees, and 360 leads bars (complete with singletrees, chains, etc.).

60 standard commercial type 8-wheel log wagons, complete with drop pole and neck yoke, doubletrees, singletrees, and lead bars (complete with singletrees and chains).

150 standard commercial type of lumber wagons complete with drop pole, with neck yoke, doubletrees, singletrees (with strapped ends), and lead bars (complete with chains and singletrees).

120 spring tool wagons. (Complete specifications for these tool wagons will be mailed upon request, and detailed drawings, showing wagons, can be examined at room 3747, Munitions Building, Nineteenth and B Streets, Washington, D. C.)

140 standard commercial type street sweepers complete. Equipment to include 9-foot bamboo or steel broom.

THE PANAMA CANAL.

Circular 1241.—Proposals for copper, brass, bronze, nuts, pipe fittings, flanges, cocks, grease cups, unions, valves, hardware, brass chain, files, bolt-cutter jaws, bench vises, hack-saw blades, nails, lead pipe, horseshoes, turn-buckles, boilers, Klaxon horns, snatch blocks, water-closet bowls, rope, cable, wire, watt-hour meters, electric fans, connectors, condolets, and conduit.—Opening December 11.

Circular 1242.—Proposals for glass, leather belting, gloves, silverware, chinaware, brushes, life preservers, rubber boots, rubber valves, rubber and canvas hose, rubber tires, gaskets, packing, graphite, bunting, flags, blank books, lead pencils, typewriter ribbons, index cards, paper, sandpaper, fire bricks, silica wash, silica grit, lime, sal soda, sal ammoniac, soap, soap polish, roofing cement, pitch, beeswax, floor wax, lye, electrolyte, calcium carbide, barium sulphate, ammonia, alcohol, oxalic acid, paint, enamel, varnish, Indian red, lamp-black, white lead, white zinc, zinc oxide, vermilion, mercuric oxide, shellac, amber, gas-engine oil, and kerosene.—Opening December 13.

Proposals for southern yellow pine or Douglas fir lumber.—Sealed proposals will be received at the office of the general purchasing officer, The Panama Canal, Washington, D. C., until 10:30 o'clock a. m. December 9, 1918, at which time they will be opened in public, for furnishing the above-mentioned articles. Blanks and information relating to this circular (1243) may be obtained from this office or the offices of the assistant purchasing agent, 24 State Street, New York City; 606 Common Street, New Orleans, La.; and Fort Mason, San Francisco, Cal.; also from the United States Engineer offices in the principal cities throughout the United States.—A. L. Flint, general purchasing officer.

MARINE CORPS.

Scientific instruments, etc.—United States Marine Corps, Quartermaster's Department, Washington, D. C., November 13, 1918.—Sealed proposals in duplicate, to be publicly opened by the depot quartermaster, Marine Corps, 1100 South Broad Street, Philadelphia, Pa., on December 10, 1918, are hereby invited for furnishing 50 pocket aneroid barometers, 100 drawing boards, 1,000 sketching boards, model 1913; 2,000 clocks, 1,000 pocket compasses, 25 sets drawing instruments, 12 kodaks, 20 semicircular protractors, 20 square protractors, 20 stadia rods, 10 plane tables, 10 traverse tables, 50 pace tallies, 10 film tanks, 20 thermometers, 25 xylonite triangles, and 1,000 wrist watches, w/luminous dials, to be delivered to the depot quartermaster, Marine Corps, Delaware Avenue and Kenilworth Street, Philadelphia, Pa.

Castings, etc.—United States Marine Corps, Quartermaster's Department, Washington, D. C., November 14, 1918.—Sealed proposals in duplicate, to be publicly opened by the depot quartermaster, United States Marine Corps, 1100 South Broad Street, Philadelphia, Pa., on December 12, 1918, are hereby invited for furnishing 300 sets brass castings, consisting of 1 tripod plate and 3 feet; 4,000 sets drawer fittings, consisting of 4,000 card holders, 4,000 side supports, 4,000 tracks, and 4,000 followers; 1,300 sets fittings for hospital stretchers, consisting of 2,600 malleable iron slide buckles, 2,600 right legs, 2,600 left legs, 2,600 right arms, and 2,600 left arms; 100 sets nickel plated brass fittings for flagstays; 250 sets lacquered brass fittings for flagstays; 40,000 sets brass or brass plated steel ferrules for tent poles; and 4,100 cast-iron handles, to be delivered to the depot quartermaster, United States Marine Corps, 1100 South Broad Street, Philadelphia, Pa.

Books.—United States Marine Corps, Quartermaster's Department, Washington, D. C., November 16, 1918.—Sealed proposals in duplicate to be publicly opened by the depot quartermaster, United States Marine Corps, 1100 South Broad Street, Philadelphia, Pa., on December 13, 1918, are hereby invited for furnishing 50 copies Holy Bible; 2,000 loose-leaf binders, property return; 2,000 binders for system of accountability; 50 copies dictionary; 200 copies Prayer Book (Catholic); 200 copies Prayer Book (Episcopalian); to be delivered to the depot quartermaster, United States Marine Corps, Delaware Avenue and South Street, Philadelphia, Pa.

Paints, greases, etc.—United States Marine Corps, Quartermaster's Department, Washington, D. C., November 14, 1918.—Sealed proposals in duplicate, to be publicly opened by the depot quartermaster, Marine Corps, 1100 South Broad Street, Philadelphia, Pa., on December 10, 1918, are hereby invited for furnishing 3,500 pounds beeswax, 2,000 gross white chalk, 10,000 bottles russet leather cleaner, 5,000 marking crayons, 2,000 boxes axle grease, 2,000 pounds cup grease, 5,000 pounds transmission grease, 225 pounds lamp-black, 1,000 pounds red lead, 10,000 pounds white lead, 15,000 pounds chloride of lime, 15,000 cans lye, 3,600 pounds naphthalene, 2,500 gallons boiled linseed oil, 500 gallons neat's-foot oil, 1,000 gallons sperm oil, 2,500 gallons battleship gray paint, 5,300 gallons olive-drab paint, 5,000 gallons target paste, 3,000 pounds petrolatum, 5,000 cans metal polish, 6,000 boxes russet leather polish, 3,000 cakes stove polish, 25,000 packages soap powder, 800 pounds rosin, 3,000 cakes hard sapollo, 40,000 cakes scouring sapollo, 200 gallons orange shellac, 150 gallons white shellac, 1,000 pounds castile soap, 100,000 pounds laundry soap, 1,000 pounds saddle soap, 100,000 pounds salt-water soap, 2,500 cakes toilet soap, 500 gallons turpentine, 100 gallons wagon varnish, and 200 gallons asphaltum varnish, to be delivered to the depot quartermaster, Marine Corps, Eighteenth Street and Washington Avenue, Philadelphia, Pa.

Early Copy of Government Contracts Desired

Purchasing Agents of all Government departments are requested to continue sending to this office at the earliest possible moment all lists of contract purchases, bids, proposals, etc., intended for publication in the OFFICIAL U. S. BULLETIN. It is necessary that this copy be handled promptly in order to insure publication in its proper place and sequence, and this can only be accomplished through the earnest cooperation of all those who are charged with responsibility.

New Time Zone Limits for the Entire United States Prescribed by the Interstate Commerce Commission

Following is the report of the Interstate Commerce Commission on the standard time zone investigation. It is based on an exhaustive inquiry, conducted by Commissioner Aitchison, in every section of the country. It is ordered by the commission that the time zone limits defined in the report shall become effective at 2 o'clock antemeridian of January 1, 1919.

Report of the Commission.

AITCHISON, Commissioner:

By sections 1 and 2 of the act of Congress approved March 19, 1918, entitled "An act to save daylight and to provide standard time for the United States," it is provided:

"That for the purpose of establishing the standard time of the United States the territory of the continental United States shall be divided into five zones in the manner hereinafter provided. The standard time of the first zone shall be based on the mean astronomical time of the seventy-fifth degree of longitude west from Greenwich; that of the second zone on the ninetieth degree; that of the third zone on the one hundred and fifth degree; that of the fourth zone on the one hundred and twentieth degree; and that of the fifth zone, which shall include only Alaska, on the one hundred and fiftieth degree. That the limits of each zone shall be defined by an order of the Interstate Commerce Commission, having regard for the convenience of commerce and the existing junction points and division points of common carriers engaged in commerce between the several States and with foreign nations, and such order may be modified from time to time.

"Sec. 2. That within the respective zones created under the authority hereof the standard time of the zone shall govern the movement of all common carriers engaged in commerce between the several States or between a State and any of the Territories of the United States or between a State or the Territory of Alaska and any of the insular possessions of the United States, or any foreign country. In all statutes, orders, rules, and regulations relating to the time of performance of any act by any officer or department of the United States, whether in the legislative, executive, or judicial branches of the Government, or relating to the time within which any rights shall accrue or determine, or within which any act shall or shall not be performed by any person subject to the jurisdiction of the United States it shall be understood and intended that the time shall be the United States standard time of the zone within which the act is to be performed."

The act also provides that in each year and as to each zone at 2 o'clock antemeridian of the last Sunday of March the standard time shall be advanced one hour, and at 2 o'clock antemeridian of the last Sunday in October the standard time shall, by the retarding of one hour, be returned to the mean astronomical time of the degree of longitude governing said zone. No penalty is provided for a violation of the act.

But 11 days intervened between the approval of the daylight-saving act and the last Sunday in March of the current year, when the standard time in each of the zones fixed was required to be advanced one hour. Such survey of the subject as the commission was enabled to make within the limited time at its disposal sufficed to show clearly that it was wholly impracticable and, in fact, even hazardous to public safety to make any readjustment of the existing time zones before the initial date for the advancing of time. On March 28, 1918, the commission adopted an interim order which, by its terms, was to continue until the further order of the commission. The daylight-saving act designated the standard time of the five time zones required by it as "United States standard eastern, central, mountain, Pacific, and Alaska time," respectively. The commission's interim order in effect fixed the limits of the first-named four zones as those within which, as to each common carrier, locality, body politic, public authority, or person, natural or artificial, subject to the act and affected thereby, the times known as eastern time, central time, mountain time, and Pacific time were observed and used, respectively, in the same manner and to the same extent as then observed and used by each of such designated classes of persons and corporations, public and private. No order of the commission as to the fifth zone,

which includes the Territory of Alaska, is now under contemplation by the commission.

In effect, therefore, the limits of the various zones were so fixed by the act as supplemented by the commission's interim order that the time observed or used by every common carrier, locality, body politic, public authority or person, natural or artificial, within continental United States, excluding Alaska, should be advanced one hour at the designated instant on the last Sunday of March, and retarded again at 2 a. m. on the last Sunday in October. This order was served upon all carriers engaged in interstate commerce. It was successfully put into operation by them at the appointed hour March 31, 1918, apparently without any confusion or accident.

A preliminary investigation by the commission disclosed an incongruous situation as to the limits of the existing time zones. The commission was unable with the information before it to arrive at a proper basis for defining the limits of each of the first four zones. The existing zones, so far as the term "zones" can be applied to areas interlaced by railroad lines, are so irregular as to preclude an attempt to define them even approximately. The meridian lines have been irregularly placed. Railroads and localities in many instances employ different bases of time. In many cases railroads in the same locality use different time standards. It was apparent that the information necessary to an intelligent determination of the matter could be obtained only by a comprehensive investigation of the entire situation. It was therefore ordered that this investigation be instituted in order to determine and define the proper limits of the first, second, third, and fourth zones created by the daylight-saving act.

As a preliminary inquiry questionnaires were addressed to all class 1 and class 2 railroads and to practically all municipalities that might be affected by any change in the time zones, requesting full and detailed information respecting the standard time observed by them. The replies to these questionnaires are a part of the record in this proceeding. Notices of the proceeding and as to hearings to be held were seasonably given to all the common carriers in the United States subject to the act to regulate commerce, the governors, attorneys general, and railroad commissions of all the States, municipalities which it was thought might be affected by any change in the time standards, and many individuals who had shown an interest in the matter. Public hearings were held at Atlanta, Ga.; Jacksonville, Fla.; Pittsburgh, Pa.; Cleveland, Ohio; Bismarck, N. Dak.; Helena, Mont.; Salt Lake City, Utah; Hastings, Nebr.; Oklahoma City, Okla.; and El Paso, Tex. At the hearings representatives of practically all of the principal railroads of the country and many other persons in their own behalf or as delegates from or representatives of governmental, commercial, or civic organizations appeared and were heard fully.

At the request of the commission, the Secretary of the Navy designated an assistant astronomer of the United States Naval Observatory, who attended the hearings and gave such technical advice to the commission and the parties as was called for.

By supplemental order made with the consent of interested parties that portion of the line of the Chicago, Burlington & Quincy Railroad extending from Curtis, Nebr., to Sterling, Colo., was included within the mountain zone. This supplemental order became effective at 2 o'clock on the morning of June 29, 1918.

In the order instituting the investigation the commission stated its purpose to indicate tentatively the limits proposed to be defined for each of the four zones in the United States proper. Accordingly at each hearing a tentative zone limit was announced for the section of the country in which the hearing was being held and which afforded a basis for the testimony taken.

Upon the whole record a draft of a proposed report was issued by the commission, which defined tentatively the limits of the first, second, third and fourth zones. That report was given wide publicity, and a copy was furnished to each of the railroads and other parties appearing upon the hearings, and also to the Director General of Railroads, the regional directors of the United States Railroad Administration, the governors of the States, and to the mayors of more than 250 cities which were thought to be affected by the changes in zone limits proposed. All concerned were given opportunity to file exceptions with the commission; any parties who

did not desire to be heard on oral argument were invited to direct the commission's attention to any matters in which they might be interested by letter. No exceptions were taken to the proposed report, except on behalf of the Atlanta, Birmingham & Atlantic Railway Co.; the Kansas City, Mexico & Orient Railroad Co.; and the Minneapolis, St. Paul & Sault Ste. Marie Railway Co. No railroad or other party asked to be heard in oral argument. Certain informal suggestions made by the Director General of Railroads subsequent to the submission have been given consideration.

Standard time has been defined as time based upon a certain definite meridian that is adopted by law or usage as the time meridian for a more or less wide extent of country, in place of the various meridians upon which local mean time is based. Its advantage is that neighboring communities or places keep exactly the same time, instead of differing by a few minutes or seconds according to their difference of longitude, a matter of especial importance in connection with the operation of railroads and telegraphs, or the transaction of any business wherein contracts involve any definite time limits.

Prior to 1883 there was no established standard of time for the United States, and mean sun time was usually observed by the various localities and municipalities. In 1883 the four present standards of time were adopted in the United States on the initiative of the American Railway Association, and at noon of November 18 of that year the telegraphic time signals sent out daily from the Naval Observatory at Washington, D. C., were changed to the new standard, according to which the meridians of the seventy-fifth, ninetieth, one hundred and fifth, and one hundred and twentieth degrees west of Greenwich became the time meridians of Eastern, Central, Mountain, and Pacific standard time zones, respectively. Those meridians are, under the daylight-saving act, to continue to govern the first four zones prescribed therein.

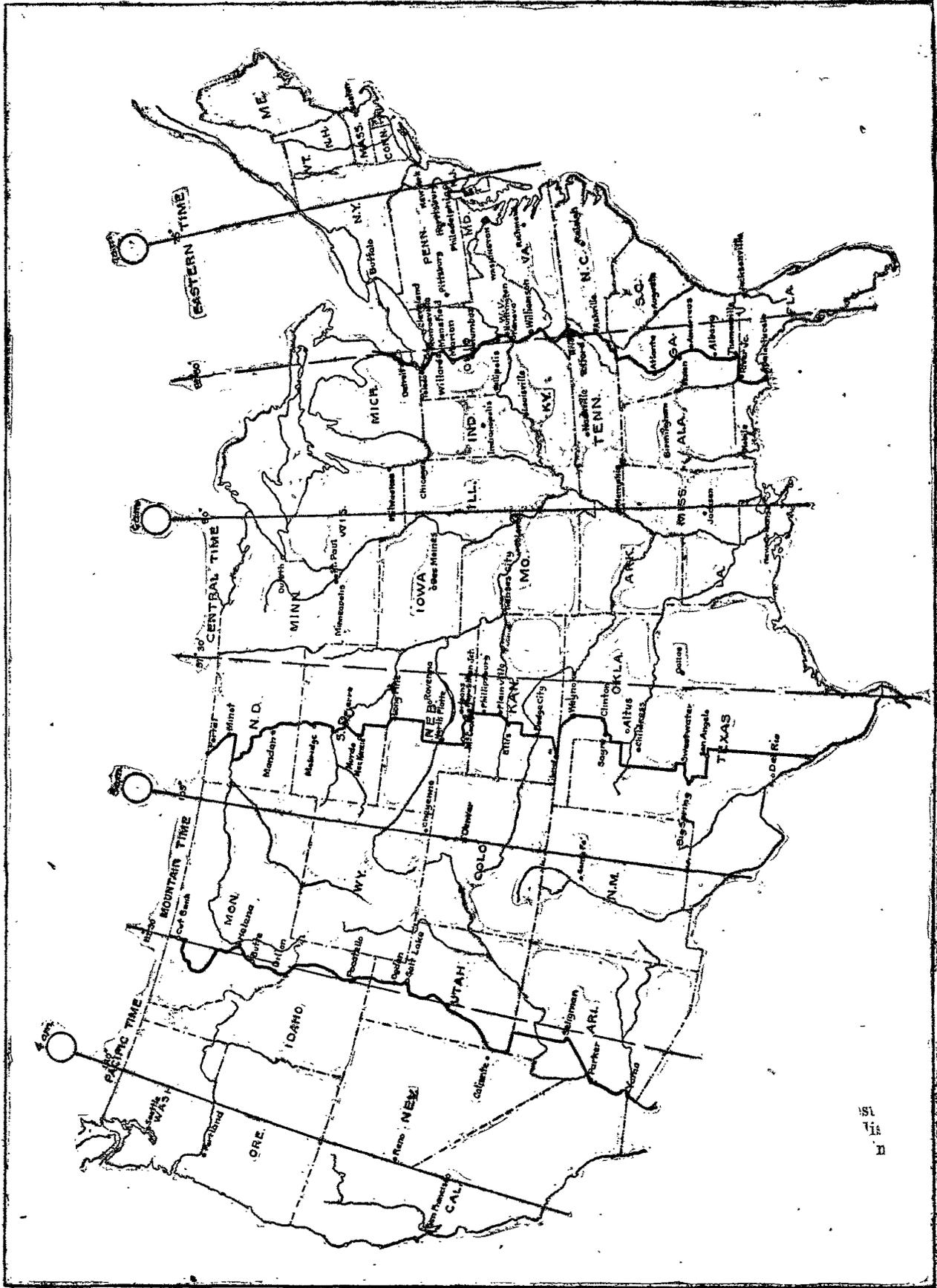
Since 1883 several States and many municipalities have adopted the time of one of the standard-time meridians as their legal time. It appears that by law the Eastern time standard has been adopted in Connecticut, the District of Columbia, Maine, Maryland, New Jersey, New York, and West Virginia; the Central time standard in Alabama, Florida, Michigan, Minnesota, Missouri, Ohio, and Wisconsin; and the Mountain time standard in Wyoming. Many municipalities have from time to time adopted various time standards; some of which have varied from the standard fixed by the statutes of the State. In fact, it is clearly shown by the record that public sentiment and habits have been more potent factors in fixing the time standards for localities than have State statutes, and that the usages of carriers, taken without regard to local statutes or ordinances, have been and must be largely controlling in determining the time to be observed locally.

The standard-time zones of the United States were originally fixed by railroads for railroad operating purposes. Naturally and necessarily the time-breaking points were fixed at terminals or division points. An ideal arrangement of zones, if the minimum deviation from local mean time were the sole consideration, would fix the breaking points along a north-and-south meridian halfway between the fixed standard meridians. These median meridians are as follows: Between the eastern and central zones, 82° 30'; between central and mountain zones, 97° 30'; and between the mountain and Pacific zones, 112° 30' west of Greenwich. However, ideal conditions did not obtain and the practical convenience of the carriers determined time-breaking points.

In 1883 the lines of many of the principal carriers operating in the eastern section of the United States terminated in Ohio, western New York, or Pennsylvania, or at the Ohio River, and the western termini of these carriers were in closer proximity to the 82° 30' meridian than the then existing termini of the carriers operating between the central and mountain zones or the mountain and Pacific zones were to the 97° 30' and 112° 30' meridians, respectively. It also appears that the operating divisions of eastern carriers are somewhat shorter than those of western carriers, which extend through more sparsely settled sections. From time to time these time-breaking points have been changed as operating divisions have been readjusted or as times have been extended. The general trend of railroad building westward has almost continuously pushed the zone boundaries far west of the median meridians. Occasionally there has been an attempted rectification as new operating

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SKETCH MAP SHOWING NEW TIME ZONE LIMITS



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division terminals have been created. Sometimes there has been a rectification upon one line, while there has been none upon a parallel east-and-west line but a few miles distant. Division terminals of one carrier have not been located either with reference to the median meridians or with reference to the terminals or time-breaking points of other near-by railroads. As branch lines have been constructed, the carrier; have extended thereto the standard time observed at the junction point or upon the main line. There are instances where branch lines radiate from the main line at points near the time-changing points just within the normal limits of a time zone and extend many miles beyond the time-changing point, and as the time observed at the junction point is also observed at all points on the branch line the time of one zone is extended within the normal limits of another time zone. This confused situation has been the result. Thus, in northwestern Pennsylvania, where the lines of the Pennsylvania and New York Central interlace and in many instances serve

the same communities, notwithstanding a State statute prescribes the use of eastern standard time, and the Pennsylvania employs that standard, the New York Central lines are governed by central time. The New York Central lines carry central time as far east as Buffalo, N. Y.; the Erie carries eastern time as far west as Dayton, Ohio. Over certain jointly operated lines, two standards of time are employed. Central time is employed by the Southern Pacific lines and the Texas & Pacific Railway as far west as El Paso, Tex. Between Buffalo and El Paso, into both of which run carriers using central time, intervene 27° 36' of longitude, equivalent to 1 hour and 50 minutes of time; El Paso is, in fact, west of the standard time meridian for the mountain zone.

The table below shows the points at which the more important lines of railroad now change from one standard of time to another, with their longitude and the interval of time fast or slow of the time of the median meridian.

It will be seen that the time-changing points between the eastern and central standard time zones conform to the median meridian more closely than do the time-changing points between the central and mountain, and between the mountain and Pacific standard time zones.

For many reasons the action of the railroads in fixing time-breaking points has been, and is, practically determinative of the standard of time employed in all affairs of life in all communities along their lines. The chief problem now before the commission is the adjustment of the time-breaking points of the railroads engaged in interstate commerce. With those adjusted with reference both to the needs of successful rail operation and the convenience of commerce in a broad way, the basis of local time largely takes care of itself. It is generally far less inconvenient for communities to adjust their time standards and habits to railroad time than to endure the continual annoyances which attend upon the use of one standard for local purposes and another for transportation. In consequence of this relationship the convenience of railroad operators has in many cases dictated the standards of time for large sections of the country, regardless of the sun, or of the effect upon the industrial or social life of the community served.

It appears clearly from the record that there is need for a closer connection between the sun and the clock than has obtained in many parts of the country; that there is a relationship between habits and employments and the hours of the day as expressed by timepieces which can not be impaired without great inconvenience; and that public health and prosperity will best be subserved when normal standards of time are observed in every locality where they can be made applicable. The statement finds support in the record that in some sections the continued use by carriers of inappropriate time standards is even inimical to the maximum production output essential to the national defense.

The carriers generally ask that the present time-changing points on their lines be not disturbed, for the reason that with a few unimportant exceptions they are well-established division points of both passenger and freight trains, as well as the termini of dispatching districts, and because it is conceded impracticable to break time exactly upon a median meridian. It is the practically unanimous view of the carriers that time should be changed only at points at the termini of train-dispatching districts where train crews are relieved. They claim it is hazardous to require train crews to change from one standard operating time to another during a trick of duty and impracticable to have train dispatchers operate trains under two different standards of time. Many of the carriers contend that entire transportation divisions should be operated on but one standard of time, so that employees usually working under one standard of time will not be required upon short notice to operate trains under another standard of time. However desirable these operating conditions may be, there are well-recognized instances of wholly successful operation in which one or more of these favorable conditions are absent, and time is made to break within the run of crews or within the jurisdiction of a dispatcher. Again, freight crews are much more numerous than passenger crews, and their runs are generally shorter. There are many freight terminals which can be used as time-breaking points, which do not happen also to be terminals for passenger crews. The main obstacle to a harmonious adjustment of time-breaking points is found, on analysis of a number of cases, to be reluctance to readjust the runs of a certain small number of passenger crews or to divide dispatching districts.

The commission has given careful consideration to the existing junction points and division points of common carriers engaged in interstate or international commerce. The existing status as to each particular time-breaking point, present and proposed, has been given attention, with the thought that it is not lightly to be disturbed. On the other hand, the inertia of things as they are should not deprive any portion of the country of the benefits of a well-adjusted time standard; and comparatively slight added cost or inconvenience to a few should not interfere with the well-being of the general public, who in the long run meet the expenses of railroad operation.

Certain principles seem well established. Congress evinced the dual purpose to save daylight and to establish a standard time system for continental United States. This commission is to effectuate these congressional purposes as expressed in the remedial legislation enacted under the stress of a national emergency. We take the direction to have regard

POINTS AT WHICH TIME CHANGES.

BETWEEN EASTERN AND CENTRAL STANDARD TIME ZONES.

Time-breaking points.	Railroads.	Longitude west of Greenwich.	Minutes of time east or west of normal time breaking line.	Minutes by which local mean time differs from standard time.
Buffalo, N. Y.	New York Central	78 51	14½ E.	44½ fast of Central.
Detroit, Mich.	Michigan Central; Grand Trunk; Wabash	82 01	2, W.	32 slow of Eastern.
Pittsburgh, Pa.	Pennsylvania Lines	80 00	10, E.	40 fast of Central.
Holloway, Ohio	Baltimore & Ohio	81 09	5½ E.	35½ fast of Central.
Wheeling, W. Va.	do	80 45	7, E.	37 fast of Central.
No. Castle Junction, Pa.	do	80 24	8½ E.	38½ fast of Central.
Erie, Pa.	Pennsylvania Lines	80 09	9½ E.	39½ fast of Central.
Merion, Ohio	Erie	83 09	2½ W.	32½ slow of Eastern.
Denton, Ohio	do	84 10	6½ W.	36½ slow of Eastern.
Parkersburg, W. Va.	Baltimore & Ohio	81 34	8½ E.	38½ fast of Central.
Kenova, W. Va.	do	82 34	1, W.	30½ slow of Eastern.
Huntington, W. Va.	Chesapeake & Ohio	82 26	1, E.	30½ fast of Central.
Williamson, W. Va.	Norfolk & Western	82 18	1, E.	31 fast of Central.
Norton, Va.	N. & W.; L. & N.	82 37	1, W.	30½ slow of Eastern.
Bristol, Tenn.-Va.	N. & W.; Southern	82 12	1, E.	31 fast of Central.
Ashville, N. C.	Southern	82 32	0.	30 fast of Central.
Columbia, S. C.	Seaboard Air Line	81 05	5½ E.	35½ fast of Central.
Athlanta, Ga.	Southern; Seaboard	84 23	7½ W.	37½ slow of Eastern.
Central Junction, Ga.	A. C. L.; Southern	81 09	5½ E.	35½ fast of Central.
Augusta, Ga.	Ga.; Cent. of Ga.; Southern; C. & W. C.	81 58	2, E.	32 fast of Central.

BETWEEN CENTRAL AND MOUNTAIN STANDARD TIME ZONES.

Time-breaking points.	Railroads.	Longitude west of Greenwich.	Minutes of time east or west of normal time breaking line.	Minutes by which local mean time differs from standard time.
Portal, N. Dak.	M., S. P. & S. St. M.	102 35	20½ W.	50½ slow of Central.
Williston, N. Dak.	Great Northern	103 38	24½ W.	54½ slow of Central.
Mandan, N. Dak.	Northern Pacific	100 53	18½ W.	48½ slow of Central.
Mohrbridge, S. Dak.	C. M. & St. P.	100 25	11½ W.	41½ slow of Central.
Rapid City, S. Dak.	do	103 12	23, W.	53 slow of Central.
Pierre, S. Dak.	Chicago & North Western	100 20	11½ W.	41½ slow of Central.
Long Pine, Nebr.	do	99 40	8½ W.	38½ slow of Central.
Alliance, Nebr.	C., B. & Q.	102 51	21½ W.	51½ slow of Central.
Curtis, Nebr.	do	100 30	12, W.	42 slow of Central.
McCook, Nebr.	do	100 37	12½ W.	42½ slow of Central.
Phillipsburg, Kans.	C., R. I. & P.	99 19	7½ W.	37½ slow of Central.
Treumcarl, N. Mex.	do	103 43	25, W.	55 slow of Central.
North Platte, Nebr.	Union Pacific	100 46	13, W.	43 slow of Central.
Plainville, Kans.	do	99 17	7, W.	37 slow of Central.
Ellis, Kans.	do	99 34	8½ W.	38½ slow of Central.
Hosington, Kans.	Missouri Pacific	98 47	5, W.	35 slow of Central.
Scott City, Kans.	A. T. & S. F.	100 56	13½ W.	43½ slow of Central.
Dodge City, Kans.	do	100 01	10, W.	40 slow of Central.
Clovis, N. Mex.	do	103 13	23, W.	53 slow of Central.
Pecos, Tex.	A. T. & S. F.-Tex. Pac.	103 31	24, W.	54 slow of Central.
Sjocla, N. Mex.	Colo. So.-F. W. & D. C.	103 03	22, W.	52 slow of Central.
El Paso, Tex.	Texas Pacific	106 29	36, W.	66 slow of Central.
Do.	Gal., Har. & San A.	106 29	36, W.	66 slow of Central.

BETWEEN MOUNTAIN AND PACIFIC STANDARD TIME ZONES.

Time-breaking points.	Railroads.	Longitude west of Greenwich.	Minutes of time east or west of normal time breaking line.	Minutes by which local mean time differs from standard time.
Troy, Mont.	Great Northern	115 54	13½ W.	43½ slow of Mountain.
Paradise, Mont.	Northern Pacific	114 47	9, W.	39 slow of Mountain.
Huntington, W. Va.	Oregon Short Line-O. W., R. & N.	117 16	19, W.	49 slow of Mountain.
Avery, Idaho.	C. M. & St. P.	115 48	13, W.	43 slow of Mountain.
Ogden, Utah	Union Pacific; So. Pac.	111 59	2, E.	32 fast of Pacific.
Salt Lake City, Utah	D. & R. G.; West Pac.	111 31	2½ E.	32½ fast of Pacific.
Caliente, Nev.	S. P., L. A. & Salt Lake	114 31	8, W.	38 slow of Mountain.
Seligman, Ariz.	A. T. & S. F.	112 50	1½ W.	31½ slow of Mountain.
Parker, Ariz.	do	114 17	7, W.	37 slow of Mountain.
Yuma, Ariz.	Southern Pacific	114 37	8½ W.	38½ slow of Mountain.

New Time Zone Limits Prescribed for Entire United States

to the convenience of commerce in its broadest sense, and as requiring such an adjustment as will most greatly facilitate the vital national interests which Congress attempted to aid. While we have due regard to the existing junction and division points of common carriers, this does not mean that the present location of such junctions and divisions is necessary to be of compelling force in our determination.

As far as possible the ideal is to be approached, and the boundary lines will be fixed as close to the median meridians as a consideration of all interests will permit. The habits of life of our people bring a greater part of the ordinary activities of life after noon than before midday; and we can secure the greatest amount of daylight for the active hours, and to a certain extent avoid the diurnal peak of heat in the summer, by adopting a policy of generally making the time-breaking points somewhat west of the median meridian.

Because of the inconveniences which attend upon the use of dual standards of time within a community, the zones are to be made as compact and symmetrical as possible. Some inconveniences must result at every time-breaking point. In order to minimize that inconvenience, the time-breaking points should not be located in large centers when it is possible to place them in smaller places; preferably the more sparsely settled territory is sought in locating the zone boundaries.

Governmental requirements for the maintenance of a given standard of time, as expressed in State statutes and municipal ordinances, are to be respected as far as possible. While the power of Congress is paramount as to the regulation of interstate commerce and as to the objects enumerated in the daylight-saving act, State and municipal regulations may be controlling as to other matters involving the standards of time to be observed and within the exclusive jurisdiction of local authority. We have given great weight to the policy of the various States as expressed by their statutes and municipal ordinances. In but three States, Ohio, West Virginia, and Florida, has it been necessary to prescribe a different time standard than that expressed in local law; and in respect to those instances, the Ohio law seems never to have been regarded as effective so far as rail carriers are concerned, and the deviations we have prescribed in West Virginia apply only in one corner of the State and as to a few miles of railroad. The adjustment proposed herein leaves 32 States intact and four other States practically whole and within the limits of the time zones to which they are now generally accustomed. It has also been possible to minimize considerably the number of points at which time will be changed in interstate rail transportation and the number of railroad lines crossed by the zone limits here proposed. Commercial considerations which link together one section or State with another have been respected as far as possible, to the end that the customary hours of business may coincide.

With these purposes in mind, upon consideration of the whole record, we are of the opinion that the limits of the first four zones mentioned in the daylight-saving act should be those stated in Appendixes 1, 2, 3, and 4 to this report. It will be noted that some exceptions are made whereby certain carriers are permitted to carry their standard of time over into the general limits of an adjoining time zone. In such cases the commission expects that the carriers will, in their published advertisements, their time cards, bulletin boards in stations, and in other like ways show the arrival and departure of their trains with reference to the standard of time herein prescribed for general use in the various communities, although, for operating purposes, permission may be herein granted to maintain the time of a neighboring zone.

Time When New Zones Shall Become Effective.

Congress has prescribed that the order of this commission defining the limits of the various zones may be modified from time to time. We take it that this is equivalent to vesting in us some discretion as to the time when the necessary changes in the zones shall be made.

Experienced railroad-operating officials who have testified on the subject have claimed that the difficulties in operation and the hazards due to the retarding of the standard clocks one hour, as the law requires shall be done annually, are more serious than when the clocks were advanced in last March. They have with unanimity recommended that no attempt should be made to combine simultaneously the readjustment of zone limits with the retarding

of the clocks upon the morning of the last Sunday in October. While it is true that, in many instances, if it were feasible to readjust the boundaries of the zones when the clocks are retarded, it would be unnecessary to make any readjustment of time at all and the carriers and the community could automatically progress from one zone to the adjoining eastern zone by continuing under the advanced summer time, it seems clear that, because of the effect upon carriers which run through such sections, and upon their connections, it will conduce to public safety first to permit the retarding of the clocks when contemplated by law and thereafter to make necessary zone readjustments.

Whenever possible changes in operating schedules are made at an hour and upon a day when traffic is at a light stage. Frequently such changes are made at the hour of 2 o'clock upon a Sunday morning, and this practice has been recognized by Congress in the enactment of the daylight-saving act. There are obvious advantages in making the change when business and the conduct of other ordinary affairs of daily life will be inconvenienced the least, especially if a Sunday or a holiday intervenes and facilitates readjustments and compensation for the change. We therefore conclude that all interests will best be served by making no changes in the zone boundaries until after the standard time of each zone has been retarded one hour at 2 a. m. of October 27, 1918; and that such changes in the limits of zones as shall be necessary should be made at 2 a. m. on January 1, 1919.

Alaska Time Zone.

The act provides that the standard time of the fifth zone, which shall include only Alaska, shall be based on mean astronomical time of the 150° of longitude west from Greenwich, and shall be known and designated as United States standard Alaska time. Our attention has been directed to the fact that the mainland of Alaska extends from approximately 130° to 168° west of Greenwich, which, translated into time, is equal to more than two and one-half hours. Juneau, the capital of the Territory, with a longitude of approximately 134½° west, is more than one hour of time east of the one hundred and fiftieth meridian to which Congress has referred the United States standard Alaska time.

Normally, we would expect to find the southeastern portion of Alaska, lying east of a southerly prolongation of the international boundary running through Mount St. Elias, in a zone based upon the standard of 135° west of Greenwich; while the remainder of Alaska would approximately be divided into two zones, based respectively upon meridians of 150° and 165° west of Greenwich. These three meridians

would pass close to Skagway and Juneau, Seward and Nome, respectively. The creation of these three zones in Alaska would harmonize with the whole scheme of standard time and seemingly present no great obstacles for accomplishment.

However this may be, it is obvious that Congress has not vested any discretion in the commission as to the standards of time to be observed in Alaska, and the remedy for the situation must be found in Congress, if at all.

Hawaiian Islands.

It has been suggested to the commission that the benefits to be derived from the daylight-saving act do not inure to the Hawaiian Islands. That also is not a matter within the purview of the commission to decide, for the daylight-saving act in terms related only to "the territory of continental United States" and it is only "within the respective zones created under the authority hereof" that standard time is to govern, and it is only as to "the standard time of each zone" that the provisions of the law with respect to advancing and retarding apply. We have so held informally, in response to an inquiry from the Secretary of the Interior.

An appropriate order will be issued. The following named municipalities located upon the boundary line between the eastern and central time zones shall be considered as within the United States standard eastern zone: Fremont, Clyde, Bellevue, Monroeville, Willard, Shelby, Shelby Junction, Gallion, Lancaster, Dundas, and Gallipolis, Ohio; Dungannon, Va.; Bristol, Va.-Tenn.; Asheville and Franklin, N. C.; points on Southern Railway, McDonough, Ga., to Macon, Ga.; Perry, and Thomasville, Ga.

All other municipalities located upon the boundary line between the eastern and central time zones not specifically named, shall be considered as within the United States standard central time zone.

The following named municipalities located upon the boundary line between the central and mountain time zones shall be considered as within the United States standard central time zone: Portal, Flaxton, and Minot, N. Dak.; Murdo Mackenzie, S. Dak.; Phillipsburg, Stockton, Plainville, Ellis, and Liberal, Kans.; Waynoka, Ralph, and Sayre, Okla.; Sweetwater, Big Springs, and San Angelo, Tex.

All other municipalities located upon the boundary line between the central and mountain time zones not specifically named shall be considered as within United States standard mountain time zone.

All municipalities located upon the boundary line between the mountain and Pacific time zones shall be considered as within United States standard mountain time zone.

Official U. S. Bulletin Authorized Medium For Government Administrative Publicity

The U. S. Railroad Administration

United States Railroad Administration,
Washington, D. C., August 16, 1918.

The Official U. S. Bulletin is furnished with and authorized to publish all General Orders and Circulars by the Director General of Railroads, and authorized Circulars of Divisions and Sections of the Railroad Administration at Washington, and is to be regarded as an official means of publication of the same.

WALKER D. HINES,
Assistant Director General,
United States Railroad Administration.

The U. S. Fuel Administration

United States Fuel Administration,
Washington, D. C., June 6, 1918.

Orders, rules, and regulations issued by the United States Fuel Ad-

ministration that are of general application, those of State application, and many of local or even merely individual application, are furnished to the Official U. S. Bulletin. The Fuel Administration authorizes publication of all such matter in its original form in The Official U. S. Bulletin.

H. A. GARFIELD,
United States Fuel Administrator.

The War Industries Board

War Industries Board,
Washington, June 20, 1918.

The Official U. S. Bulletin is furnished with and authorized to publish all official statements of the War Industries Board. All rulings, statements of policy, announcements of prices fixed, etc., thus appearing may therefore be accepted as official.

BERNARD M. BARUCH,
Chairman.