

U. S. SOLDIERS
AND CAPTIVES
Reported Missing Now
Known to Be in German
Hands

CASUALTIES TODAY
Nineteen Men Listed as Dead
of Accident and Other
Causes

Washington, June 4.—Forty casualties in the American Expeditionary Forces were announced by the War Department today, divided as follows:

Three killed in action, two died of wounds, six from disease, nineteen from accident and other causes. Eight were wounded severely, one wounded slightly and one was taken prisoner.

The list contains the names of thirty men who were previously reported as missing in action, now reported prisoners; two reported missing in action, now known to be dead; one previously reported missing, now listed as killed in action; one previously reported as missing, now reported as wounded in action; one reported as killed in action, now reported as wounded in action.

The officers mentioned in the list are: Died of wounds—Lieutenant Colonel Robert J. Maxey, Missoula, Mont. Died of disease—Lieutenant William L. Miller, Saginaw, Mich.

Died of accident—Lieutenant John L. Mitchell, Milwaukee, Wis.; Lieutenant Richard Hildgen, West Saxton, Mass.; Wounded severely—Lieutenant Leopold Arneau, 855 Riverside drive, New York city; Robert K. Harris, Winsted, Conn.; Thomas E. Riley, McDowell, W. Va.

Wounded slightly—Lieutenant Leo T. Kewer, Waverly, Mass. Prisoners—Lieutenant Paul W. Eaton, Jackson, Miss.; Lieutenant Benjamin P. Burpee, Manchester, N. H.

KILLED IN ACTION
HEADERS LONG, Capt. 55.
MELTON, HOWARD J., Hartford, Conn.
PUFF, NELSON A., New Haven, Conn.

DIED OF WOUNDS
LACEY, ROBERT J., Missoula, Mont.
SULLIVAN, WILLIAM C., Elwood, Cal., 2450 County La.

DIED OF DISEASE
LIEUTENANT
WILLIAM L. MILLER, Saginaw, Mich.
SERGEANT
THEODORE A. BRAWFORD, E. D.

PRISONERS
JAMES H. ROWLEY, Mass.
PAUL W. BROOK PARK, Minn.
SHERMAN, THEODORE A., Brawford, E. D.

DIED OF ACCIDENTS
LIEUTENANTS
JOHN L. MITCHELL, Meadowdale, Wis.
RICHARD, West Newton, Mass.

SERGEANTS
PHILIP H. HAMPTON, Hartford, Conn.
DAVIS, JOSEPH, Franklin, Va.
WALTER, WALTER K., Corbin, Ky.

CORPORALS
ERNEST W. ANNEZ HOTEL, Fargo, N. D.
MICHAEL, MIKE, Fulton, N. Y.
EDWARD, ALFONSO, Detroit, Mich.
EDWIN A., 1208 North Eleventh street, Philadelphia, Pa.

WOUNDED SEVERELY
LIEUTENANTS
ROBERT V. WINEY, New York
ROBERT V. WINEY, New York
THOMAS E. RICHARDSON, West Newton, Mass.

WOUNDED SLIGHTLY
LIEUTENANT
LEO T. KEWER, Waverly, Mass.
PRISONER
PAUL W. JACKSON, Mich.

REPORTERS (previously reported missing)
LIEUTENANTS
BENJAMIN P. BURPEE, Manchester, N. H.
SERGEANT
WALKER, ROBERT W., Jersey City, N. J.

CORPORALS
MERRAN, PATRICK F., Springfield, Mass.
WHITEHEAD, LEE H., Jeffrey, Va.

PRIVATE
ROBERT, HOMER, Norwood, Mo.
SERGEANT
WALKER, ROBERT W., Jersey City, N. J.

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AIR MAIL ACROSS OCEAN
AND COUNTRY PREDICTED
Postmaster Thornton Optimistic Regarding Possibilities of
New Kind of Service—Johnson Tells
of Its Advantages

TRANSCONTINENTAL and transatlantic aerial mail service was predicted today by Postmaster Thornton reviewing what has been accomplished so far in the service between Philadelphia and Washington and Philadelphia and New York.

"As soon as a machine is made which will be strong enough to carry 1000 pounds of mail transcontinental aerial mail service will be started," Mr. Thornton said.

Mr. Thornton has been discussing for several days with aerial clubs in and near Philadelphia the possibility of aerial service across the Atlantic to carry mail to American soldiers at the front.

The route of such a service, if the necessary plane is perfected, would start at New York, he said, and the first landing would be made on the northern coast of Ireland.

From there the mail could be sent in airplanes to London and thence across the channel to be relayed to the front. As the possibility of developing a plane for this work, Mr. Thornton believes it can be done.

A reminder reading about twenty years ago, he said, the story of a birdman who sailed to the Arctic regions and created quite a furore among the natives there. Today the birdman is a reality. I can see no reason why the airplane cannot do the same evolution as the locomotive, automobile and steamship.

"I believe that it will take some time for the public to grasp the possibilities of the airplane, but we must always look far into the future. Especially must we look into the future of the airplane as it comes at the end of the war. Many airplanes have been built to carry on the war and many more will be made.

When peace comes there will be many industries that have devoted their entire energies to turning out airplanes. The use in the war of the airplane has brought the minds of the inventors and turned their attention to other things. War came first gave air travel serious attention, regarding it more for novelty than for practical use.

Another fact cited by Mr. Johnson to support his statement is the fact that the airplane is being used to carry mail. Many airplanes have been built to carry on the war and many more will be made.

Mr. Johnson said he received word for the first time today that the Washington-New York-Philadelphia service was being used in some cases between New York and New York, but not to Washington. The reason for this, Mr. Johnson explained, is that the landing station at Washington is a guarantee.

The average number of pieces of mail carried from Philadelphia is 200 a day, from Washington 500 a day, and 1000 from New York. Explaining the fact that the service at present is not being used as extensively by Philadelphia business men as anticipated, Mr. Johnson said that there is very good road way mail service from here to New York.

DEATHS
200 N. Simpson at 10th and Race, W. P. I. High mass of Requiem Mass of Rosary at 11:30 a. m. Holy Cross Church, Auto funeral.

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