

108 CASUALTIES IN TWO U.S. LISTS

Twenty-one Out of 103 Soldiers Killed in Action, Forty-six Wounded

FOUR OF MARINES DEAD

Twenty-two Army Men Die of Accidents, Disease and Other Causes

Washington, July 10.

One hundred and three casualties in the American expeditionary forces were announced today by the War Department...

Officers named in the army list were: Killed in action—Lieutenant William Chandler Peterson, North Crystal Lake, Ill.

Wounded severely in action—Captain Charles E. Soper, Baltimore, Md., and Joseph E. Williamson, Savannah, Ga.

There were no officers mentioned in the marine casualty list.

The army list follows:

KILLED IN ACTION

PETERSON, WILLIAM CHANDLER, North Crystal Lake, Ill.

SERGEANT

MARSON, JAMES T., Huntsville, Ala.

CORPORALS

DILLER, HENRY O., Pittsboro, Pa.

GALLAGHER, WILLIAM P., Lima, O.

BOUR, CHRISTOPHER ALEXANDER, Jr., Heolken, N. J.

Privates

ALLMAN, HENRY J., Lanare, Cal.

CARPENTER, JOSEPH J., Holbrook, Mass.

CEMATRA, ANTONIO, Naples, Italy.

DOUGLASS, FRANK C., Bunker, Mont.

DOWNEY, ASHBY J., Bunker, Mont.

DYORAK, GEORGE, St. Louis, Mo.

GUZZO, JOSEPH, Cleveland, O.

HARRISON, CLARENCE E., Springfield, O.

KOZINSKI, STANLEY, South Bend, Ind.

MOORE, ELIZABETH, Millersville, Pa.

MUNRO, DONALD, Brook Farmway, Scotland.

CHIEF

CLIFTON, CLAYTON, Memphis, Tenn.

THOMAS, JASPER WINFIELD, Newbern, N. C.

Private

WEDDER, BLISS M., Lancaster, O.

WOODR, OSCAR L., Grafton, Va.

SERGEANTS

DAVIS, CHARLES F., Boone, Tenn., Mo.

DOWNEY, EDGAR, Shiloh, Pa.

MILLER, EDISON, Delaware, O.

CORPORAL

BOURBAW, ISAAC V., Grosseau, Mich.

Privates

BUTERO, JOHN, Indian, Pa.

CARPENTER, JOHN, Ridgeville, Ind.

LEVAN, HARRY, 215 Fairmount avenue, Philadelphia, Pa.

LOZZI, ANTONIO, Veto Rets, Italy.

MASSISON, LAUREN J., Lynn, Mass.

MULLEN, RICHARD JOSEPH, New York City.

DIED FROM WOUNDS

OSTROWSKI, JOHN, Grand Rapids, Mich.

PASTOR, OSCAR F., Slaughter, N. Y.

ROUSE, EDWARD, New York, N. Y.

TALLEY, MELVILLE O., Saylor, Tex.

TORRETTI, DOMENICO, Italy, N.Y.

DIED FROM DISEASE

CANPE, GUYSER, Cherryville, N. C.

DAILY, HARRY, Charlotte, N. C.

HARRIS, PATRICK, New York, N. Y.

WILSON, EDWARD, New York, N. Y.

DIED FROM ACCIDENT AND OTHER CAUSES

ENRICH, CHARLES, Pittsboro, Pa.

WAGNERS

HOLLENBERGER, FLOYD, Plymouth, Wis.

CARB, MELVIN MARTIN, Elkton, W. Va.

WOUNDED SEVERELY

SPER, CHARLES E., Baltimore, Md.

WILLIAMSON, JOSEPH F., Westport, Cal.

Lieutenants

SHERRHAN, JAMES J., Chicago, Ill.

TILGHMAN, ARTHUR, Houston, Tex.

SERGEANTS

ALEXANDER, PERCY, Forest, West Carroll, La.

HARRIS, EDWARD B., Dallas, Tex.

HARRIS, ARTHUR, Mason City, Ia.

ADAMS, HARVEY EDMUND, Reading, Ind.

GLEASON, JOHN E., Waverly, N. Y.

JHOOP, WILLIAM R., Pittsburgh, Pa.

TULSER, PERCY, Axson, Tadauch, Ky.

WILSON, JOHN R., New Castle, Pa.

WOLFE, JOSEPH, Chicago.

WENCK, STEPHEN, Chicago.

Privates

ARANT, WINSTON, Mountain Creek, Ala.

ATKINSON, JACK, Urbana, O.

BAIRD, PAUL M., East Hampton, La.

BARNES, HENRY W., Freebornville, O.

BAYER, MICHAEL, Cleveland, O.

BRADLEY, LUTHER, Morrilton, Ark.

COOPER, LEVI H., Hilliard, Mo.

DE LEE, PROSPER, South Bend, Ind.

ELBRO, JOHN T., Ottawa, O.

FREDMAN, CHARLES D., Boston, Mass.

FULTON, CHARLES D., Boise, Idaho.

HARLE, ALBERT L., Boise, Idaho.

HOPKINS, EDWARD, Gilmer, Ia.

JEWELL, CHARLES, Centerville, Mont.

KARBA, HOWARD, Butte, Mont.

KOPPELBAUM, EDWARD, Gilbert, Ia.

LINDHARD, GEORGE O., Moose Lake, Minn.

NOONAN, CLEMENT E., Crosby, N. D.

NEUBAUER, EDWARD, Reading, Ind.

PEARSON, JOHN OSCAR, Elvira, O.

POLARSKI, HERAT, Detroit, Mich.

RALLARD, HENRY, Reading, Ind.

ROBERT, BRADLEY A., Krupp, Ky.

SIMONETTA, JIM, Philadelphia, N. J.

RISTEK, JOSEPH A., Omaha, Neb.

SPENCER, BRUCE A., Campbell, N. C.

STANLEY, HERBERT DEWITT, Ohiope, Ga.

TODD, ELIJAH C., Atchison, Kan.

WEBER, RICHARD PETER, Pittsburgh, Pa.

ZARNESEC, CHRIST W., Dyzart, Can.

WOUNDED SLIGHTLY

Private

BARBIERE, FELICE, St. Louis, Mo.

MISSING IN ACTION

Lieutenant

CARPENTER, JAY I., Rochelle, Ill.

Private

CAREY, MATTHEW, New York, N. Y.

GRAVER, ALVAN N., Akron, Col.

MCCARRICK, WILLIAM, Elmira Heights, N. Y.

RASKIN, ROBERT S., South Boise, Idaho.

REINICHE, JOE R., New York, N. Y.

STEWART, WILLIAM HOWARD, Elkins, W. Va.

TUCK, AVDEL, Volosh, Russia.

TOCCI, TONY, Brooklyn, N. Y.

WARFIELD, PHILIP F., Sumbury, Pa.

WILSON, JOHN L., Utica, N. Y.

WOLFE, HYMAN, Chelsea, Mass.

PRISONERS

Lieutenant

GILE, HAROLD, Colorado Springs, Col.

Private

MORTON, JAMES E., Hamilton, Ont.

PRISONERS (Previously Reported Missing)

Private

MYER, FREDERICK R., Chester, Vt.

Private

BURDMAN, BURNETT A., Middletown, Conn.

MARINE LIST KILLED IN ACTION

MICHEL, ADRIAN J., Milwaukee, Wis.

WALKER, WILLIAM J., Chicago, Ill.

DIED OF WOUNDS RECEIVED IN ACTION

SERGEANT

ST. JOHN, ADCIDE N., Chicopee Falls, Mass.

Private

BLANKENSHIP, SALVAD M., Rome, Ga.

PREVIOUSLY REPORTED KILLED IN ACTION, NOW REPORTED PRESENT

FOR DUTY

Private

WALKER, IVAN C., Rockford, Ill.

PREVIOUSLY REPORTED KILLED IN ACTION, NOW REPORTED RECALLED

WOUNDED

Private

MICHAEL, GEORGE E., Dalmatia, Pa.

IN ALBANIA CONTINUA L'OFFENSIVA ITALIANA

Gli Italiani Respingono gli Austriaci Catturando Importanti Posizioni

Published and Distributed Under Authority of the War Department

Approved by the War Department, July 10, 1918

By order of the President

A. S. HURLESON, Postmaster General

Roma, 10 luglio.

Dall'insieme delle notizie giunte dal fronte di battaglia e da quanto ha comunicato il generale italiano, si rileva che l'attacco continua a essere stato una localizzazione, che presentemente si nota al fronte in Italia, non potra', pero', protrarsi molto in zone esterne, in quanto l'Austria vorra' tentare un altro colpo contro l'Italia.

Successi franco-italiani in Albania rendono molto seria la situazione degli austro-ungheresi in quel fronte, specialmente nel centro dell'Albania. I francesi hanno fatto buoni guadagni nel settore orientale dell'Albania, ad occidente del Lago Ocrida, mentre gli italiani hanno avanzato rapidamente ad occidente. Le linee austriache appaiono a forma di V con la pressione delle truppe alleate al fianco e nel punto del saliente che si profila vicino Berat. Una ritirata austriaca potra' probabilmente effettuarsi da un momento all'altro, costringendo, cosi', i bulgari a modificare le loro linee in Macedonia, ad est del Lago Ocrida.

In tutto, dai rapporti degli alleati si rileva che l'offensiva degli italiani in Albania continua a essere in pieno svolgimento. Sono stati fatti lungo l'Albania, verso la costa dell'Adriatico, ove le forze di terra sono state efficacemente sostenute dai monitori. La fanteria italiana ha catturato il villaggio di Fieri ed ha preso importanti alture. Più di 1300 prigionieri sono stati presi dagli italiani durante la loro avanzata.

Ecco il testo del comunicato ufficiale, pubblicato ieri dal Ministero della Guerra in Roma:

Le operazioni in Albania continuano. Sull'ala sinistra, dopo preparazione dell'artiglieria durante la quale i monitori inglesi possono efficace parte, la nostra avanguardia ha preso possesso di un'altura tra Levan e il monastero di Pojani.

La cavalleria italiana, passando tra le pendici occidentali del Malesicora ed il mare, addececazione attacco il nemico alle spalle, distruggendo i ponti sopra il Senni e il Metall. Il villaggio di Fieri, a circa 18 miglia a nord di Valona, e base italiana sull'Adriatico) cadde nelle nostre mani. Importanti e fortissime posizioni a Carra Grava e Corcop, strenuamente difese dal nemico, sono ora in nostro possesso.

Alla testa della Valle Tomerica abbiamo catturato le importanti alture di Gole, avanzando dal basso Valona e inglesi furono di grande aiuto durante i combattimenti. Il numero dei prigionieri ha raggiunto quello di più di 1300. E' stata sequestrata la cattura di cannoni, artiglieria, munizioni, equipaggiamento, pregevole, ad una grande quantità di bottino.

Circa le operazioni al fronte di battaglia, in questo momento, la nostra avanguardia ha comunicato che, durante la giornata di ieri l'altro, le truppe austriache hanno attaccato nuovamente le posizioni italiane a Corone, tra la Valle Frenzela ed attività di pattuglie si e' verificata in vari punti lungo il rimanente del fronte. I prigionieri austriaci, ultimamente catturati dagli italiani, dimostrano di non essere informati della partecipazione degli Stati Uniti alla guerra. Quando interrogati, che i prigionieri austriaci membri della Missione Militare Americana si fermò, ieri l'altro, in presenza di una parte del fronte, presso la caserma di Frenzela, un gruppo di prigionieri austriaci, uno di questi chiese, in inglese, allo chauffeur che cosa erano andati a fare colà gli americani. Quando l'ufficiale fu informato che l'America partecipava alla guerra, esso esprimeva la sua sorpresa e disse: "Io spero che gli americani saranno abbastanza forti per vincere la guerra. Così potremo tornare in questo glorioso paese ad un altro tornante in America."

La superiorita' aviatoria degli alleati al fronte italiano e' dimostrata dai dati resi pubblici, ieri, e che riguardano i primi dieci giorni dell'offensiva austriaca in giugno. Gli alleati, tra i quali vi erano anche piloti americani, manovrando 120 aeroplani di caccia, distrussero 107 aeroplani austriaci e sette palloni da osservazione. Le perdite degli alleati si ridussero a sette aeroplani abbattuti sopra le linee austriache e tre piloti feriti. I piloti austriaci rimasero uccisi, sei furono feriti e sette sono scomparsi. Gli aviatori alleati presero 3000 fotografie e 5000 bombe, ed un peso complessivo di 70 tonnellate furono lanciate sopra il nemico. I palloni frenati per osservazione, degli italiani, segnalavano circa 4000 posizioni dell'artiglieria nemica e diressero il fuoco di quasi 1000 cannoni.

Vehicles Popular in Jamaica

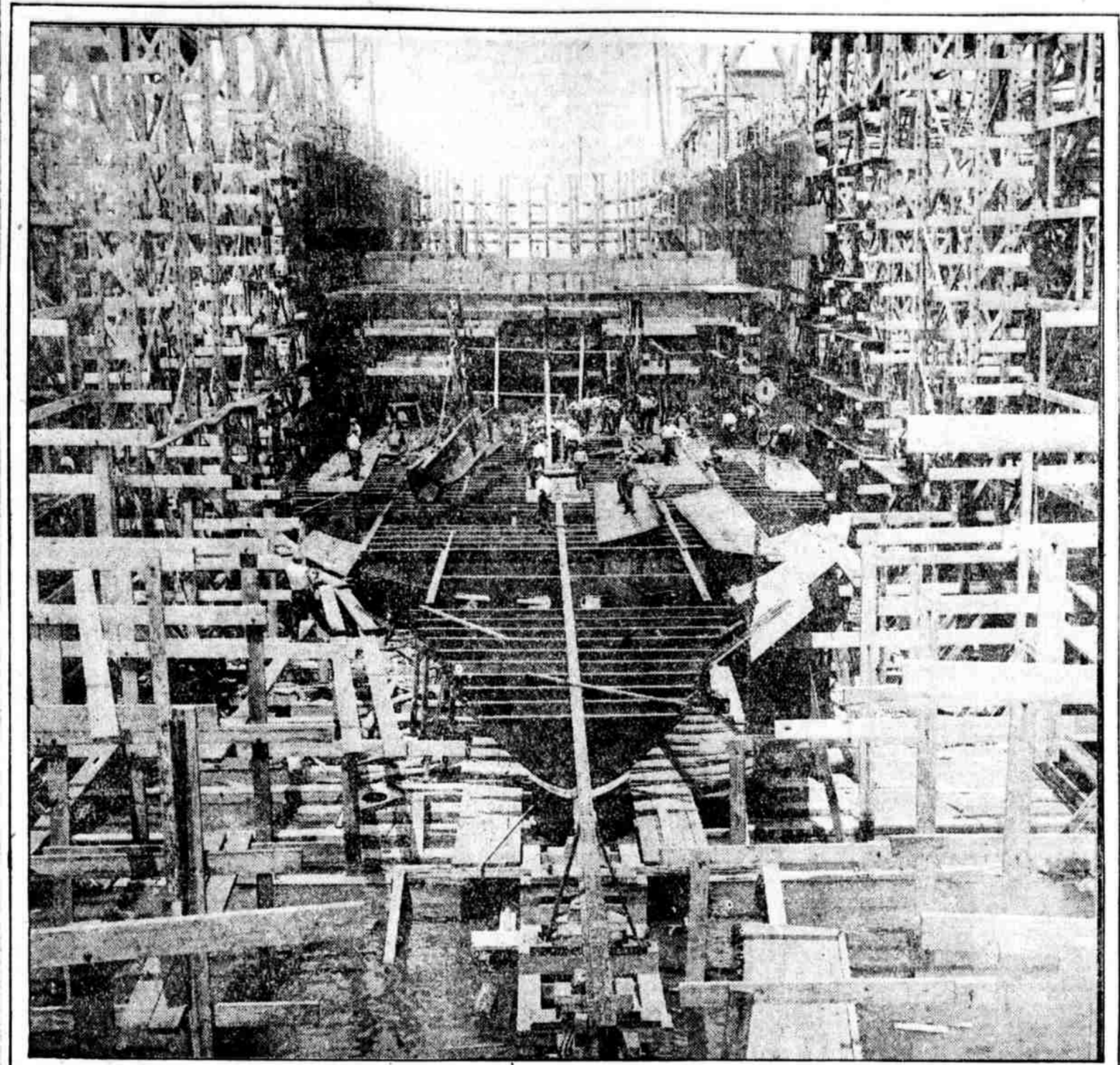
No direct importers of wagons, buggies, carts, street sweepers or sprinklers are located in the Port Antonio consular district. Virtually all of this trade is centered in Kingston. Occasionally some one in the country districts imports direct from the United States.

American vehicles are more popular than any other in Jamaica. During the three years 1914-1916, inclusive, the imports of carriages, carts, and wagons from the United States constituted, respectively, ninety-two per cent, eighty-two per cent and eighty-four per cent of the total imports. The remainder came from the United Kingdom and a small portion from Canada. During the years mentioned the total imports amounted to \$22,242 in 1914, \$19,000 in 1915, and \$21,111 in 1916.

The types of vehicles generally used in Jamaica are the American type of open surrey and the buggy in some country districts the traffic regulations prescribe that the two-seated surrey shall be drawn by two horses. In Kingston, however, the hackney carriages are drawn by a single horse. The ordinary hackney carriage is equipped with an open surrey with two seats. The front seat is divided, and three persons may thus be carried in addition to the driver. Usually these carriages are not equipped with brakes.—Commerce Reports.

NEWS OF THE DAY IN THE SHIPYARDS OF AMERICA

CHILD OF THE DEEP IN ITS CRADLE AT HOG ISLAND



One of the great cargo ships which will leave the ways down the Delaware in August

SHIPBUILDER ELECTROCUTED

Hog Island Worker Killed When He Grasps Live Wire

Shields Sutkin, twenty-three years old, of 2801 Brown street, a workman at the Hog Island shipyard, was instantly killed when he grasped a live wire along the tracks of the Philadelphia and Reading railway at Twenty-eighth street and Pennsylvania avenue.

Sutkin was returning from work on one of the Hog Island trains. As the train came slowly out of the tunnel at Twenty-eighth street, Sutkin jumped off with the intention of taking a short cut home.

As he attempted to climb the high wall leading to the street he took hold of the wire. He was hurled back upon the tracks. His body was discovered a short time later and at the Lancaster Hospital it was said that death had been instantaneous.

NAME SHIP DISTRICT HEADS

Sidney G. Jenks Will Look After Delaware Region

The latest step to improve the organization of the Emergency Fleet Corporation is the appointment of managers for the California, Great Lakes, Virginia and Delaware districts, the last of which is south of Wilmington, with headquarters at Baltimore.

Sidney G. Jenks will look after the plants of the Delaware. Captain A. F. Pillsbury heads the California district and Henry Penton in the Great Lakes section. All of the appointments are promotions. Each of the district managers will be the resident representative of Charles Piez, vice president in charge of construction.

PLAN BOXING CARNIVAL

Five Bouts Arranged by Pusey & Jones Club

The Pusey & Jones Club, of the New Jersey and Pennsylvania shipyards, Gloucester City, has arranged another boxing carnival for next Saturday. It will take place at the close of the baseball games on the baseball diamond.

Theodore Kilick, who is the boxing manager, has arranged five bouts. In this wind-up the contestants are: Eddie Forrest, a Philadelphia boxer, who recently took a job in the Pennsylvania yard, and Bobby Graham, a private in Company L, stationed at the shipyard. Forrest has taken part in 113 ring battles and he claims the distinction of never having been knocked out.

In the semi-final bouts will be 160-lb. Nelson, of the Pennsylvania shipyard, and James Bruno, of Company K; Steve Jackson, of the Pennsylvania yard, and Pat Flynn, of the New Jersey yard, and Johnny O'Brien, of 11-202, of the Pennsylvania shipyard. Murphy, of the New Jersey yard. If an opponent can be found for Harry Wemyer, champion of the Pennsylvania yard, another bout will be put on.

5,000,000 TONS THIS YEAR

Ship Output in Expanding Yards May Reach That Total

Washington, July 10.—Completion of twenty-three ships of 12,771 deadweight tons in the first week of July made a total of 222 new vessels built under the direction of the shipping board. Their aggregate tonnage is 1,415,922.

Of the new fleet, 218 vessels already are in actual service.

The July production is at the rate of more than 2,000,000 tons for the remainder of the year, and if this pace is maintained by the rapidly expanding shipyards the year's output will be close to 5,000,000 deadweight tons.

The first week's total in July comprised fourteen repurposited steel vessels and five contract steel vessels, with an aggregate tonnage of 103,271, and four wooden ships of 14,500 tons.

A total of 124 wooden ships have been launched to date. Twenty-four steel ships have been built under contract, the remainder being requisitioned vessels.

Chairman Hurley, after a visit to the White House, announced the shipping board has let contracts for thirty-two army transports. After the war the transports will be put into the passenger-carrying trade.

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