

# PEAR RIPENESS NOW PLACED ON SCIENTIFIC BASIS

Pressure Tester Has Been  
Invented by Oregon  
Professor.

By N. A. Service  
CORVALLIS, Ore., Sept. 9.—Pick-  
ing pears has been put on a sci-  
entific basis.

No longer will this fruit ripen be-  
fore it reaches the consumer, nor  
will farmers have to face any loss  
on this account.

A device known as a "pressure  
tester" has been invented by Prof.  
A. E. Murneek of the Oregon Agri-  
cultural Experiment Station, here to  
make pear culture an accurate agri-  
cultural science. It does, in a sure  
way, what farmers have long been  
trying to do in a haphazard man-  
ner—when the pears are just  
right for shipment.

Professor Murneek based his in-  
vention on the definite theory that  
the resistance pressure offered by the  
pear at its widest diameter is the  
most accurate measure of the fruit's  
degree of maturity. It consists of a  
plunger, which when forced into the  
pear at its largest diameter, registers  
the pear's pressure resistance on a  
scale.

After thousands of experiments  
with all kinds of pears, Prof. Mur-  
neek has completed a table of pres-  
sure limits indicating when each  
class of pear is ripe for picking and  
shipping. For example, he has found  
that harvesting of Bartlett's should  
begin when the pressure indicates an  
average resistance of thirty-five  
pounds. The lowest limit at which  
it is still safe to pick Bartlett's is at  
twenty-five pounds, but the lower  
the pressure the closer must be the  
shipping point.

Only freshly picked unbruised fruit  
should be taken for testing by this  
method. To overcome individual  
peculiarities each lot should consist  
of ten to fifteen specimens. They  
should represent an average condi-  
tion of the orchard or a particular  
section of it.

This method of testing pears is  
now in use in several of the leading  
districts of Oregon and Washington,  
and it has been found highly satis-  
factory. It may extend to the prac-  
tice of picking other fruit than  
pears.

## Vivid Eye Popular

LONDON, Sept. 9.—A "brighter  
eyes" movement is on foot in Lon-  
don. The distinguishing mark of its  
devotees is a pair of spectacles with  
rims of the most vivid greens,  
oranges, heliotropes, light blues or  
scarlets. "Spectacular spectacles" is  
the slogan of the bright-eyed pio-  
neers.

Insist on  
**TANLAC**  
VEGETABLE PILLS  
For Constipation

# LA FOLLETTE CLASHES WITH RAILROAD BACKERS IN SENATE

"MY OWN STORY" is an exclusive  
narrative of one of the great  
controversies of modern times. It  
is the story of the struggle for  
the ownership of the nation's rail-  
roads, as written by the man who  
has been at the center of the con-  
flict since 1912.

## SYNOPSIS OF PREVIOUS INSTALLMENTS

After years spent in fighting the  
political bosses in the House of Rep-  
resentatives and later as Governor of Wis-  
consin, La Follette is elected to the Sen-  
ate in 1905. In the Senate he realizes  
that he is regarded as a crank and a dis-  
turber of the peace. Here, as in Wis-  
consin, he finds the machine politicians  
combining progressive legislation. In a  
speech before the Senate he sets forth  
the defects of the Hepburn bill and  
demanded that the railroad rate ad-  
justment be made by the Interstate Com-  
merce Commission.

And yet, when the roll was called,  
my amendment was beaten 40 to 27,  
the only Republicans voting for it  
being Burkett, Dilliver, Elkins, Gam-  
ble, La Follette, Warner.

I offered nine amendments in all  
to the railroad rate bill. Eight of  
them had the endorsement of the Inter-  
state Commerce Commission, an  
unprejudiced body.

No argument ever was made on  
the floor against their merits, either  
at that time or since.

Coming home on the street car one  
day, I wondered how far they would  
go. And I took a tab out of my  
pocket and outlined an amendment  
to the effect that any Federal judge  
should be disqualified from hearing,  
trying or determining any case for  
the regulation of railway rates  
against any road in which he was a  
stockholder, or whose bonds he  
owned, or upon which he used free  
passes.

And that amendment was lost, 40  
to 27.

There were only three Republicans  
who thought that a Federal judge  
ought not to own stock in a road  
and then hear, try and determine a  
case involving its interests!

Formerly, record votes on delicate  
questions were always avoided in  
the Senate, if possible; but I had a  
purpose in thus committing the Sen-  
ators on these phases of railroad con-  
trol. I wanted to show exactly  
where they stood and why.

During the summer which followed  
I made a speaking tour that covered  
nearly all the States from New York  
to California, and everywhere I went  
I used these roll-call records of the  
Senate.

I have no doubt that the proof  
which these roll calls furnished of the  
true attitude of Senators served to  
retire not a few of them.

There were twenty-four "stand-  
pat" members of the Senate at that  
time (1906) who were not there a few  
years later.

At the beginning of the next ses-  
sion (1907) I determined to press for-  
ward with constructive railroad legis-  
lation and I introduced a bill pro-  
viding for a comprehensive valua-  
tion of the railroads as a basis for  
establishing just and reasonable  
rates.

I submitted the bill before its in-  
troduction to the Interstate Com-  
merce Commissioners and had the  
benefit of their advice and sugges-  
tions.

After introducing it in the Senate  
I tried for weeks to get a hearing

By ROBERT M. LA FOLLETTE

upon it before the committee, but  
was wholly unable to do so.  
To illustrate the futility of the  
Hepburn law as passed, it is worth  
noting that the railroads began al-  
most immediately to raise their  
rates and they accompanied these  
raises by a systematic and costly  
campaign of publicity to make the  
public believe that the advances  
were necessary.

But in spite of this, during the  
years 1907, 1908 and 1909, a num-  
ber of large meetings were held at  
which shippers, manufacturers and  
producers protested against the  
raises.

And in 1910 the next railroad  
legislation which really got before  
Congress was the so-called commerce

the hands of the attorney general  
and the courts.

Before the progressives in the Sen-  
ate began an attack upon the Hep-  
burn bill he made a speech review-  
ing the acts of Attorney General  
Wickersham in the New Haven Rail-  
road cases. The dismissal of these  
suits, which had been brought before  
Mr. Roosevelt left the White House,  
was almost the first act of surren-  
der to the interests on the part of  
the Taft Administration.

In my speech I showed the  
strength of the Government's case  
against the New Haven merger, yet  
the first act of the Taft Administra-  
tion, through the attorney general,  
was to hand over all that great sec-  
tion of New England to the New



LA FOLLETTE ADDRESSES A GROUP OF WOMEN SUPPORTERS.

court bill, though the establishment  
of a commerce court was only one  
of its provisions.

That bill as it came from Attor-  
ney General Wickersham with the  
approval of President Taft was, in  
all the history of railroad legisla-  
tion, the boldest betrayal of public  
interest ever proposed.

If it had been passed as intro-  
duced it would have lost to the peo-  
ple all the ground that had been  
gained in the long struggle with the  
railroad corporations. The bill as it  
was originally presented practically  
took all the power away from the  
Interstate Commerce Commission,  
deprived it of the right of employ-  
ing counsel to defend its own or-  
ders and transferred all that au-  
thority to the attorney general's  
office. It bestowed upon the rail-  
roads much larger rights in con-  
test before the courts than the orders  
of the commission than they had ever  
had before, and cut out root and  
branch, the right formerly enjoyed  
by outside interested parties and  
communities of appearing and pay-  
ing their own attorneys to aid in  
sustaining the orders of the com-  
mission.

Several sections of the bill were  
put forward in the beginning under  
the guise of reforming abuses in  
watering and over-capitalizing rail-  
road properties. These sections, un-  
der the mask of preventing over-  
capitalization, were, in fact, designed  
to legalize every dollar of the rail-  
road capitalization of the country,  
and under cover of ingenious phrase-  
ology would have made possible  
unlimited railroad stock-jobbing for  
all future time.

Mr. Taft, in an interview published  
in Outlook Dec. 2, 1911, takes to him-  
self credit for the railroad legisla-  
tion as it finally passed. As a mat-  
ter of fact, the fangs in this bill as  
originally introduced were, with the  
exception of the Commerce Court  
provisions, all drawn by the fight  
of the progressives. It is scarcely  
possible to speak of the course of the  
administration upon this legislation  
in temperate language.

I wish in this place to refer more  
briefly than the matter deserves to  
another fight I made in which I had  
had entrenched themselves in the  
Interstate Commerce Commission.

The Railroad Brotherhood of En-  
gineers, Firemen and Trainmen, a re-  
markably intelligent body of men,  
had long maintained a very efficient  
and faithful legislative representa-  
tive, Hugh Fuller, at the national  
capital, but they had found it im-  
possible even to get a record vote on  
important measures in which they  
were interested.

No bill in their interest relating  
to hours of service or liability of the  
employer for negligence was per-  
mitted to get out of the committee.  
I took up the matter of an employ-  
ers' liability law and after a year  
in 1906 to have it adopted as an amend-  
ment to the Interstate Commerce  
act.

Falling in this, by an unexpected  
move I got a bill before the Senate  
where I could force a record vote.  
Now, no Senator wanted to put him-  
self wrong with the railway em-  
ployees, and so after fencing for de-  
lay I finally got it passed with a  
roll call.

This law, having been held uncon-  
stitutional by the Supreme Court (by  
a vote of 5 to 4), I introduced an-  
other employers' liability bill in the  
next session, and had it referred to  
the Committee on Education and  
Labor, instead of the Committee on  
Interstate Commerce. The bill was  
reported out by Chairman Dilliver,  
and passed and is now the law.

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(Continued in Our Next Issue)

## Side Safety Lights

Safety lights of all kinds have been  
coming out lately, for attachment to  
the left running board. They permit  
the oncoming driver at night to tell  
the exact point of clearance for his  
car.

Next Thursday's issue of this  
paper will tell you where to  
assemble for the parade.

# ELECTRIC LIGHT SIZE OF WHEAT GRAIN INVENTED

Many Wonders in New  
Science Museum at  
Washington.

Times Washington Bureau.  
1322 New York Ave.  
By RUTH PINNEY

WASHINGTON, Sept. 9.—Did you  
know that a beam of light exerts a  
pressure on whatever it touches? In  
fact, the sun light exerts a pressure  
of 100,000 tons on the earth every  
day, and hence on each of us. No  
wonder we're tired in summer.

Also you may not believe it when  
told that an electric light has been  
invented big enough to make a light  
two thousand times as powerful as  
any globe in your home. That an-  
other electric light globe no bigger  
than a grain of wheat has been per-  
fected, and is used by surgeons in-  
stead of the body with operating.

And you are pretty certain to scoff  
loud and long when told it is now  
possible to create frogs by artificial  
parthenogenesis—in other words for  
a female frog to reproduce both male  
and female young without assist-  
ance from a male frog.

Believe it or not as you like, but  
all things can be seen at the new  
building of the National Academy of  
Science and National Research Coun-  
cil, here in Washington.

## Dedicated to Science

The building dedicated "To Sci-  
ence—Pilot of Industry—Conqueror  
of Disease—Multiplier of the Har-  
vest—Explorer of the Universe—Re-  
vealer of Nature's Laws—Eternal  
Guide to Truth"—is a storehouse of  
scientific marvels made simple  
enough for a child to understand.

In rooms opening off the main au-  
ditorium of the building, apparat-  
us has been installed illustrating  
simple and abstruse principles in  
the realm of physics. Beside each  
instrument is a card explaining what  
it is and telling how to operate it.  
Any visitor, even the rankest lay-  
man may turn a switch and con-  
trol the mysteries of sound, made  
visible, of measuring light, of the  
earth's magnetism.

## No "Hands Off" Signs

There are no "Hands Off" signs.  
The folks down at the Academy  
want you to play with these things  
and learn about them.

The whole story of science is told  
in the words carved into the wall  
of the academy's central auditorium:  
"Hearken to the mysteries that be-  
set mankind. They were witless erst-  
and I made them to have sense and  
be endowed with reason. Though  
they had eyes to see they saw in  
vain. They had ears but they heard  
not. Like to shapes in dreams  
throughout their length of days with-  
out purpose they wrought all things  
in confusion. They had no sign  
either of winter or of flowering  
spring or of fruitful summer where-  
on they could depend, but in every-  
thing they wrought without judg-  
ment until such time as I taught  
them to observe the rising of the  
stars and other settings. Aye, and  
numbers, too, chiefest of sciences, I  
invented for them, and the combin-  
ing of letters, creative mother of  
the muses, arts wherewith to hold  
all things in memory. True I am,  
no one else that contrived the mar-  
ner's flaxen-winged car to roam the  
sea. If ever man fell ill there was  
no defense but for lack of medicine  
they wasted away until I showed  
them how to mix soothing remedies  
wherewith they now ward off all  
their disorders. Hear the sum of  
the hole matter. Every art pos-  
sessed by man comes from Prometh-  
eus." — Aeschylus: Prometheus Bound.

## DEVIL FISH NEW

## TABLE DELICACY

Dept. of Commerce to Intro-  
duce New Food.

By Times Special  
WASHINGTON, Sept. 9.—New  
England housewives are soon to be  
offered a new food embellishment for  
their tables. It will be advertised  
"fresh, frozen octopus." The octo-  
pus, or devil fish, which abounds in  
the deep sea, is a common article  
of food in Naples, Italy and at the  
Department of Commerce today it  
was announced that an attempt was  
to be made to introduce and popu-  
larize it in this country. The first  
shipment is now on its way from  
Naples to New York. In Italy it sells  
for 15 cents a pound. The tentacles  
of the octopus are the part liked  
best, according to report, and when  
sliced crosswise they resemble small  
white rings.

Fried in deep olive oil, they are  
served in a mixture of fried shrimp  
and fried cheese and taste something  
like American scallops.

## BRONZE HOPE CHESTS

Latest Thing to Be Placed on Mar-  
ket—Cost \$350.

BOSTON, Sept. 9.—Bronze hope  
chests, the very latest novelty to ap-  
pear on the market, offer the young  
man a most beautiful and perman-  
ent gift for his fiancée. They are  
exactly like the regular cedar  
chests and are lined with cedar, but  
the exterior is solid bronze, deco-  
rated to suit the boy's fancy.

They attracted much attention at  
the recent Associated Sign Crafts  
exhibit here. They can be had for  
a mere \$350 or upward, but the  
durability of the gift which can be  
handed down from generation to  
generation makes it practicable—  
also the fact that the chest is fire-  
proof.

# Main Street Dude in 'Tattooed Countess' Beats Paul in 'Three Weeks' at Love Game

By WALTER D. HICKMAN

A MAIN STREET dude of high  
school age plays rings about  
the juvenile Paul in Ellnor  
Glynn's "Three Weeks."

You will meet Gareth Johns, just  
turning 18, in Carl Van Vechten's  
"The Tattooed Countess."

Gareth is the Main Street rival of  
Glynn's Paul in "Three Weeks." Gar-  
eth did not frolic on a bed of  
roses with a queen, but he did cut  
up with an elderly woman, Countess  
Ella Nattatorrini, who was tattooed  
on her left arm.

Ellnor Glynn's Paul was led astray  
like a young lamb. Not so with  
Van Vechten's Gareth. Gareth was  
a wise boy of the Main Street of  
Maple Valley, Iowa. He had had at  
least one fling at the great open  
spaces of romantic misadventure be-  
fore the Countess returned from Eu-  
rope to her home in Iowa.

The Countess was "fed up" on Eu-  
ropean life and she came mighty  
near hitting the social rocks because  
she was not too careful in selecting  
her gentlemen friends after the  
death of her husband.

So the merry tattooed Countess,  
50 years of age, arrives in the quiet  
town of Maple Valley. Then things  
begin to happen. Main Street so-  
ciety did not approve of her cigarette  
smoking, her low-necked gowns, her  
tattooed decoration on her left arm  
above the wrist and of many other  
things.

It will be remembered Van Vech-  
ten wrote that queer bunk called  
"The Blind Bow-Boy." So I rushed  
with numerous other to the book  
shop of the L. S. Ayres Company  
and obtained a copy of "The Tat-  
toed Countess." It will be a best  
seller very soon, whether it deserves  
it or not. It is published by Alfred  
A. Knopf.

## A Wise Bird

Gareth was a wise bird for his  
years. His father could not under-  
stand his craving for romantic ad-  
venture. But his mother did. Gareth  
had an affair with Lennie Colman,  
a middle aged school teacher. There  
two would, y'know, in the fields to-  
gether and were would dream of the  
great open but gay spaces beyond  
Maple Valley.

This continued until the Countess  
sailed into town. Lennie discovered  
that the red-headed beauty had  
actually traveled the route which she  
and Gareth dreamed about on their  
hikes. Then and there Lennie had  
a rival.

Those who are looking for "spice"  
and smart travesty will find it in  
"The Tattooed Countess." There are  
many smart moments in this book.  
At times it is wild but always smart.

## Weekly Book Review

This book is for the adult who does  
not take too seriously all that is writ-  
ten.

Approach this book in the spirit of  
tantalizing fun. You will laugh at

her when he was supposed to be en-  
tering a university in Chicago.

Main Street Training  
Gareth is wise enough to know  
that in time he will have to acquire  
another rich female companion be-  
cause the flame of spring and win-  
ter "love" does not continue together  
for long intervals. So Gareth is wise  
enough to be prepared to jump to an-  
other countess when winter sets in.

Some of the small town touches  
and characterizations have been done  
in splendid fun, even with a touch  
of a strict realism. Here is jolly fun  
and to the sophisticated mind it is  
not "dirt" but tantalizing nonsense.

Will not recommend the book. It  
is up to you whether you want to  
meet Gareth and the Countess.

Might remark that this book is  
selling rapidly all over the country.

## Dress Slasher Busy

LONDON, Sept. 9.—A maniacal  
dress slasher, armed with a long,  
skewer-like dagger, has inspired ter-  
ror into women visitors at the Brit-  
ish Empire Exhibition at Wembley.

The madman has been ripping wom-  
en's dresses, then hiding the dagger  
in his coat, running away and losing  
himself in the crowd. Police have  
been unable to stop his attacks.

## Cousins



Copyright by Harris & Ewing.

Lord and Lady Mountbatten,  
cousins of King George, are ac-  
companying the Prince of Wales  
on his trip to this country and  
Canada.

## In Big Demand

The September Bookman lists  
the following twenty books as  
the ones for which you will  
have to wait your turn at the  
libraries:

## Fiction

"So Big."  
"The Able McLaughlins."  
"Told by an Idiot."  
"The Home-Maker."  
"The Plastic Age."  
"The Interpreter's House."  
"Old New York."  
"The Call of the Canyon."  
"Heirs Apparent."  
"Lummock."

## General

"Life of Christ."  
"My Garden of Memory."  
"The Life and Letters of Wal-  
ter H. Page."  
"The Dance of Life."  
"Etiquette."  
"Galapagos."  
"The Outline of History."  
"Right Off the Chest."  
"The Outline of Literature."  
"The New Decalogue of Sci-  
ence."

# Every Parent Loves his children



Tonight, daddy, take a package of WRIGLEY'S  
to the kiddies. Mother, too, will appreciate it.

Doctors and dentists say that WRIGLEY'S  
helps to keep the teeth clean and the mouth  
wholesome and sweet.

It is an aid to digestion, too, so convalescents  
are given WRIGLEY'S to stimulate stomach  
action and for its antiseptic effect upon mouth  
and throat.

WRIGLEY'S after smokes cools and refreshes.

**WRIGLEY'S**  
Sealed Tight Kept Right  
"after every meal"  
WRIGLEY'S SPEARMINT  
THE PERFECT GUM LASTS  
DIFFERENT FLAVORS  
SAME HIGH QUALITY

# Our First Defense Test

September 12, 1924

It is the privilege of every American to take part in the Defense  
Test.

It is the patriotic duty of every young man between 18 and 31  
years of age to enroll himself in some unit of America's Great Citizen  
Army for Defense Test Day, only; no obligation for future military  
service.

The following units of the Organized Reserves, United States Army,  
have been allocated to Indianapolis and will be raised in this city  
should an emergency ever arise:

## Units and Commanding Officers for Defense Day

- 84th Division Headquarters and Medical Detachment—Lieut. Col. John B. Reynolds, AS-ORC, 28 S. Meridian St., Indianapolis.
- Headquarters, Special Troops—Capt. Andrew G. Holliman, Int-ORC, 3014 Park Ave., Indianapolis.
- Headquarters, Company, Special Troops—Capt. Andrew G. Holliman, Int-ORC, 3011 Park Ave., Indianapolis.
- 84th Signal Company—Capt. Clarence G. Shriver, Sig-ORC, 952 N. Dearborn St., Indianapolis.
- Service Company, Number 309—First Lieut. Chas. M. Gregory, QM-ORC, 30 S. Pennsylvania St., Indianapolis.
- 84th Division Military Police Company—Capt. John M. Satter, Int-ORC, 619 Berkeley Road, Indianapolis.
- Headquarters, 167th Infantry Brigade—Major Arthur C. Newkirk, Int-ORC, 127 W. Twenty-Eighth St., Indianapolis.
- Headquarters, 324th Infantry—Lieut. Col. Chas. O. Warfel, Int-ORC, 974 Middle Drive, Woodruff Place, Indianapolis.
- Medical Detachment, 324th Infantry—Capt. Cyrus W. Kuthner, Int-ORC, 408 Pennway Bldg., Indianapolis.
- Headquarters, Company, 324th Infantry—First Lieut. Joseph C. Dietz, Int-ORC, 1300 Beecher St., Indianapolis.
- Service Company, 324th Infantry—Capt. James E. Law, Int-ORC, 1214 E. New York St., Indianapolis.
- Headquarters, 324th Infantry—Capt. Claude M. Ewing, Int-ORC, City Trust Co., Indianapolis.
- Headquarters, 1st Battalion, 324th Infantry—Major Chas. S. Bushman, Int-ORC, 331 E. Fifty-First, Indianapolis.
- Company "A," 324th Infantry—Capt. Edgar C. Sites, Int-ORC, 614 Hume-Mansur Bldg., Indianapolis.
- Company "B," 324th Infantry—Capt. Milo D. Burgess, Int-ORC, 11 Maple Court, Indianapolis.
- Company "D," 324th Infantry—Capt. Samuel J. Mantel, Int-ORC, 3914 Central Ave., Indianapolis.
- Company "E," 324th Infantry—First Lieut. Chas. B. Davis, Int-ORC, S. Ritter Ave. and C. I. & W. B. E., Indianapolis.
- Headquarters, 159th Field Artillery Battalion—Col. Robert L. Moorhead, FA-ORC, 15 E. Vermont St., Indianapolis.
- Headquarters, 159th Field Artillery Battalion—1st Lieut. George C. Spiegel, FA-ORC, 2220 N. Alabama St., Indianapolis.
- Headquarters, 326th Field Artillery—Major Sidney S. Miller, FA-ORC, 1208 N. Alabama St., Indianapolis.
- Medical Detachment, 326th Field Artillery—Second Lieut. A. Thompson, FA-ORC, Apt. 12, 3608 Balsam Ave., Indianapolis.
- Headquarters, 326th Field Artillery—Capt. Donald M. McLean, FA-ORC, 20 W. Twenty-First St., Indianapolis.
- Service Battery, 326th Field Artillery—First Lieut. George T. James, FA-ORC, 5261 Carrollton Ave., Indianapolis.
- 84th Division Air Service—Major Colin A. Campbell, AS-ORC, 2933 N. Talbot St., Indianapolis.
- 300th Organized Squadron—Major D. E. Cross, AS-ORC, 322 Downey Ave.
- Motor Transportation Company, No. 335—First Lieut. Harry Metzger, QM-ORC, Apt. 909 2035 N. Meridian St., Indianapolis.
- Motor Repair Section No. 387—First Lieut. Fred W. Zueri, QM-ORC, U. S. Veterans' Bureau, Indianapolis.
- Motorcycle Company No. 309—First Lieut. Novella H. Cartwright, QM-ORC, 933 N. Capitol Ave., Indianapolis.
- Headquarters, 309th Medical Regiment—Laurie D. Carter, Med-ORC, 1820 E. Tenth St., Indianapolis.
- Service Company, 309th Medical Regiment—Capt. Ray L. Smith, Med-ORC, 933 N. Capitol Ave., Indianapolis.
- Hospital Battalion, 309th Medical Regiment—Major Donald L. Miller, Med-ORC, 911 N. Meridian St., Indianapolis.
- Medical Supply Section No. 309—Capt. Fred L. Hosman, Med-ORC, 2330 Kenwood Ave., Indianapolis.
- Medical Laboratory Section No. 309—Capt. Harry K. Langdon, Med-ORC, 3209 Broadway.
- NON-DIVISIONAL GROUP
- V Army Headquarters and Medical Detachment—Major Myron M. Andrews, Int-ORC, 3053 N. Meridian St., Indianapolis.
- V Army Special Troops Headquarters and Headquarters Company—Major Paul Y. Davis, Int-ORC, 1100 Hume-Mansur Bldg., Indianapolis.
- V Army Artillery Headquarters—Major Frank L. Parrill, FA-ORC, 219 E. Fall Creek Blvd., Indianapolis.
- Headquarters and Headquarters Battery, 190th Brigade, Anti-Aircraft—Lieut. Col. Bowman Elder, FA-ORC, 801 Hume-Mansur Bldg., Indianapolis.
- V Army Engineer Headquarters—Major James B. Steep, Eng-ORC, 205 Majestic Bldg., Indianapolis.
- V Army Signal Service Headquarters—Capt. Paul E. Brown, Eng-ORC, 3207 E. Sixteenth St., Indianapolis.
- Evacuation Hospital No. 18—Col. C. B. McCullough, Med-ORC, University Club, Indianapolis.
- 411th Ordnance Company—First Lieut. Doris D. McCleary, Ord-ORC, 2135 Ashland Ave., Indianapolis.
- 387th Air Ship Co.—Capt. Clarence R. Spain, AS-ORC, 2623 Ashland Ave., Indianapolis.
- 464th Pursuit Squadron—Capt. Kenneth E. Griffith, AS-ORC, 120 N. Pennsylvania St., Indianapolis.
- General Hospital No. 102—Lieut. Col. John R. Newcomb, Med-ORC, 4402 Washington Blvd., Indianapolis.