

## CLASS ONE MEN TO BE EXAMINED AS CLASSIFIED

Registrant no Longer Has  
Right to Appeal From Decision of Board Physicians.

WASHINGTON, Sept. 27.—Provost Marshal General Crowder today instructed local draft boards throughout the country to call draft registrants for physical examination as soon as they have been placed in Class 1 by their boards, even though they may have appealed for reclassification to the district board. The examination will be postponed only in case there is also pending a claim for deferred classification on individual grounds.

Attention of the local boards was called to a new ruling providing that a registrant no longer has the right of applying for re-examination to the medical advisory board after being passed by the examining physician of the local board as has been the custom heretofore.

Six states have not yet reported complete totals of the Sept. 12 registrations, and the provost marshal has been notified that totals returned from other states will have to be corrected because of discrepancies between telegraphic returns and later mail returns, now being received.

Physically fit men between 18 and 45 years of age who are placed in Class 1 by local draft boards, or who would be so placed except for occupational deferment cannot become candidates for commissions in the army until they have been inducted into service as privates, under rulings of the Adjutant General, made public today and superseding previous orders on the subject.

Registrants placed in the subdivision of Class 1 reserved for limited or special service however, may be commissioned direct from civil life, and no barrier is interposed to the commissioning of men direct from civil life, providing their local boards have given them deferred classification on dependency grounds.

To carry out the provisions of the order, Provost Marshal General Crowder today authorized local boards to examine and classify out of their turns such registrants as may be affected by the rulings.

Local boards are also authorized to examine and classify, without regard to normal order, such men as may be accepted by the navy and marine corps, in order that their immediate voluntary induction may be arranged.

### Student Training Corps to Be Inducted in Service

OXFORD, O., Sept. 27.—Four hundred and fifty young men of the Students' Army Training Corps of Miami University will be inducted into the national service Tuesday morning at 11 o'clock. The ceremonies will be held on the campus, in front of the library. Colonel Harris L. Roberts, commander of the Miami unit, will administer the oath of allegiance to the flag, the Miami band will play "The Star Spangled Banner," and President R. M. Hughes will deliver a brief address. Arrangements have been made by the war department to have these ceremonies conducted at each of the 450 colleges in the country in which corps units have been established. About 150,000 young men will be inducted into the service at the same hour.

### GREENSFORK, IND.

Mrs. Agnes M. Thomas of Dayton, Ohio, and Miss Margaret Wickett, of Richmond, spent Tuesday with their sister, Mrs. Harry Hill, who has been seriously sick. Miss Maria Underhill and Mrs. William Nicholson spent Tuesday at Spiceland at a golden wedding anniversary. Mr. and Mrs. J. C. Wickett and granddaughter, Miss Juanita Wickett spent Tuesday the guests of Mr. and Mrs. Isaac Love. Miss Katherine Pussey and Mrs. Vernon Brammer spent Tuesday evening with Mr. and Mrs. George Hill and family at Sugar Grove. Mrs. Sarah Borton was called to Chicago by the illness of her son George Borton. Mr. and Mrs. Helzo, former residents of this place, are the parents of a baby daughter, born at Reid hospital at Richmond. Miss Lela Kitterman is attending Earlham college for the winter term. Miss Iva Nicholson is seriously ill at her home.

### RICHMOND STUDENTS ENROLL.

OXFORD, O., Sept. 27.—The enrollment at Miami University this year includes ten young men and women from Richmond, Ind., as follows: James C. Coyle, Noll Deem, Leland B. Pasick, June W. Gayle, Freda Larsh, William C. Pitts, George W. Tarkenton, Robert H. Watt, William N. Watt and Roland B. Wrede.

### IT'S A MISTAKE

Made by Many Richmond Residents. Many people in a misguided effort to get rid of kidney backache, rely on plaster, liniments and other makeshifts. The right treatment is kidney treatment and a remarkably recommended kidney medicine is Doan's Kidney Pills. Richmond is no exception.

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Mrs. O. L. Fisher, 424 W. Main St., Richmond, gave the following statement in September, 1915: "I know Doan's Kidney Pills are a splendid remedy for kidney trouble; they have certainly done a lot for me. I suffered continually from pain in my back and could get no rest day or night. The medicine I was using didn't help me and when a friend advised me to try Doan's Kidney Pills, they benefited me right away. The aches and pains in my back were relieved and so were the other symptoms of kidney trouble." Price 60c. at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Fisher had. Foster-Milburn Co., Mfgs., Buffalo, N. Y.

## Miles of Shipyards Make Good U.S. Promise of "Bridge of Ships"

(By Associated Press)

NEW YORK, Sept. 27.—Miles of shipyards, their timbers towering above marsh-girted bays and rivers; hundreds of hulls, their naked or half-clad rigs yawning skyward; acres of giant cranes and derricks, machine shops and sawmills—this, in composite, is a picture of war-ridden shipbuilding on the North Atlantic coast, where more than 150,000 men are striving to help make good the nation's promise of a "bridge of ships" from the homeland to its soldiers overseas.

These men, equivalent almost to four divisions of the troops whose needs they are serving, have completed 65 vessels, capable of carrying 325,000 tons of cargo on a single trip. They have launched 70 others. And all this in a year when preparation rather than production necessarily has been the task of the newly created eastern yards.

"Make Schwab forget the Pacific," was the placarded message which greeted the Emergency Fleet Corporation's director-general when he visited a Connecticut shipyard. The enthusiasm which dictated the slogan is exhibited by a great majority of the managers and workers in the plants which dot the coast from Maine to Virginia and inland waters as far west as Lake Erie.

Outdistanced in production early in the war by the already organized shipbuilding industry of the Pacific, the Atlantic yards now are getting their stride, and standardization of their output—a type to a plant—will speed the work. They have performed a miracle in assembling materials, erecting plants and housing, training shipbuilders and building ships.

In this accomplishment, which in peace times would have occupied five years rather than twelve months, there has been a graphic illustration of the first half of the War Department's "work or fight" policy. Not by compulsion—for the shipbuilders are volunteers—men have flocked by thousands to the Atlantic yards and have labored through days of ten hours. There is nothing figurative in the sweat of the riveter's brow. And the riveter, backbone of the industry, is typical of his fellows. Wages are high, from the laborer's \$4.40 to the rivet driver's \$20 or \$30 a day, but emergency has compelled their payment.

Spirit Typical of U. S. Production, encouraging as it is, has not kept pace with the Emergency Fleet Corporation's program. There are many contributing causes—scarcity of materials, transportation delays, inadequate labor supply and absenteeism of workmen. Some of the shipworkers cannot stand the prosperity which suddenly has become their lot. The result is five day's work where there might be six, and a consequent slowing up of production.

Near the larger cities absenteeism averages 15 to 20 per cent, tapering down to 5 and 10 per cent in the more isolated communities. Managers, at first attributing the trouble to Sunday work, when employees drew double pay and, in many cases, "laid off" a week day for recreation, generally have discounted seven-day operation, except in emergencies. But every day's muster still has its list of absentees, obviously a serious blow to efficiency.

But "slackerism" is an offense of the minority. The real spirit of the shipyards is typical of America at war. Propaganda plays its part, a telling one, and by means of competition in construction, honor rolls of high production and noonday meetings designed to emphasize the importance of the shipworkers' share in the national effort, enthusiasm is maintained at a high pitch and is reflected in output.

Every plant has its school, where bridgebuilders and structural iron workers learn to erect steel ships and where house carpenters are taught the principles of wooden hull construction. In both branches of the industry, as well, many laborers have passed tests which have rated them as skilled workmen. In the yards of the Submarine Boat Corporation at Newark, the "school gangs" have built and launched three 5,500 ton steel freighters, an inspiring example of the American way of doing things when they have to be done.

The shipyards army, like the khaki-clad force whose going to foreign soil called it into being, is an organization

of youth. At Newark an 83-year-old Civil war veteran directs work on an outfitting pier, but this is an exception. Less of an oddity is a negro boy of 16 who is operating a "gun," as yard phraseology terms the compressed air riveting machine. Men in the twenties and thirties, with fewer in the forties and fifties, are building the American merchant marine.

War Impelled Haste. Shipyard mechanical appliances, like the men who operate them, largely are a product of war time demands. Railroads, cranes and derricks which travel in yards and on piers have supplanted the cruder and slower means of carriage of former years, and a wide use of fabricated steel parts wholly prepared for erection at the mills where they are rolled—has put speed into shipbuilding.

The hull riveter, an appliance which drives 7,000 rivets a day to 1,000 by the hand process, has made its appearance in some of the yards and is employed to erect entire sections of hulls, which are swung into place by derricks. While wooden ship construction must remain in a great degree a task for the human hand, its production has been hastened by a resort to many new mechanical auxiliaries. And what of the product of this war-impelled haste? These ships speak for themselves. Some of them lack the finish which was the old-time shipbuilder's pride. Equipment and fittings are held down to a minimum in keeping with serviceability. But the demand is for cargo space, and designs are drawn to meet it. Wooden vessels, mostly of 3,500 deadweight tons and averaging \$600,000 in cost, are equipped with coal burning engines. Steel ships, which range from 3,500 to 12,000 tons and cost \$750,000 to \$2,500,000, are being adapted in many cases to fuel oil. On every craft is a gun platform, on the larger ships, two, grim reminders of that international lawlessness which challenged American courage and resourcefulness to a performance which has amazed the world.

The months of getting ready are past in the North Atlantic shipyards. The ordeal of selecting from thousands of applicants, men who could build ships, or learn to build them, is over. The destructive labor turnover of the industry's first phase has been almost wholly eliminated. Erection of barracks and homes at some of the isolated centers has helped to stabilize the labor problem. Though supply has not yet fully met demand for men and materials, the day an even balance is drawing nearer. From now on completed ships will be reckoned not in thousands but in millions of tons a year. A cargo bridge to France promises to be a reality.

Y. W. C. A. SECRETARY.

OXFORD, O., Sept. 27.—Miss Ernestine Cookson, of Troy, a graduate of Miami university last year, has been named as secretary of the Y. W. C. A. of the university for the current year.

### WILL HAVE MILITARY BAND.

OXFORD, O., Sept. 27.—In connection with the Student's Army training corps at Miami university, there will be a military band of about forty pieces. Every young man who can play a band instrument has been called to a tryout before the musical department of the institution.

## Canadians and French Aid Each Other in Attack

(By Associated Press.)  
BEHIND THE FRENCH LINES, Sept. 27.—Two striking instances of the cohesion and fellowship existing between the French and British forces occurred recently.

At a certain point of the front line, a Canadian regiment, thirty per cent of whom spoke French, were attacking side by side with French troops. The Canadians were hard pressed by the Germans in front, who were occupying a wood and holding it with machine gun defenses. They appealed to the French regiment on their right for assistance, and the French troops immediately advanced, completely turning the position and enabling the Canadians to advance in their turn.

Shortly afterward the French were similarly held up and appealed to the Canadians, who immediately attacked and saved the situation. Throughout there was complete harmony in command, and even machine guns were more than once interchanged between the units.

When a halt for the night was made, the two regiments: messed and bivouacked together.

## LAXATIVE for Aged People



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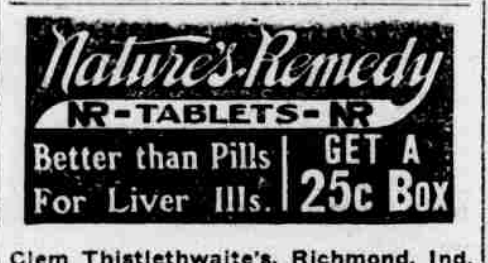


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