

GERMAN AIRPLANES BREAK UP EASILY

Machines Fall to Pieces Immediately When Aviators Lose Control.

CLOUDS USED AS SHIELDS

Passion for "Digging In" Is Demonstrated Even in Air—Artillery Activity on British Front Growing in Intensity.

(From a Staff Correspondent of the Associated Press.)

WITH THE BRITISH ARMIES IN FRANCE, via London, June 2.—While overhead skies have limited the aerial offensive in the last few days British pilots continue to bring in accounts of German airplanes breaking to pieces in the air shortly after being attacked. This tendency has been noticeable for more than a fortnight. Once shot out of the control the German planes have lost their wings, tails and other gear to such an extent that when they finally crash to the ground very little wreckage can be seen.

A day or two ago a British pilot flew at an enemy machine head on, maneuvering at the last moment just in time to avoid a collision. One of the wings of the British plane scraped one of the German wings, whereupon the latter began to fall. The British pilot dived after him and was startled to see the German's damaged wings fly completely off while the tail dragged as if its back was broken.

Whether faultiness in so many German machines is due to the speed with which the Germans have to turn them out to meet the British offensive, or to lack of suitable material, is a matter of no concern on this side of the line.

Clouds Used as Shield.

Recent attempts by the Germans to use floating clouds as screens for airplane raids have led to some rather spectacular say bombardments by British anti-aircraft guns. These guns have occasionally driven the raiders from cover and forced them to turn back over their own line. German aviators seem especially trained in the defensive use of clouds, for during air battles, if a bit of passing vapor is available they invariably dive or sidestep into it. This is only another demonstration of the German passion for digging in, such as first brought the world war to trench fighting. The Germans dig in on the land, in the air, and under the sea.

The artillery activity appears gradually to be growing in intensity along most of the British front, with raids and counter raids going on first in one sector and then in another. These raids are the means that the armies have of keeping in touch with the enemy and harassing him.

First introduced in the British armies by the Canadians, these raids were taken up by the French and Germans. The last named were never very successful at the art, however, although

recently captured Germans asserted their company commanders promised them iron crosses and long leaves of absence if they brought back even one British prisoner in a raid.

Strange Working Parties Seen.

Strange working parties recently have been seen just behind the German front line. They labor under the eyes of German guards with bayonets fixed. The workers are clad in a sort of gray uniform, but wear straw hats, derbies, or civilian caps, such as often are given to prisoners of war. It has been reported many times lately that the Germans are deliberately working British prisoners in very close proximity to the front line.

Three British soldiers who had been given up as lost returned to their lines yesterday after three days behind the German outposts without food. The trio became lost on patrol duty and discovered they were inside the German lines. They hid in a shell hole during the daytime and tried for three successive nights to return to the British lines before they finally succeeded.

Such experiences are possible nowadays with a ragged and irregular front line for outpost positions as they exist in the battle area east of Arras. The fighting there is more difficult in some ways than when the armies are in fixed trench positions. Then each side became accustomed to the other's trench habits and the slightest, unfamiliar move by day or night had an easily defined significance.

East of Arras at present there are only short stretches of trenches with posts between them, but each shell hole is a potential strong point and may hold a nest of machine guns. A chain of connected shell craters makes a first-class trench position under the new order of things.

YOUTH KILLED BY TRAIN

DEATH FOLLOWS AMPUTATION OF LEG.

Body of Willamette Lad Brought Home By Parents After Accident at Weed, Calif.

OREGON CITY, June 2.—The body of Frank M. Bennett, Jr., youngest son of Mr. and Mrs. Frank M. Bennett, of Willamette, arrived in this city from Weed, California, this morning. The funeral services will be held Sunday afternoon, when Rev. Abbott, of Salem, will officiate.

The lad had applied for entrance into the Navy, but, owing to his youth, he was rejected, and, as his brother, Vestal, is in the Navy, it is thought that he was on his way to see him. The boy was riding in front of the baggage car of a Southern Pacific train and he was thrown under the wheels of the car near Weed, Cal., when his left leg was amputated below the knee. He was taken to the hospital at Yreka, Cal., and medical attention was given. He was conscious for one and one-half hours before he died. He informed the nurse in the hospital the name of his parents and their address. He also told the nurse that the brakeman had thrown him from the moving train soon after the train had left Weed.

The parents were immediately advised of their son's condition, and left here on Tuesday, but a second telegram arrived after their departure, stating that the boy had died from his injuries. Frank Bennett was born at Bonanza, Oregon, January 22, 1902, and came to Oregon City with his parents about seven years ago. He attended the Oregon City schools, also the Willamette school.

Baker will be Mayor.—Adv.

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You'll like the all-wool quality and our prices; you can come in our store and get just the suit you want. Every style that is new is shown in our vast assortment of Varsity Fifty-fives. The belt or pinch-back that is making such a hit with the young men is here, the box-back or more conservative models for the older men—makes no difference what style you want, you'll find it here.

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\$20, \$25 up to \$40

Sam'l Rosenblatt & Co.

The Men's Store for
Quality and Service

Southeast Corner
Fifth and Alder



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50 RECRUITS WANTED

COMPANY OF ENGINEERS LIKELY TO GO TO FRANCE IN MONTH

Men From 18 to 45 With Railroad Experience Needed to Supervise Reconstruction Work.

Fifty recruits are wanted for the company of engineers now being enlisted at the office in the Multnomah Hotel for foreign service. Captain H. W. Young, head of the company, will leave tomorrow night for American Lake, and the company is expected to get away on Wednesday of this week.

At American Lake it is expected they will be in camp for a month undergoing training. At the close of that period it is expected they will be sent to France, where they will be set to work rebuilding ruined railways in Northern France and in carrying out such other

transportation projects as may be desired there.

Railroad men with track experience and bridge carpenters are wanted to fill up the company. They should be strong and capable, and their work, it is expected, will be to act in the capacity of foremen and command prisoners of war who are to perform the manual work in railroad construction. The Portland company is to be recruited to a war strength of 154. Enlistment in this regiment will be for the period of the war. Recruits must be 18 years old at least, but not more than 45 years.

Pay ranges from \$51 for first sergeant to \$30 for privates. This pay, however, is increased 20 per cent while the men are on foreign service.

SAM F. RICHARDSON DIES

Pioneer Prominent in Eastern Oregon Passes at La Grande.

LA GRANDE, Or., June 2.—(Special.)—Death today claimed one of the early pioneers of the West when Sam F.

Richardson, well-known lumberman and rancher, passed away.

Mr. Richardson served in the Legislature in 1899 and long had been a prominent figure in this part of the state and in Idaho as well.

GAME PAPER INTERESTING

"Oregon Sportsman" Issue Describes Handling of Elk.

"The Oregon Sportsman," the publication of the Oregon Fish and Game Commission, is an unusually interesting number.

Transplanting elk in Oregon is the theme of an article that tells of the transfer of elk from the Billy Meadows pasture, Walla Walla County, to Southern Oregon, for propagating purposes. Angling experiences are contributed by W. T. Wright, of Union, and early-day hunting on Mount Pitt is described by John B. Griffin.

Baker will be Mayor.—Adv.



ADMINISTRATION WITHOUT POLITICS

ROBERT G. DIECK, Commissioner of Public Works, has given you a clean, efficient administration, without handshaking or speechifying his way to popularity.

He has reduced expenditures 29 per cent, in spite of a 27 per cent increase in the city's area, with an additional 100 miles of streets and 10 miles of sewers.

Your millions of dollars of hastily constructed public improvements have been kept in excellent repair, at a total cost of less than 1 per cent yearly.

He has reduced the cost of all pavements, and prevented indiscriminate improvement work and confiscatory assessments.

This record of public service, during four of the most trying years in Portland's history, could only be made by strict attention to duty by a man of thorough training and experience.

Shall it be business or politics, training and experience, or experimenting with untried men?

No. 27 on the Ballot

Is an Engineer of High Standing, Qualified by Ten Years' Administrative Experience in City Government.

Phone Your Want Ads to THE OREGONIAN

Misleading Statements Answered

Telephone Interchange will increase the cost of telephone service to all telephone users

This fact is recognized in the proposed ordinance.



Companies Must Make Extra Charge

Section II. Every such public utility shall include in its regular monthly charge to its subscribers an amount sufficient to fully compensate it for the additional expenditures or investment required, if any, and the additional service thus imposed upon it, and such charges shall be published with other tariff charges, and shall be subject to revision by the duly constituted authorities of the city of Portland, or other duly constituted authority.

The Railroad Commission of the state of California recognized this fact in rejecting telephone interchange for the city of Los Angeles and has spoken as follows:

"That interchange would necessarily be more expensive than consolidation and hence would call for higher rates to be paid by the people of Los Angeles and the other people living in the area here affected was frankly admitted by Mr. F. D. Howell, Chief Engineer for the Board of Public Utilities of Los Angeles.

"We are satisfied that a system of interchange between the two existing telephone companies would not merely result in an increase in rates to be paid by the people of the City of Los Angeles, but would also give to them a less responsible and less satisfactory service than will be the case under consolidation. For this reason, we cannot see our way clear to make any recommendation which would look to the establishment of a system of interchange as opposed to the plan of consolidation herein presented."

J. B. Middleton, manager of the Home Telephone Company of Portland, at a hearing before the Public Service Commission of Oregon, held in Portland in connection with the petition filed by the Public Service League for interchange of service between the Home and Pacific systems, stated:

"As I have studied the matter, it will never give as good service as one telephone system in the community."

"That where you have interchange in your own business you can get an action through your employes that you can't get when two competing companies are attempting to work each other's apparatus.

"There is not a single instance in the United States of two competing companies, one operating an automatic and one operating a manual, connecting together.

TELEPHONE INTERCHANGE WILL INCREASE THE COST OF TELEPHONE SERVICE TO ALL TELEPHONE USERS, INCLUDING THOSE WHO HAVE SERVICE WITH BOTH SYSTEMS

VOTE 109 X NO

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

(Paid Adv.)

W. J. Phillips, Division Commercial Superintendent.