

World's Greatest War From Day To Day

WAR AEROPLANE'S FEAT

French Flying Machine Pierced by Hundreds of Bullets.

(By Associated Press to Coos Bay Times.)

PARIS, Jan. 8.—The PETIT PARISIEN gives the following account of the vicissitudes of a biplane which has figured in the most important air cruises of the flying machine corps.

"Biplane M. F. 123, in a violent engagement with a German machine, was struck by an explosive bullet, which passed within two and one half inches of the gasoline reservoir. At the same time two musket balls, fired almost vertically, burst the frame on the righthand side and lodged in the interior of the front hood.

"In another engagement a rifle ball, fired from a trench which the machine passed at the height of 300 metres, pierced the writing board of the observer.

"On another occasion the M. F. 123 maneuvered over a captive German balloon, when a shell burst under it and 47 bullets or pieces of shell struck the machine. The armor-plate was pierced just between the little openings made for the pilot's legs, but the aviator was not touched. The machine was obliged to come to ground, but the pilot succeeded in bringing it back into the French lines. On examination it was not only found that the armor was pierced in several places, but there was a hole as big as a man's fist in one of the blades of the propeller. Altogether the machine had been hit by 144 rifle balls, by 60 fragments of shell, 25 of the wire stays had been severed and 2 of the commanding levers ruptured, 2 propeller blades broken and the hood shredded at 7 different points.

"The modern hero of these exploits refuses to allow his name to be mentioned, but he is glad to have the exploits of his machine properly recognized. He has made an application to the government, not for recognition, but for permission to keep his biplane in its present state as a relic of the war."

RUIN SUGAR BEETS.

(By Associated Press to Coos Bay Times.)

PARIS, Jan. 8.—The sugar beet fields retaken by the French have not only been ravaged by shells, lacerated by trench diggers and furrowed by the wheels of gun carriages, but have been so trampled by infantry and cavalry that the extraction of the roots became a difficult problem, not yet entirely solved. It is the modest heroine of the war, the French peasant woman, who is working on it in the unoccupied regions close to the battlefield, where she cannot only hear it but see the smoke of it.

In all this region the plough followed closely upon the conflict and seeding necessarily followed so hard upon the plough that some preparation was felt as to the summary preparation of the soil; there was no time for harrowing but the seed caught and the new crop showed its head even while the pointed helmets across the line were taking in the last of the belated harvest. Statisticians say the seeding is little inferior in acreage to that of 1913.

DEFEND SUEZ CANAL.

(By Associated Press to Coos Bay Times.)

PORT SAID, Egypt, Jan. 8.—The mainstay of the defense of the Suez Canal is a large body of Indian troops. A volunteer defense corps is also being raised, including English and Maltese, who will act as special constables. Many of the boats belonging to shipping firms or private individuals have been commandeered by the authorities for use in connection with plans for defense of the Canal.

RAILROADS DISCONTINUE FREE FOLDER SERVICE.

CHICAGO, Ill., Jan. 8.—After January the traveling public throughout the West will not find it so easy to obtain a time-card or folder. Hereafter such literature has been supplied gratis to hotels and other public places and has been obtainable for the asking. In their efforts to reduce expenses the railroads decided that by curtailing the supply of free folders they might chop hundreds of thousands of dollars yearly from their printing bills. While the most of the roads will continue to give away the folders at their ticket offices, it is understood that some of them contemplate making a charge of 1 or 2 cents for the little publications that have been handed out free ever since the first railroad in America began operations.

JONES BILL HELD A TROUBLE MAKER

Philippinos Seek Independence. According to Former Government Man.

Edgar Stinger, who is a recent arrival on Coos Bay, says that plotting in the Philippines, continual tiffs between the white population and the natives of Manila and the impertinent assumption of "airs" by the former subjects of Spain are all directly attributable to the Jones bill, passed last year in Congress.

Mr. Stinger for eight years was a government employee in the Philippines and who has just returned from work on the \$45,000,000 fortifications at the mouth of Manila Bay. He is on a business trip, having come back from the Philippines but a few weeks ago. Under the provisions of the Jones bill the Philippine Islands are to receive their independence "as soon as they have shown themselves fit to receive it." When the bill was passed, the natives, according to Mr. Stinger, immediately believed themselves raised in rank and since that time have continually clashed with the white people of whom they formerly were very much of awe.

To carry out the original ideas of the Jones bill, there has been a gradual superseding of Americans by Philippinos in government offices. The police department of Manila now contains 250 natives instead of white people; the same is true in the fire department. When in former times a white policeman intercepted a native there was a general exodus with the American very much the victor, the visitor relates, but with the changing of the regime the tables have been turned and now, he says, "the native policeman go out of their way to find an American in trouble."

It is such phases as this that have led to the riots of the past week in the Philippines, according to Mr. Stinger.

Heavy Ports in Bay.

Four islands in the entrance to Manila Bay have been lately fortified at a cost of \$45,000,000. As a head machinist in charge of a gang of 200 convicts and 50 natives, Mr. Stinger saw much of this work and for months saw shifts working feverishly night and day, following the Japanese war scare of some months back, to complete the fortifications.

Use as Naval Base.

These islands not only guard the entrance to the harbor, according to the visitor, but no further expressed his belief that they will always be retained by the United States as an eastern naval base, after the Philippines have been given their independence. Quarters have been built for 5000 men on these islands. The economy of the structure may be conceived when it is known that the cold storage plant on Corregidor Island will hold 1,000,000 quarters of beef.

Corregidor Island, the largest of the four, presents a 700-foot sheer stone front toward the sea. On the very tip of this precipice have been placed six 12-inch disappearing guns and two mortars of four and eight guns each. Battleships, trying to bombard this fort, would be unable to elevate their guns to such a height and the coral reefs prevent their retreating far enough away to bring the cliff guns in range. One of the islands is very small, not larger than a broad-nought and for this reason guns have been mounted on it in targets.

Japs Want Australia.

Having lived for years in the islands and having become well acquainted with the common political talk of the Philippines, Mr. Stinger expresses his belief that the Japanese are after Australia; that at the close of the European war they will demand a naval base in Australia and free immigration on a par with the Russians, who are now freely admitted.

"There is trouble brewing there," he declared, "and the general belief in Manila is that Japan will come to an open break with England as soon as the present war is over."

CRAWFORD TO PORTLAND.

The Salem Statesman says: A. M. Crawford has ended his official duties as attorney general and Monday the new regime under Attorney General George Brown began. I. H. Van Winkle, the newly elected assistant attorney general, was to begin work. Mr. Crawford said that he would go to Portland, where he has opened a law office in the Northwest Bank Building. James Crawford, his son, will follow in a few days.

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