FILIPINOS TO SEEK CITIZENSHIP, SAYS FORMER JUSTICE

Judge James Ross Declares Talk of Independence Has Ended and Islanders Are Americans.

LOYALTY IS 100 PER CENT

Army Corps Raised and Trained; Destroyers and Divers Are Given, Liberty Bonds Bought.

San Francisco, Oct. 28.—(I. N. S.)—There is a great probability that after the war the Filipino nation will ask complete American citizenship, according to Judge James Ross, formerly of the supreme court of the Philippines, who is en route to Manila from Washington, D. C.

"The Filipino feels himself so well treated by America that he is 100 per cent loyal," he said. "In pre-war days the question of autonomy of the Philippines was always to the fore. Then the war came, and, as if by magic, the whole matter was dropped. The Filipinos have a sensitive feeling of honor and loyalty and when America entered the war they felt that they did not wish to embarrass us in the slightest degree by even the smallest mention of independence. Instead, they seemed to feel themselves Americans and at one with the American people. The Philippines have offered and trained an entire army corps for service with the American army, they have oversubscribed 100 per cent in the Liberty loans, they have raised funds for the building of destroyers and submarines as gifts to the American navy.

"Thus there has sprung up during the war a strong American spirit throughout the islands. The present status of the Filipinos is defined as 'citizens of the Philippines, entitled to protection by the United States.'

"As I see the situation, after a long and close observation of men and conditions in the Philippines, there is a great possibility and likelihood that the cry for independence will not be raised again, but that, to the contrary, the Filipinos will ask to become full-fledged American citizens, with their country incorporated into the American Union.

"All the signs point this way. There is a great demand for American goods and American capital in the Philippines. Already, Filipino merchants and financiers have told me, 'American capital' is no longer 'foreign capital' with us; it is 'our capital.'

"Great things under American partnership are looked forward to in the near future by the people of the Philippines. One of these is a project for the conversion of Manila into a great port of greater importance than Hongkong is at present."

Fill men with praise if you would have friends.

IMPERIALES
MOUTHPIECE
CIGARETTES

are filled with such fine tobacco, are made with such care, mouthpiece and all—no wonder men praise them and pass them on to friends.

FIND 150 BODIES OF VICTIMS OF SHIPWRECK

(Concluded From Page One)

personal charge of the search for possible survivors and bodies. He is aboard one of the 23 vessels now cruising in the vicinity of the disaster.

Every flag in Alaska has been ordered at half-mast.

No hope is held out by those at the scene of the wreck of finding any survivors. The United States lighthouse tender Cedar, which has been standing by, wirelessed last night that it had found 10 bodies but not a sign of life. Four of the bodies were found in the Sophia's lifeboats, indicating that the crew had made every effort to get the passengers off safely when the vessel started breaking up.

As the news of the greatest marine disaster in North Pacific waters spread throughout Alaska messages began to flood cable and wireless stations here for news of the disaster. Today all Alaska is shocked by the enormity of the accident. So many well known northern residents have perished that a list of the passengers reads almost like a directory of some sections of Alaska and the upper Yukon.

John F. Pugh, collector of customs for the Alaska district, is one of the well known Alaskans who went to his death, leaving a wife, daughter, mother and sister here.

Cable Officials Lost

Four members of the United States signal corps, en route from Fort Gibbons, were lost. They were: I. Labrie, George R. Hendix, of Terre Haute, Ind.; A. W. McQueen and T. E. Sandford. All were connected with the operation of the government's Alaska cable.

G. F. Mayhood, minger and prospector of the Ruby district, who, after years of struggling had gathered enough wealth to return to his home in San Francisco and live in comfort for the rest of his life, went down with the ship. He has a son living in San Francisco.

William Scouse, one of the best known old time prospectors in this territory and who was one of the first locators on Eldorado creek in 1896, was another passenger aboard the Sophia.

S. J. Baggerly and wife, passengers on the Sophia, were going to California to visit H. L. Baggerly, publisher of the San Jose Evening News, who is a brother of the lost man.

NAMES OF PASSENGERS OBTAINED FROM SKAGWAY

Vancouver, B. C., Oct. 28.—A special dispatch from Skagway, giving a list of passengers aboard the Princess Sofia, which went on the Vanderbilt Reef, in Lynn canal, Thursday night, has been received here. The addresses appearing in the list were supplied by Alaskans who are now in the south. The list follows:

J. R. YOUNG, San Francisco; engineer Yukon steamer Dawson.

C. J. BLOOMQUIST, Victoria, B. C.; captain steamer Dawson.

C. S. CHINERY, White Horse, Y. T.

H. A. ROBINSON, San Francisco and Lake Bennett, Y. T.

A. S. BOURNE, Iditarod, Alaska; bookkeeper for Northern Commercial company.

H. E. HARDIN, Ruby, Alaska.

R. M. HALL, Iditarod; wireless operator.

F. E. SOLE, Iditarod, Alaska.

MRS. F. BEATON and two children, Iditarod, Alaska.

D. A. M'DONALD, formerly of Sedro Woolley, Wash.

J. S. AMLONG and wife, Ruby.

MRS. A. L. WINCHELL, San Francisco.

S. J. BAGGERTY and wife, Ruby; manager cold storage plant.

PETER GURKOVITCH, Fairbanks.

R. M. SWARTZ, Seattle; United States transport service.

H. B. PARKIN, Seattle; general manager Pacific Coast Cold Storage company.

J. F. PUGH, United States customs collector of Juneau.

H. A. SOMERSET, Iditarod, Alaska.

G. A. MILES, Iditarod, Alaska.

MR. AND MRS. P. H. DAVIS; Davis was purser of the Yukon river steamer Dawson.

MR. AND MRS. SAM HENRY, Dawson, Y. T.; merchant.

WILLIAM S. SOOUSE, Dawson; miner.

JOHN ZACCHARELLI, Los Angeles; confectioner.

MRS. GEORGE MAKUS and daughter, Nenana, Alaska.

W. K. M'ARTHUR, Dawson.

MR. AND MRS. M. S. EADS, Dawson; proprietors Hotel Alexander, Dawsons' leading hotel.

GEORGE MILTON, Pantlus, Alaska; coal miner.

W. F. SHAW, Skagway; steamship agent.

A. R. GANNER, Frazier River.

MR. AND MRS. C. E. TACKSTROM, two children, Ruby; formerly of Stanwood, Wash.

W. A. THOMPSON, New York; purser steamer Yukon.

CAPTAIN JOHN C. GREEN and wife, master steamer Yukon.

A. W. WALKER, cook on Yukon steamer Selkirk.

J. SANTINE, Portland, Or.; engineer steamer Yukon.

J. BOWKER, chief engineer steamer Dawson.

H. RUTHERFORD, Dawson.

GUY M'ORAIT, Seattle; steward steamer Yukon.

W. W. SCHILLINGTAW, Victoria; steward steamer Selkirk.

J. C. O'NEIL, Dawson hotelman.

MRS. CHARLES COUSINS, Victoria.

B. WILKINSON, Victoria; second mate steamer Casca.

MRS. DAN GILLIS, wife of Yukon gasboat operator.

THOMAS M'MAHON, Flat City, Alaska; merchant, formerly of Arlington, Wash.

H. DAVIES and wife, purser on the steamer Dawson.

GEORGE TRIBE, steward steamer Dawson.

E. S. IRONSIDE, Dawson; collector of customs.

MRS. M. IRONSIDE, mother of E. S. Ironside.

MRS. C. J. VIFQUIAN and child. Mrs. Vifquian's husband is the Dawson agent for the White Pass & Yukon Railway company.

W. J. O'BRIEN, Dawson; C. P. R. agent; wife and four children.

E. C. CHINERY, New York; purser Yukon river steamer White Horse.

H. F. ROBINSON, Dawson.

CAPTAIN J. ALEXANDER, owner and manager of Engineer mine, Windy Army, B. C., and wife.

J. A. SEGBERS and wife, Dawson; proprietors Yukon hotel.

R. C. HAWES, Vancouver; chief engineer river steamer Casca.

P. VINT, Vancouver; second engineer Casca.

CAPTAIN J. F. DOUGLAS, New Westminster, B. C.; master of Yukon river steamer.

Mrs. W. C. CARR, wife of White Horse miner.

GEORGE HEWEY, fireman Casca.

A. D. LEWIS, purser Casca.

E. G. WHEELDON, deckhand Casca.

THOMAS WISHART, Iditarod; miner.

J. M. COLVER, Iditarod, Alaska.

W. S. M'DONALD, Dawson. McDonald was a freight contractor, and was bringing horses to Vancouver.

WALTON AND ALTON BARNES, Dawson; mining men.

MRS. C. J. PERKINS, Dawson.

W. C. SHARRON, Dawson.

T. E. THORSON, Dawson; engineer Yukon Gold company.

OSCAR BECKMAN, Watchman Yukon Gold company.

H. M. BRIDGES and wife, proprietors Yukonia restaurant, Dawson.

JOHN PATTERSON, Dawson; employe Yukon Gold company.

A. M'LEAN, employe Yukon Gold company.

FRED STEINBERG, has big mining holdings in Stewart river country of Yukon.

FRANK BROWN, employe Yukon Gold company.

CAPTAIN N. STEWART employe North American Trading & Transportation company.

JAMES KIRK, helper, accompanying horse shipment.

MRS. M. VARY, proprietor Dawson laundry, and daughter, en route to Prince Rupert, B. C., to engage in business.

Nearly all members of the crew were Canadians. Captain Locke, master, was one of the oldest navigators on the Northern coast. Captain Jerry Shaw was first officer; J. F. Gosse, second officer, and A. Murphy, third officer. All four resided in Victoria. A. Alexander, Vancouver, was chief engineer.

Other members of the crew who were aboard when the Sophia left on her last trip were: C. Bedel, Victoria, purser; C. J. Black, Campbell Ford, Ont., freight clerk; D. M. Robinson, Vancouver, wireless operator; H. Galloway, Vancouver, second engineer; D. Ross; J. M. Macey, Vancouver, fourth engineer; J. King, Vancouver, chief steward; L. Wood, Vancouver, barber; A. Cartwright, Vancouver, second steward; Miss H. Browning, Vancouver, stewardess.

The firemen, waiters and seamen were all from Canadian or Puget Sound ports. In addition, 11 Chinese were aboard.

Captain Locke Criticized

Captain Locke, commander of the Princess Sophia, is not harshly criticised, but it is believed by some navigators familiar with the treacherous Lynn canal waters that he should have, immediately after striking, launched lifeboats and sent the passengers ashore, notwithstanding the weather may have been rough.

It is apparent now, these navigators say, that the vessel's hull was badly torn with the first impact and that she was from the first holding simply on her inner skin, though Captain Locke in several succeeding reports contended that his ship was not leaking. Up to 12 hours before the Princess Sophia went down, Captain Locke reported that she was taking no water.

The late Captain J. C. Hunter, for more than 30 years in command of Alaska vessels, always regarded Lynn canal a dangerous stretch of water, and Vanderbilt reef an especially treacherous menace.

"It is not at all difficult to hit Vanderbilt reef," Captain Hunter said to Joseph Harris, chief clerk, to Superintendent Pierson of the Alaska Steamship company, just a few days before the veteran master died several weeks ago.

The wind in great velocity, especially in winter, after a sweep of 70 miles, reaches Lynn canal. Staunch vessels often had to seek shelter behind some island or headland.

The old steamer Alki, which was operated on the southeastern Alaska run for 25 years, and finally piled up on its coast for good, once "lay to" for 14 days in Berners bay, which is about midway between Juneau and Skagway awaiting for gales to subside.

Of the 243 persons who perished in the wreck of the Princess Sophia, 87 were employes of the White Pass & Yukon route, mainly masters, pursers and deckhands of the steamboats operated by the company on the Yukon.

Advices from Skagway today state that but 10 bodies have been recovered.

Death Toll May Be Greater

Vancouver, B. C., Oct. 28.—(I. N. S.)—Canadian Pacific Steamship company officials who have been checking over the list of passengers and crew aboard the Princess Sophia declared today that the death toll will probably be considerably larger than at first reported. It is now believed there were 276 passengers aboard and that the crew numbered between 60 and 75.

Captain Baughman Safe

Lewiston, Idaho, Oct. 28.—(I. N. S.)—Captain Harry C. Baughman, master of the steamer Whitehorse of the Yukon river fleet, is safe with his family here today as a result of his having canceled his reservation for passage on the ill-fated steamship Princess Sophia. Captain Baughman gave his stateroom and ticket to his second engineer, Richard Haws, and came from Skagway himself aboard the steamship Humboldt.

Four Women Lashed to Raft

Vancouver, B. C., Oct. 28.—(U. P.)—Smashed on the barren rocks of Lincoln island last night in the darkness and the storm was a collapsible raft with the battered and unidentified bodies of four women lashed to it. There in the storm-lashed sea that thundered on the cliffs the officers of the Cedar, the gallant vessel that tried so hard to save them, found them far past help.

OPPOSE ELECTION OF CIRCUIT JUDGE

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vates. He also stated that it would be unfair to these boys at the front to reward Judge Gantenbein with a judgeship, with a salary of $4000 a year when he had refused to perform that service for which he had been trained at the taxpayers' expense and for which the government was in the greatest need.

The shipworkers, some of whom had boys at the front, voiced their condemnation of Judge Gantenbein and De Neff's remarks were greeted with applause. At the conclusion of the address the men signed a petition urging their friends and fellow workers to stand by the action taken by the Fathers of Soldiers' and Sailors' club and oppose Judge Gantenbein. They also passed by a unanimous rising vote the following resolution:

"Resolved, by the shipworkers of the Coast Shipbuilding company, here assembled, that we are in hearty accord with the resolution recently passed by the Daddies' club opposing the election of C. U. Gantenbein as circuit judge. Judge Gantenbein's refusal to accept a commission as major, which was offered him by the United States after he had passed his examination at the training camp, where he trained three months at the taxpayers' expense, and his statement that he could not make too many sacrifices, constitute more than a sufficient reason why he should be defeated. In our opinion, Judge Gantenbein in this matter placed his own interests ahead of the interests of his country, and refused to serve his country at the time of its greatest need."

Want Street Name Changed

Fifty-one residents of Gantenbein avenue do not like the Teutonic sound of the name and have petitioned the city council to change it to Marne avenue. Their petition was filed with the city auditor this morning and will be placed on the council calendar for consideration and action. The petition, with the names of the residents of Gantenbein avenue signing it, is as follows:

"To the Honorable Mayor and Council of the City of Portland: We, the undersigned, property-owners and residents on Gantenbein avenue, in the city of Portland, state of Oregon, being opposed to Teutonic designations and being in favor of patriotic names for streets and highways of the city, hereby petition your honorable body to change the name of said Gantenbein avenue by ordinance and to name the said thoroughfare Marne avenue.

"Mrs. William Case, Mrs. C. C. Rarick, Mrs. Rosa Kappes, Kenneth Young, Mrs. E. Hamm, Anna M. Wigton, Lena Thompson, Mabel Rochat, Ernest E. Hopkins, A. Hanson, Mrs. E. A. Erikson, Mrs. Edward Woertendyke, R. Medack, Mrs. H. J. Johns, Mrs. Kearn, Mrs. C. O. Larson, Ruth Anderson, Mrs. Donicn, Mrs. H. C. Thompson, Mrs. Anna Ecklund, Mrs. S. P. Anderson, Mrs. Alma Erickson, Mrs. E. McEntee, Mrs. Ernest Boesch, Mrs. A. F. McAtee, Mrs. T. D. Sutherland, Mrs. H. R. Hewitson, Vincent Graf, William St. Thomas, Mrs. D. Gatchet, E. H. Johnson, Mrs. K. Stolz, Mrs. Frank Williams, Mrs. W. P. Morin, Mrs. E. Cuff, Mrs. S. H. Stafford, Mrs. Ella Jorgensen (per James Moriarity), Mrs. T. R. Gill, Mrs. J. J. Caspary, Mrs. J. C. Frost, Mrs. D. Richards, Mrs. M. Schulze, Mrs. A. Schulze, Mrs. J. J. Paque, Mrs. J. C. Crampton, Mrs. Catherin Curry, Mrs. G. F. Neff, Miss Edna Neff, Mrs. E. Riesland, Mrs. A. E. Guinde."

A windstorm at Hood River Sunday took a large part of the unpicked apples, estimated at 200,000 boxes.

CHAIRMAN HAYS MAKES REPLY TO WILSON'S WORDS

Republican Manager Angered by President's Appeal to the People to Elect Democrats.

WAR ISSUES ARE INJECTED

Campaign Director Calls on His Party Members to Answer President at Coming Election.

Washington, Oct. 28.—President Wilson's appeal to his countrymen that if the administration's conduct of the war has their approval they elect at the forthcoming election a Democratic congress which will uphold his hands, Sunday brought from Will H. Hays, chairman of the Republican national committee, the following statement:

"To Republicans: President Wilson has questioned the motives and fidelity of your representatives in congress. He has thereby impugned their loyalty and denied their patriotism. His challenge is to you who elected those representatives. You owe it to them, to the honor of your great party and to your own self-respect to meet that challenge squarely, not only as Republicans, but as Americans. I, as your chairman, call upon you to do it.

Affirms Loyalty of Republicans

"Mr. Wilson accords the Republicans no credit whatever for having supported the 'war measures' proposed by his administration, although they have done so with greater unanimity than the members of his own party. Despite that fact, he accuses them of having tried to usurp his proper function. That charge, as Mr. Taft declares in carefully measured words, is not true. At no time and in no way have they tried to take control of the war out of his hands.

"The president knows that. The country knows it. You know it. A more ungracious, more unjust, more wanton, more mendacious accusation was never made by the most reckless stump orator, much less by a president of the United States, for partisan purposes. It is an insult, not only to every loyal Republican in congress, but to every loyal Republican in the land. It fully merits the resentment which rightfully and surely will find expression at the polls.

President's Purpose Questioned

"Mr. Wilson grudgingly admits that the Republicans have been 'pro-war.' Then, why does he demand their defeat? Because they are still pro-war? Hardly that. No. It is because they are for peace through victory, because they do not believe lasting peace can be obtained through negotiations; because they consider that U. S. stands for unconditional surrender as well as for the United States and Uncle Sam. The Democratic congress does not. There is the issue, clear as the noon-day sun. The country will decide.

"Mr. Wilson wants only rubber stamps, his rubber stamps, in congress.

"Mr. Wilson says that he has 'no thought of suggesting that any political party is paramount in matters of patriotism,' but he does suggest it, and he suggests further that he alone is paramount in intelligence."

Continuing Mr. Hays declares that one of the president's purposes is to secure power to settle the war "precisely as he and his sole, unelected, unappointed, unconfirmed personal adviser may determine." Another purpose he attributes to the president is committment to free trade with all the world, "thus giving to Germany out of hand the fruits of a victory greater than she could win by fighting an hundred years."

Waves Free Trade Bugaboo

"A Republican congress" says Mr. Hays, "will never assent to that. Do you want a congress that will? Germany does. Germany looks to Mr. Wilson to get it for her as he pledges himself to do in one of the few of his famous articles which is explicable. Germany understands that. See the New York World, spokesman of the administration, of last Saturday and read the testimony of Henry C. Emery, just returned from seven months in Germany. 'The German people,' he says, 'seem to realize that in President Wilson lies their only salvation. They have turned to him in the belief that he is the one great political leader who can be trusted to make a permanent peace which shall permit equal economic development.'

"What worse than nonsense is the Democratic campaign cry that the election of a Republican congress pledged for the unconditional surrender and protection of American industries and American workingmen, instead of a Democratic congress ready to assent to a negotiated peace and free trade, would bear cheer to Germany. Such claims would be ludicrous if they were not so seriously unpatriotic.

"Mr. Wilson calls upon the Republicans of the country to repudiate their representatives in congress who have proved true and loyal patriots. Are you going to do it? Answer with your votes.

"Mr. Wilson forces the Republican party to lie down or fight. I say fight. Answer with your votes.

Asks for Party Support

"Mr. Wilson is for unconditional surrender, yes for the unconditional surrender to himself of the Republican party, of the country, of the allies—all to him, as the sole arbiter and master of the destinies of the world. Do you stand for that? Answer with your votes."

Held Hysterical Attack

Washington, Oct. 28.—In the absence of Homer S. Cummins, acting chairman of the Democratic national committee, Democratic leaders in Washington were loath to discuss the statement of Republican National Chairman Hays.

At Democratic headquarters the Republican manifesto was characterized as an unmannerly, hysterical and insulting attack on the president, based upon an absolutely false assumption of facts.

The attitude of Democrats in congress generally was tersely expressed by Senator Gilbert M. Hitchcock of Nebraska, chairman of the senate committee on foreign affairs, who said:

"Really such a wild outbreak should not be dignified by any notice. But I cannot refrain from characterizing it as grossly misrepresenting the president's position.

"The whole statement of the Republican chairman is so wild, so unbalanced, so utterly unfounded on anything the president has said or done as to cause wonder that it could have emanated from anyone presumed to possess judgment or self possession.

"Of course it could be shown to be without foundation in all of its particulars, but it is enough to say that the president's whole attitude in the national campaign appears to have been wilfully and grossly misstated.

"So far as I can judge from the hurried readings I have listened to, the statement is a garbled slam of facts," said Scott Ferris, representative from Oklahoma, chairman of the Democratic congressional campaign committee.

AUSTRIA IS READY TO LAY DOWN HER ARMS

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without waiting the result of other negotiations, to enter into discussions to conclude peace between Austria-Hungary and the opposing states and an immediate armistice on all Austro-Hungary fronts and begs President Wilson to be good enough to take the appropriate preparatory steps."

Revolt Feared in Austria

London, Oct. 28.—(U. P.)—A revolution is feared in Austria, according to advices received here today. The archduke has taken refuge in the castle at Godollo, and Emperor Charles is said to be planning to leave soon for Debrecain.

Uprising in Budapest

Zurich, via London, Oct. 28.—The efforts of Count Karolyi, the Hungarian independence party leader, to form a popular ministry have failed and the dissolution of Hungary is consequently inevitable, according to Budapest dispatches tonight.

A great insurgent movement has broken out in Budapest, the capital of Hungary, dispatches from that city report late tonight.

The Magyar national council has proclaimed supremacy over the existing authorities. Thousands of young men are organizing "for military purposes" and crowds are parading the streets of Budapest calling for immediate denunciation of the alliance with Germany.

Count Michael Karolyi is unable to check the movement.

Week Is to Be Crisis for Germany

Washington, Oct. 28.—The present week is destined to be the most momentous in the history of the German empire, according to American and allied military and diplomatic attaches here. They are a unit in declaring that unless all signs fail the next six days will bring news of the unconditional surrender of Austria-Hungary, Turkey and the submission to Germany of the terms she must accept if she would save herself from the terrors of war upon her own soil.

The more sanguine of the military observers here believe that Germany will accept at once the terms of armistice as propounded by the military leaders of the victorious nations.

The conservative students of the war situation say they would not be surprised if the stringent terms, now inevitable, would be declined by the German government and that fighting will continue for several months. This prediction, however, they qualify by pointing out that the people of Germany may interpose their power and bring peace before the military resources of their country are completely exhausted.

Separate Peace Asked

Washington, Oct. 28.—(U. P.)—An unofficial report that Austria's reply to President Wilson's last note had been sent and that it contained a suggestion that Austria be permitted to negotiate a separate peace with the allies, reached Washington today. These advices said that Austria accepted all Wilson's propositions are set forth in his last communication. It was forecast last week that Austria would do this.

The state department has as yet heard nothing and no official advices have reached the Swedish minister, who probably would deliver the Austrian note.

Wekerly's Resignation Accepted

Amsterdam, Oct. 28.—(U. P.) — Emperor Karl of Austria has accepted Premier Wekerly's resignation, according to Budapest dispatches received here today. Karolyi will summon Karl before the Hungarian diet to proclaim Hungarian independence.

AMERICAN AVIATORS TELL OF THRILLING EXPERIENCES IN AIR

Lieut. Teneyck and Lieut. Newell Glide to Earth After Their Plane Is Disabled.

By Bert Ford

With the American First Army, Oct. 28.—Lieutenant Walter B. Teneyck, 23 years of age, living in Brooklyn, N. Y., and Lieutenant Arthur E. Newell of 1800 Styart street, Berkeley, Cal., members of the first American bombing squadron organized, have had two thrilling escapes within six days in daylight air raids over the German lines.

Teneyck, pilot, and Newell, observer, always ride together.

A week ago their plane left at the tip of a giant "V" flying formation in the biggest bombing expedition ever carried out by American flyers, consisting of 80 bombing planes and 60 pursuit machines. Lieutenant Newell told me the story today.

"We had dropped our bombs and were on our return trip when an enemy Fokker suddently appeared behind our tail and pumped explosive bullets at us. He crippled our engine.

"Lieutenant Teneyck—the fellows call him 'Tenny'—found the stick dead, which means that the level got no response from the engine. We were 4000 feet high at the time. There was nothing to do but coast, hoping to land inside our lines. We did, yesterday.

"We had another escape when we were the tip machine of another big formation. We were attacked by three German machines and driven off our course. A lone machine is always a favorite target. The trio did not bother another plane in our group but centered on us.

"I kept working my machine guns, while the enemy bullets were whizzing close past us. I was nipped in the nose. Teneyck was scratched in the cheek, showing the close call we had. A couple of bullets penetrated our oil tank.

"Teneyck tilted the tank so it would hold some of the oil. We lost much of it but the power held out—how, nobody could explain.

"It's a mystery how we escaped catching fire.

"On both days Tenny was as cool as a cucumber. He managed to keep the engine going. Two other Germans darted at us from the east, making five peppering us. We landed back of our lines, minus our tail, which was shot into splinters. We crashed to earth nose downward and it jarred us some, but we hopped out none the worse for our experience, with only bullet scratches. It's curious how we both had such narrow escapes. If the bullet had gone an inch deeper I would have lost my eye and probably would have been bumped off."

What Other Food Helps To Conserve as does

Grape-Nuts

Saves Wheat — made partly of barley.

Saves Fuel — fully baked.

Saves Waste — eatable to the last bit.

Saves Sugar — contains its own sugar from its own grains

Saves Time — ready to serve direct from the package

Saves Milk — requires less than the ordinary cereal

You are conserving when you eat Grape-Nuts