

## ON THE BRITISH FIGHTING FRONT



Lookout man watching through the trench periscope for enemy movements while his comrades are overhauling a machine gun.

## AMERICAN FACES DEATH TO GET OPPORTUNITY AS MANUFACTURER

Story of Meteoric Rise of Man From Poverty to Leading Builder of Airplanes in England—Without a Penny, He Joins British Army and Deliberately Breaks Rules to Employ Talents in More Effective Service.

London.—With all of its cases of meteoric rises from poverty and humbleness to wealth and success, the United States furnishes nothing more striking than that of J. A. Whitehead, president of the Whitehead Aircraft company of England, but it should be stated that Mr. Whitehead, though a Britisher now, has American citizenship papers and got his business training in San Francisco.

Unknown two years ago, Mr. Whitehead now is one of the most prominent men in Great Britain, and in its industrial life is easily one of the most shining figures. He started his career two and a half years ago with no asset in the world except credit with a small hotelkeeper in a London suburb. Now he owns the biggest airplane factory in Great Britain and has under his ownership 450 acres of factory buildings and airfields. His first pay roll was \$35 a week, with borrowed money. His pay roll now is \$60,000 a week. He recently obtained permission from the treasury department of England to increase his capitalization by \$5,000,000, and so complete was the confidence of English investors in his ability to "make good" that the amount was subscribed before the bonds were issued.

### Airplane Yet in Infancy.

Mr. Whitehead is a far seeing man. He says the airplane business, despite its magical development during war time, is just in its infancy; that when the war is over there will be flying machine services for mail and passengers and expresses all over the world, and that where thousands of machines are required now tens of thousands will be needed after the war. He predicts that the airplane industry will see the same wonderful transformation that the automobile industry experienced some twenty years back.

Furthermore, Mr. Whitehead says that the day the war is over he will start machines on a flight to New York, and he has no doubt that within a short time he will have established, in co-operation with others, a regular mail service between the metropolises of Europe and the metropolises of the western hemisphere.

It is, of course, not possible to go into details in describing the airplane works which Mr. Whitehead has built. It is one of the wonder spots of England, and the thousands of employees whom I saw at their work one day this week are turning out these "eyes of the army" at a rate which may well cause alarm to the Huns, who perhaps as soon as anyone else realized that the great war would be won in the air. Mr. Whitehead believes that the war will be won in the air, and he says there is no question that the English manufacturer, supplemented by his American industrial partner, will provide the machines which will give the allies an overwhelming superiority.

At a recent luncheon given at Mr. Whitehead's home, a beautiful house, on the Thames, he told privately the story of his marvelous career. This is it:

### Sentenced to Be Shot.

At the outbreak of the war Mr. Whitehead, then on the sunny side of forty, was in San Francisco just getting on his feet after a rather adventurous experience which had taken him to all parts of the world and in a way gave him the reputation, as he now humorously says, of a "black sheep."

The turning point in his career had come at Monte Carlo some years before. He received financial aid which enabled him to shift his course in life and take a turn for the better.

As soon as war was declared, although he had become an American citizen, he enlisted in a British regiment and came to England. He was at the battle of Antwerp, and there, after watching the work of enemy airplanes, reached the conclusion that airplanes would decide the war sooner or later.

To get out of the army was not an easy task. He did it by insubordination, and when sentenced to be shot produced his American citizenship papers and said that he didn't think the authorities would kill him. They didn't. They paid very little attention to his claim that he had committed a breach of discipline for the sole purpose of employing his talents in a more effective way to the service of his country. He was sent back home with a black mark against him, filled with chagrin, but glowing with confidence that he could manufacture airplanes on a big scale and be a factor in the determination of the world struggle.

He had not a cent. He had no friends who could help. His parents, quite naturally, turned a deaf ear to his overtures for aid. His first step was to go to the war office and, as he laughingly says, with true American optimism, ask for an order to build airplanes. When asked if he had a factory he replied that he had. Then he went out to look for one, so that the government authorities could verify his statement.

### Commandeers a Machine Shop.

Out in a London suburb, where he had a hotel man for an acquaintance, he found an old machine shop in which were a few lathes and some benches. He inspected it as well as he could through the windows, borrowed a pot of paint and a brush and ladder and began to paint his name on the front of the building. He had it fairly well done when a man came along and said: "What are you doing there?"

"I am painting my name on this building."

"And what are you doing that for? That's my building."

"Oh! is that so? Then you are just the man I want to see."

Mr. Whitehead took the owner of the building to the aforementioned hotel and bought luncheon for him. He told him of his airplane dream, and Vaughan Thompson—for that was the name of the owner—was impressed by it. He said:

"It sounds very good to me. If it will help win the war I am for it. I am going to the front tomorrow, and you can take the building and do what you want to with it. And I have two hundred pounds cash, and as I don't expect ever to come back you can take that, too, and use it the best way you can. It will be at your disposal in a month."

Mr. Thompson went away. He was killed, as he predicted, just a year from that day.

### Contract for Six Flyers.

Mr. Whitehead, being a skilled mechanic, put the old machinery in the best condition he could, made a few purchases on credit, and went to the air department with this proposal: "You may send your inspector to my machine shop any time you wish. I should like a contract to build six airplanes,

and they will be as good as any other maker in the country can give you."

They gave him a contract for the six. An inspector reported that his factory was of sufficient capacity for a trifling order of that kind, and thereupon the 450-acre Whitehead company began its career.

On the strength of his order for six government machines Mr. Whitehead was able to make such purchases as he needed for his small undertaking. He also borrowed \$35 to pay two mechanics who helped him the first week. From that the industry grew. He surmounted obstacles that would have awed almost anyone, and did things which astonished the cleverest business men of England. But he achieved results. He finished his six machines in far less than the specified time, and then he got a contract for a hundred.

The works grew; and the orders grew also. He built a great airfield facing a field of hundreds of acres, and, to the amazement of government officials who thought his field was no use as a training station because of the fact that a river flowed through it, he buried the river. He diverted a stream so that it is now not to be seen on his property.

The lunch which he gave the other day marked the end of the second year of active full operation. There is no telling where it will end.

## HUNS HAVE NEW AIR DEVICE

Electrically Charged Wires Hung From Captive Balloon Menace Hostile Flyers.

Amsterdam.—At Zeebrugge, the German naval and aerial base on the Belgian coast, the Germans have adopted a new method of enticing hostile airplanes. Toward evening, the frontier correspondent of the Telegram reports, the Germans send up 12 captive balloons without crews and attached to electrified steel cables.

The electric barrier is said to constitute a menace to all airmen coming into contact with it.

The Germans, it is added, have also manufactured a new and improved type of airplane. It is fitted with three propellers, one being so arranged that it can keep the airplane stationary above a certain point for a few minutes, thus permitting the bombardier to aim with greater accuracy.

## DAD TO HAVE SERVICE FLAG WITH FIVE STARS

Pittsfield, Mass.—There's a service flag with five stars at the home of Paul A. Jones. But that's not enough, he thinks. He is planning to add three more stars.

Walter, the youngest, who will be eighteen soon, plans to enlist and two more sons are in class A1 of the draft. Five are already in various camps throughout the country.

Five of the boys have "war brides."

## NEW STYLE OF PATRIOTISM

Former Sailor Offers to Clean, Press and Repair Clothing for Drafted Men.

Dewey, Okla.—Aaron Hanning, former sailor, now owner of a cleaning and pressing establishment, has offered to clean, press, repair and send home the clothing of any drafted men of this city and vicinity, when they exchange their civilian clothing for the uniform of Uncle Sam. In case the men have no home he will store their clothing and keepkeys for them. All this is without cost.

## MONARCHS OF CUBA



The royal palm trees of Cuba are protected by the government. They may not be cut or injured for commercial purposes. Expert climbers are employed to remove the leaves and the seeds from which high-grade oil is manufactured. The trees are over 200 feet high, and the manner of scaling them is interesting. A close view of how the climbing is done

## WORLD HAPPENINGS OF CURRENT WEEK

Brief Resume Most Important Daily News Items.

## COMPILED FOR YOU

Events of Noted People, Governments and Pacific Northwest and Other Things Worth Knowing.

Duke Frederick II, ruler of the German duchy of Anhalt, is dead at Ballestadt castle. He was 61 years old.

Walter Guion, of Napoleonville, La., is named by Governor Pleasant to fill the unexpired term of the late Senator Broussard.

The winter-sown oats acreage this year is 2,372,000 acres, compared with 2,424,000 acres last year, the department of Agriculture announces in preliminary estimates.

The National Assembly at its session Tuesday declared the Republic of Guatemala to occupy the same position toward the European belligerents as does the United States.

Bakers and dealers are ordered to discontinue the use of prices in advertising bread or rolls, in a statement issued by Charles Heberd, food administrator for Washington.

Fourteen hundred and ninety-three men and boys are registered under the alien enemy act in Montana, according to an announcement at the office of United States Marshal Joseph Ashbridge.

Convicted on his own confession of using the mails to defraud in soliciting funds for cripples, George W. Rider, secretary of the Cripples' Welfare society of New York, was sentenced to three years' imprisonment at Atlanta.

Seven Asiatic passengers on a Japanese liner which arrived at a Pacific port Tuesday from the Orient died on the voyage, and the vessel was held in quarantine while a thorough examination was made by the port medical officers.

Berry Noyes, the negro who shot and killed Sheriff W. E. McBride near Lexington, Tenn., last Saturday, was hanged in the courthouse yard Monday by a mob. The sheriff sought to arrest Noyes for violating the state prohibition law.

Corporal Wilbur L. Judd, of the army censor board and member of a regiment stationed at the Presidio, San Francisco, was arrested by post-office inspectors on a charge of appropriating \$7086.20 from letters which passed through his hands.

Baron Richthofen, the famous German aviator, was shot down and killed Monday night back of the British lines along the Somme front. Details of his death are lacking. Richthofen was buried with military honors near the spot where he crashed.

The days of the male "clothing slacker" are numbered, according to Charles F. Wetzel, president of the National Association of the Merchant Tailors of America, who sent out an appeal to the tailors of the country to eliminate all unnecessary embellishments on men's clothing.

A special train bearing Englishmen and Americans among whom were officials of the International Harvester company and of the National City Bank of New York, on "safe conduct" from Moscow, was fired upon by Bolshevik soldiers, according to John Philip, an English engineer, who is in San Francisco after a stay in Russia.

The Peruvian cabinet has resigned.

The State department was advised Friday that Thomas Hitchcock, Jr., of New York, an American aviator who has been missing for some time, is a prisoner at Saarbrücken, in Germany.

Nearly 4,000,000 pounds of sugar, said to be a record cargo, from Cuba, arrived in the United States Thursday in the hold of an American steamship. The vessel's captain said great quantities of sugar are at Cuban ports awaiting cargo space.

Fritz E. Lundt & Co., the oldest trading concern in Porto Rico, has been taken over and reorganized by M. R. Spelman, representative of the custodian of alien property.

Emigration of Greeks from the Black Sea to the Caucasus, according to a diplomatic dispatch from Greece, is assuming the character of a general exodus. It is stated that acts of savagery on the part of the Turkish soldiers and population are compelling the residents to abandon their country.

Prince von Hohenlohe, chief of court to Emperor Charles of Austria-Hungary, has been discharged, according to an Exchange dispatch from Copenhagen. Count Alexander Esterhazy, brother-in-law of Count Revereata, has been appointed his successor.

The New Zealand government, according to a Reuter dispatch from Wellington, New Zealand, is raising another £20,000,000 (\$100,000,000) war loan. Persons able to subscribe but who fail to do so will be fined double the amount of their income tax, it is stated.

## STATE NEWS IN BRIEF.

The Coos County military board has named 30 men for the two new drafts. The board has listed 39 eligibles, believing the extra number will provide for exemptions and for those who are now in service.

The Public Service commission has denied an application from the Electric Light & Power company of Burns for an increase in rates, and in so doing sharply criticized the company for alleged lax methods.

Workmen, while excavating for a headgate on the John Grimes ranch, about four miles north of Prineville, discovered placer gold in the gravel. Samples have been taken and tests are being made to determine the extent of the pay dirt.

Slackers and loafers will not be tolerated in Grants Pass. This announcement is made in an advertisement by the Council of Defense. It notifies all those who loaf around pool halls and card tables to secure work immediately and not wait until notified by the council.

Junction City citizens, who have been besieged during the past week by undesirable visitors, recently rounded up a tramp who came to the city in a filthy condition, gave him a shower bath in the city hall and took him to the city limits, where he was told to move on.

Coos Bay cities, particularly Marshfield, almost begged for men of means to build homes to house the families of workmen who went there to swell the forces at the shipyards and sawmills, but the call fell on deaf or indifferent ears for five months before houses were secured.

Arrangements have been completed by a group of cranberry growers for the erection of a cranberry warehouse at Allendale, 11 miles south of Astoria. The warehouse at Astoria was operated to capacity last season, and a much larger yield is expected from the bogs of this district this year.

Albert (Dell) Blancett, since 1911 one of the prominent figures among Pendleton Round-up contestants, was killed in action March 13, according to word received by his bankers from the director of records of the Canadian government at Ottawa. He is the first Pendleton man to meet this fate.

The four-story building completed and machinery installed, the new milling plant of L. B. Apin and son, J. C. Apin, at Hood River, will be put into commission this week. In addition to the manufacture of wheat flour, the new millers will turn out substitute products and also will grind poultry and stock feed.

A fire which broke out late Saturday night in the wood camp of the Cottage Farm of the State hospital and threatened to destroy two years' cutting of state wood, was put out by large gangs of men sent in by Superintendent Stener, and the loss probably is not more than 25 cords of wood. Its origin is unknown.

Men are engaged in finishing the work of sinking caissons for the piers of the new concrete bridge of the Columbia River Highway spanning the river at Hood River. The new structure, to be constructed jointly at a cost of approximately \$40,000 by the state highway commission and Hood River county, will be built just north of a wooden approach and steel span across the river.

The C. A. Smith shingle mill, at Marshfield, which had operated steadily for the past nine years, has been closed down indefinitely, and probably will not re-open during the war period.

There promises to be a lively contest at the primary election next month in Yamhill county for the Republican nomination for county treasurer, the principals in the running being three popular women.

What may prove to be the nucleus of a state organization of women to be known as the Oregon Legion of Home Defense, an auxiliary of the Home Guard, is being organized in Salem. A number of State Capitol employes have signed.

Two members of the Coast artillery corps stationed at Fort Stevens, died at the hospital here Wednesday. They were Algie Loomis, aged 20 years, of Ashland, who expired from pneumonia, and Victor A. Johnson, aged 23 years, of Radville, Sask., Canada, who succumbed to an attack of spinal meningitis.

The dwelling on the farm of Mrs. E. B. Porter, near Jefferson, was burned down Monday afternoon. The residence was a three-story structure and was situated on the Linn county side of the Santiam river near Jefferson.

A. A. Asbahr, Lincoln county agricultural agent, has just issued a circular letter to mohair growers of the county urging them to attend a meeting to be held at Eddyville on April 23 for the purpose of organizing a mohair pool.

"Frenchy" Barger, of Coaledo, was bound over to the grand jury at Coquille by Justice J. J. Stanley for the shooting of Frank Grant a few days ago. Grant, who was dangerously wounded, still lives and is gaining strength.

A. C. U. Berry, who has the contract for the building of the south jetty at Yaquina bar, was in Toledo Wednesday contracting for lumber. As soon as he receives the lumber he will begin the erection of a receiving warehouse at the south spit, 100x150 feet.

## BRITISH BLOCKADE SUBMARINE BASES

Zeebrugge and Ostend Harbors Sealed to U-Boats.

## OLD SHIPS ARE USED

Five Concrete-Filled Craft Are Run in and Blown Up at Port Mouths—Harbor Mole is Destroyed.

London.—The German submarine bases of Ostend and Zeebrugge, on the Belgian coast, were raided Tuesday by the British naval forces, according to an admiralty announcement.

The announcement of the admiralty said that five old cruisers, which had been filled with concrete for use in blocking channels, were run aground and blown up. Their crews abandoned the ships just before the blasts were set off, it was declared. French naval forces assisted in the undertaking.

The admiralty reports that according to information thus far received, the raid met with a reasonable measure of success.

The admiralty statement says: "The plan was, after an intense bombardment of Zeebrugge, by the monitors, the *Vindictive*, with auxiliaries, was to run alongside the mole and attack it with gunfire as they approached. Storming and demolition parties were to be landed.

"In the meantime, three block ships, assisted by motorboats, were to make for the entrance of the canal, run aground and be blown up. The old and valueless submarines, filled with explosives, were to run against the pile work connecting the masonry with the shore, in order to cut off the mole from the shore.

"At Ostend the operation was more simple, but the difficulties were considerably increased by mist, rain and low visibility, and the complete absence of aerial co-operation.

"The results thus far known to be that two block ships were run ashore and blown up at Ostend. It is too early to say definitely whether they accomplished their object, but so far as the officers could see in the darkness they were slightly off their course.

"At Zeebrugge two of three block ships attained their objective, being sunk or blown up at the entrance of the canal. The third grounded while passing in.

"A certain amount of damage, the extent at present unknown, was done by the gunfire and torpedo attack on an enemy destroyer and other craft lying at the mole. Coastal motorboats reported having torpedoed an enemy destroyer which was trying to escape seaward. One of the old submarines gained its objective and destroyed the piling approach to the mole.

"Storming parties from the *Vindictive* and the ferryboats attacked under an extremely heavy fire and fought with the greatest gallantry, maintaining their position alongside the mole for an hour and causing, it is believed, much damage to the enemy and inflicting considerable losses.

"The objective for the storming and demolishing parties on the mole were the enemy forces holding it and the battery upon it, as well as the destroyer and submarine depots and the large seaplane base upon it.

"After re-embarking their landing parties, the aforesaid three vessels withdrew. This attack primarily was intended to engage the attention of the garrison on the mole, thereby allowing the block ships to enter.

"The casualties to the personnel, as we had expected in a hazardous adventure of the kind, were heavy in proportion to the number of men engaged.

"We have sufficient information to show that the entrance to the Bruges canal probably was effectively blocked, that material damage was done and that the greatest credit is due to all ranks for their gallantry."

The object for the storming and demolition parties on the mole were the enemy forces holding it, the battery upon it and destroyer and submarine depots and a large seaplane base upon the mole.

### Star Witness Vanishes.

Chicago—George Bowen the government's chief witness in the Great Lakes Navy food graft expose, has vanished, it was announced Tuesday.

From November until Saturday night he had been held in the training school brig under close guard. He was the chief commissary steward during the time of the food grafting, which is alleged to have netted a gang of thieves no less than \$25,000. An investigation of his escape is being made and in the meantime the lockup keep of the brig is locked up in his place.

### Fewer Autos to Be Built.

Washington, D. C.—Leading representatives of the automobile industry came here Tuesday to discuss with the fuel administration and the war industries board a further curtailment in the manufacture of pleasure cars.

The curtailment, if made effective, would restrict the manufacture of pleasure cars to about 25 per cent of the normal production. A 30 per cent reduction already has been made operative.