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AERIAL APRONS GUARD LONDON

Defense System Against Hun Air Raids Is Now Disclosed.

PROTECTION MOST PERFECT

How the Gothas Were Kept Away From London From Tense Chapter in British History Over German Air Raiders.

London.—London's aerial aprons, or how the Gothas were kept away, might form one tense chapter in a book about how the British baffled the Hun air raiders. The last six months of the war there was not a single air raid on London, due, in part, to the fact that the city's defenses were such that they filled enemy flyers with terror. Any aviator that escaped the death traps and the chances were about one in three he would not—generally was of little value thereafter for flying, because his nerves were shattered.

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tered. A British aviator who by accident was caught in the aerial barrage, but managed to land safely near London, tossed on a bed, verging on insanity for weeks, so horrible was the experience.

Roughly, there were three chief weapons for dealing with Hun air raiders; the aerial barrage, aided by searchlights; fast, fighting scout planes that attacked the invaders, and aerial aprons. The Germans, it may be noted, were never able to perfect any scheme to prevent British aviators from bombing Rhine towns even in the daytime.

Aerial Aprons Queer Things.

The aerial aprons were queer things. They reminded one of rope portieres. Upon signal, captive balloons were sent aloft from the outskirts of the city, the balloons being in pairs. These buoyed up a curtain of flaming rope a half-mile or so long. These aerial aprons served two purposes: First, they forced the raiders to fly high, and when they flew high they could not drop bombs effectively; second, any machine darting into the ropes courted destruction. When flying high they were met by the British fighting scouts. These aerial aprons were shifted daily as to height so enemy airmen could not be forewarned.

London always had the protection of four score airplanes during the last year of war. These machines could mount to 20,000 feet. The aviators were picked night flyers. At such heights it is difficult to see another airplane at 100 yards. But at a given signal these birdmen took to the skies, jealously guarding the approaches to London. These brave fellows often chased a hostile machine into the barrage and a few British birdmen were killed by their own shells. But whether it was a Zeppelin or a Gotha that was bent on baby killing the British scouts would swoop at their foes like hawks.

The barrage was almost like drumfire. There were two outer barrages and one inner. Scores of guns, many of them six-inch rifles, were employed in this work. They generally worked in batteries of four, each unit of the battery, perhaps, being a mile or two from the other units. The four guns would endeavor to get a hostile plane in the center of their box fire, and then gradually close in their fire so the enemy could not escape, the "aerial box" gradually being narrowed.

The entire process depended largely upon listening devices which could detect the approach of a humming airplane miles away.

Efficient Defense System.
The defense system was so efficient that 75 per cent of the raiding machines were kept out of London. And those machines that got past the barrage had great difficulty in escaping. To the terror of bursting shrapnel was added the confusion of Verey lights, some red, some blue, others green, white, yellow and orange, and these flashing lights, intermingled with the terrific din of the exploding shell, so confused aviators that they lost all sense of direction and space and many of their machines got out of control, becoming an easy prey. In such cases British birdmen would approach, firing on the enemy machine, anti-aircraft guns would halt, and the hostile plane would be brought down by a burst from the British plane. But often there were fierce duels, marked by spitfire from the machine guns of the contending flyers.

The course which the raiders took was traced out, minute by minute, by the "stethoscope" operators, and directions given to searchlight crews, anti-aircraft gunners and flashed to airdromes by aerial defense headquarters, which conducted the battle much in the same way as a general in the field.

Scarcely a Gotha got through the outer London barrage unscathed. The faint hearts who couldn't penetrate the barrage often turned back, only to find they were outnumbered four to one by faster British machines.

LEFT BOTTLE AS SENTINEL

And Two Weary Privates Had Perfectly Good Explanation of Where They Got the Champagne.

About 10 o'clock on the morning of the brigade's arrival at a beautiful little town that looked, under the morning summer sun, as if it might be a million miles from the battle front, the peaceful scene was accentuated by two boyish privates from their company, at the side of the street just around the corner from headquarters. One was sleeping, as only a soldier who has seen five days of battle can sleep, his head dangling carelessly over a mud-stained pack. The other had one shoe off, and was regarding ruefully, but rather listlessly, his capitol wound of battle, a blistered foot. Before them, as conspicuous as the top sergeant at morning roll call, stood, in its labeled and numbered glory, an empty champagne bottle. Every rank man, sergeant to brigadier general, passed them, tried to look shocked, and failed.

By-and-by the second private stretched his foot over the curb and went to sleep, too. It wasn't until afternoon that a noncom, rounding up stragglers, awoke them.

"Where did you get that champagne?" asked the noncom (with motives beyond question).

"Well," explained the smaller of the pair, "we hadn't had anything to eat but iron rations for five days, and not much of that, then we lost our outfit, and when we landed here we started out to buy something. The only thing on sale in the whole town was a bottle of champagne, so we bought that," stated and strided.

CONCRETE NOSE ON EAGLE BOATS

New Type of War Craft Equipped With Powerful Light Guns.

CARRY CREW OF EIGHTY MEN

Long, Gaunt Weapon of War, of All-Steel Construction, With the Exception of the Concrete Base—Vessel Is Compact.

Detroit, Mich.—A long, narrow wedge, with a steel-incased nose of solid concrete, tapered to a knife-like edge, forming a considerable part of its total length of 204 feet, and declared to be capable of crushing any submarine—such is the Eagle, designed originally to help rid the seas of the menace of the German U-boats.

Contrary to popular belief, the Eagle is not a motorboat, but an oil-burning, steam turbine-driven craft with a cruising radius of 5,000 miles. The Eagle is not a thing of beauty; beauty was not contemplated in its construction. It is a long, gaunt weapon of war, of all-steel construction, with the exception of the concrete nose.

Another popular impression that has been shattered is an idea that the Eagle boat is equipped with torpedo tubes. The submarine chaser was not intended to combat the major instrument of German ruthlessness with its own weapons. It was designed to depend rather upon its maneuvering qualities, its powerful light guns and a new American invention for directing its fire at unseen objects.

Has Crew of Eighty Men.

Its crew, including operating and fighting complement, numbers approximately 80 men. To the observer, the first impression of the Eagle boat is one of wonder that a craft so narrow can possess buoyancy sufficient to keep it upright in heavy seas. Despite its length of more than an average city block, the craft has a beam of only 25 feet, and draws when fully equipped less than ten feet of water.

Its seaworthiness has been demonstrated in the official trials, according to reports to the navy department. While it is admitted the Eagle does not make the speed of the average destroyer, it is claimed that it can outdistance most submarines and the razor-like edge of the bow silently but eloquently tells what would have happened had it come in contact with the German undersea pirate.

Vessel Is Compact.

Built with utility as its prime purpose, seemingly not an inch of space is wasted in the fitting of the vessel, and not an ounce of superfluous weight enters its construction. When dropped into the water ready for the installation of its engines, guns, etc., less than 200 tons of material have been riveted together to shape the Eagle boat.

The plates that form the shell of the submarine chasers vary in thickness from one-fourth to three-eighths inch, and not a single forging or rolled beam enters their makeup. Everything is pressed from sheet metal, cold, by means of machinery that cuts every piece to an exact pattern, punches rivet holes and bends the interior part to required shape.

Amidships rises the deckhouse, topped by the pilot-house, with radio quarters, and above all the conning tower, with the crew's nest at the highest point. Except for this superstructure, the deck of the Eagle carries always the "stripped-for-action" appearance.

GERMANS COULDN'T KILL HIM

Yank's Name on Casualty List Eight Times, Now He's Home Safe and Sound.

Fitchburg, Mass.—Sergeant Gordon W. Hardy is one of Uncle Sam's soldiers that the Huns couldn't kill. Eight times his name was on the casualty list, but now he's back home safe and sound. Seven times he was wounded. Twice he was gassed by mustard gas. He spent nine weeks in a German prison camp, from which he made a daring escape. Hardy was one of the first 30,000 American soldiers on the firing line in France and he served with two United States divisions which were practically wiped out. This twenty-three-year-old lad has been complimented by General Pershing for bravery. He declined to try for a commission. "I wanted to be in action all the time and not scratching my back with spurs," he said.

SEA CAPTAIN GIVEN MEDAL

Capt. William Finch of the White Star Line Honored by King George for Brave Work.

Boston.—Hundreds of marine friends in this country of Capt. William ("Foggy") Finch of the White Star line, will be interested to learn that he is the recipient of the medal of the British empire, presented by the king for brave work during the war. Captain Finch went down with the liner Arabic when she was torpedoed, but was rescued. In command of the Adriatic and Baltic, he transported thousands of American soldiers overseas.



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Notice of Annual School Meeting

Notice is hereby given to the legal voters of School District No. 17, of Sherman county, State of Oregon, that the annual school meeting of said district will be held at school house, to begin at the hour of 2 o'clock p.m. on the third Monday of June, being the 16th day of June, A. D. 1919.

This meeting is called for the purpose of electing one School Director for term of three years and School Clerk for term of one year, and the transaction of business usual at such meeting.

Dated this 4th day of June, 1919.
D. E. Stephens,
Acting Chairman Board of Directors.
R. C. Ornduff, District Clerk.

Notice. Notice.

Notice is hereby given that I, the undersigned, of Sherman county, Oregon, residing near Monkland, Oregon, on what is known as the N. E. Moffitt ranch, in said county and state, have this day, to-wit: May 17, 1919, taken up one white pony mare weighing about 900 pounds, being about four years old and branded on right side thus, E.

That said pony, unless redeemed, will be sold at public auction at the above named ranch, east of Monkland, on Saturday, June 7, 1919, at the hour of 10:00 o'clock a. m. of said day.
M23-3w J. M. Martin.

Administrator's Notice.

In the County Court of the State of Oregon for Sherman County.

In the matter of the estate of William B. Torey, deceased.

Notice is hereby given that the undersigned has been appointed by the County Court of the State of Oregon for Sherman County administrator of the estate of William B. Torey, deceased, and has duly qualified for said trust. All persons having claims against said estate are hereby notified and required to present the same, duly verified and with the proper vouchers, to the undersigned administrator at his residence near Moro, or at the law office of J. B. Hosford, in said city of Moro, county and state aforesaid, within six months from the date of the first publication of this notice.

Date of first publication this 30th day of May, 1919.
L. L. PEETZ,
Administrator of the estate of William B. Torey, deceased.
J. B. Hosford, attorney for estate.
Date of last publication June 27, 1919.

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