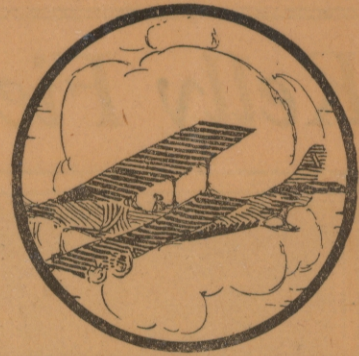




# Kelly Field Eagle



OF THE SOLDIER, BY THE SOLDIER AND FOR THE SOLDIER

VOL. THREE, NO. TWO

KELLY FIELD, TEXAS, THURSDAY, FEBRUARY 20, 1919.

PRICE FIVE CENTS

## Forty-Six Kelly Field Men Leave For Panama Soon

### To Be Engaged Upon New Aerial Defenses Emergency Project

A TELEGRAM from the Adjutant General to the Commanding Officer of Kelly Field requests the embarkation of forty-six Regular Army enlisted men for Panama. They left this week for Gerstner Field, Lake Charles, La., and after a short duration of temporary duty will leave, via New Orleans, for the Panama Canal Department, reporting to the Commanding General upon arrival.

They are to be engaged upon the important new Aerial Defenses emergency project which is being constructed at Panama. The following men, transferred in grade, comprise the personnel of the detachment:

Sergeants, First Class—Burttram, William M.; Calhoun, Walter B.; Goff, Grover C.; Lancaster, Ernest A.; Longshore, Joseph; Lynch, Thomas; Miller, Jean F.; Moody, Dwight; Nelson, James G.; O'Gara, James J.; Stewart, Herman; Thyfault, Oliver W.; Whitson, Roy B.

Chauffeurs, First Class—Andrews, John; Burks, Vincent C.; Campbell, John F.; Hamann, Wesley H.; Johnson, Louis F.; McCarthy, James B.; Tucker, Sam.

Sergeants—Angert, Russell R.; Colmyer, Richard V.; Comber, Albert W.; Cooper, Cherry; Jeffreys, Willis B.; Probasco, John H.; Short, Robert H.; Tisserand, Alphonse.

Chauffeurs—Hulme, Julius L.; Sirran, Earl J.; Stockdale, Hamilton M.; Willhite, James L.

Corporals—Huckabee, Daniel C.; Cooks—Blackburn, Samuel; Thomasson, Davie G.

Privates, First Class—Noetzel, Charles; Weiss, Maurice E.

Privates—Berner, Earl; Brass, Howard E.; Carille, James A.; Cornelius, Paul M.; Guenther, Walter; Hore, Jack R.; McAlko, Stephen; Scott, Russel O.

## \$119,581,000,000 War Bill of U. S. And Allied Arms

### Total Cost to Germany Fixed at \$36,000,000,000 By Federal Reserve Bank

Washington, D. C.—Exclusive of expenditures by Belgium, Portugal, Roumania, Austria-Hungary and Bulgaria, the total cost of the European war was fixed at \$179,000,000,000 in an official estimate made public here and based on data in the hands of the Federal Reserve Board, the Secretary of the Treasury, and the bulletin of the Swiss Society of Banks. The table was compiled on estimated expenditures to last January 31.

Total expenditures of the allies and the United States were fixed at \$119,581,000,000 inclusive of loans among themselves, which totaled \$18,375,000,000.

The individual expenditures of the nations were given as follows:  
Great Britain .....\$37,100,000,000  
France ..... 27,000,000,000  
United States ..... 18,481,000,000  
Russia ..... 18,000,000,000  
Italy ..... 8,000,000,000  
Japan and Greece ..... 1,000,000,000

The loans made by these powers and included in the individual expenditures, although not added to the total as a separate item were as follows:  
Great Britain .....\$8,500,000,000  
France ..... 2,000,000,000  
United States ..... 7,875,000,000

The total expenditures of Germany were given as \$36,500,000,000, and of Turkey \$3,000,000,000, making an aggregate of \$59,000,000,000 for these two members of the Germanic alliance.

## Capt. W. R. Becker



—Photo by Raba.  
Captain William R. Becker, Adjutant Flying Department, Kelly Field, one of the veteran officers at this field. Captain Becker came to Kelly Field from Washington, D. C., October 21 1918.

## First Copy Kelly Field Book Given To Governor Hobby

ON SATURDAY, Feb. 15, Lieuts. Kenyon and Kroll flew over to Austin and by previous arrangement met Governor Hobby at Penn Field. A large crowd was present to witness the presentation ceremonies and in a gracefully worded speech, Lieutenant Kroll tendered the compliments of Kelly Field to the Governor. The latter assured Lieutenant Kroll that it was an honor he would remember always and he received the book with expressions of good-will and admiration for Kelly Field.

## Maj. J. H. Rudolph New Commander of Chapman Field

MAJOR JACOB H. RUDOLPH, who is well known to Kelly Field, is now in command of the Gunnery School at Miami, Florida. Major Rudolph was on duty at Kelly Two up to March, 1918.

His adjutant and executive officer is Captain William J. Pedrick, A. S. A., also at one time on Kelly Field, when he was supply officer of the Trades Division. He came to Kelly Field in November, 1917, at which time he was a Second Lieutenant of Infantry.

## Army Discharges Total 1,174,545

### Up To Feb. 19, 305,000 Soldiers Have Embarked For Home

Washington, D. C.—Army discharges in demobilization in the United States has reached a total of 1,174,545 officers and men and the total number assigned for demobilization was 1,501,000. Of those discharged 71,235 were officers.

The figures were announced by General March. Up to February 11, 305,000 soldiers abroad had embarked for home, 69 per cent of them being brought in American ships. In the first ten days of February alone 68,000 had embarked. The total landed was given as 227,000, the remainder being still at sea.

General March announced 56 cargo vessels have been ordered converted into troop ships, giving an additional capacity of 120,000 men per month hand forecasting great speed in the return of troops. The War Department has released former war tonnage to the Shipping Board amounting to 93 steamers of 683,000 tons and expects to return 300,000 tons per month of cargo craft from now on.

Since the armistice a large number of ships assigned to the army have been diverted to the use of transporting food supplies to Europe. Thirty-nine ships of 334,000 tons have been thus diverted. General March said, and their work is now practically complete. They have landed 170,000 tons of foodstuffs at Rotterdam and 38,000 tons at Trieste and Dalmatian ports.

Reserve commissions have now been given to 15,419 officers released from the army and applications for appointment in the regular army have been received from 9,026.

### Air Service Sick and Wounded.

Sick and wounded men of the Air Service flying personnel, on arrival at ports of debarkation, will be sent to U. S. A. General Hospital No. 2, at Fort McHenry, Baltimore, Maryland; or if already convalescent, to the Air Service Depot, Garden City, Long Island.

## Kelly Field Five Takes Basket Ball Game In Championship Series

### Demobilization at Kelly Field is Near Completion

KELLY FIELD is practically reduced to garrison strength due to the energetic efforts put forth in the discharging of men during the past few weeks, in accordance with instructions received from Washington.

During the past week nearly five hundred men have left the field for demobilization points or been directly discharged here. About two hundred more are to go during the next few days, which will complete the allotted quota for the present. These men have already been designated.

Including the Medical and Quartermaster Departments, the entire field now has in the neighborhood of forty-five hundred officers and men, about equally divided between Kelly 1 and Kelly 2. In this total are included one hundred and fifty-six flying officers.

Only those who can furnish excellent reasons for being discharged will be allowed to go, men who have been in the army longest will be given preference in all cases.

Nearly all the old men at Field Headquarters have been discharged and their places taken by men who have been in the army for a short time.

## Total U. S. Forces Were 3,703,273

### Statistics Show Nearly Two Million Men in Europe

The Statistics Branch General Staff, War Department, has prepared the following summary of all forces in the Army at the time of its greatest strength, November 11, 1918, the figures being corrected up to January 22, 1919:

Army personnel in Europe	1,949,316
At sea, en route to Europe	22,234
Marines (on duty with Army in Europe)	32,385
Siberian expedition	9,104
In United States	1,634,499
Insular possessions, Alaska, etc.	55,735
Grand total in Army	3,703,273

## Monument To Aviators Planned

Officers of the Division of Military Aeronautics will co-operate with the Interior Department in erecting a memorial to aviators killed in the war.

The following named officers are constituted a Board, to meet at the call of the President, for the purpose of assisting and co-operating with the Secretary of the Interior and Mr. George B. Dorr in the matter of erection of a monument in the Sier de Monts National Park to aviators who have died during the war:

Major General W. L. Kenly, U.S.A. Colonel F. R. Kennedy, A.S.A. Colonel Arthur Woods, A.S.A., and Captain Grover O'Neill, A.S.A.

### Remount Leads in First Half But Fails to Score in Second

### Fast Playing Aviators Hard To Beat

### Same Teams Meet in Second Game of Series Tonight

Chalk up another victory for the Kelly Field Five. It looks as if it is all over but the shouting as far as the Southern Department basket ball championship is concerned.

On Monday night Fitzsimmons and his crew walked away with the first contest of a three game playoff with the fast Remount quint in whirlwind fashion by the score of 37 to 17. Although the first half ended with the Remounters in the lead with the score 17 to 13.

The Kelly tossers scored 24 points in the final half while their opponents failed to score a point.

A big crowd, perhaps the biggest attending a basket ball game here this season, was on hand. Both the Remount and A. S. M. S. bands played and a dance was given after the game. The game was played in the Camp Travis "Y" auditorium.

Kelly Field's teamwork was about the classiest seen in San Antonio in some time. In the final half, the ball was passed with clock-like regularity to either Fitzsimmons or Akin, and into the basket it went. The stunt was performed thirteen times. Lasley and Rowe were on the job all the time at guard positions for the winners and most of the Remount scores were made from the center of the court.

Parker, the big Remount center, had hard luck shooting baskets, making only two from the field and three from the penalty line. Petterson played a good game at stationary guard for Remount and Froehlick and Hennemuth also showed well.

Beside Parker's seven points, the Remount scores were divided as follows: Froehlick, two field goals; and Hennemuth, Todd and Sanaiko, one each. Henry Lutz, City Y. M. C. A., and A. M. Venne, Army Y. M. C. A., alternated at refereeing and umpiring. The line-ups were:

Kelly Field—Lind, rf; Fitzsimmons, lf; Akin, c; Lasley, rg; Rowe, lg.

Remount—Newell and Todd, rf; Froehlick and Sanaiko, lf; Parker, c; Hennemuth, rg; Petterson, lg.

The second game of the series will be played tonight at the Y. M. C. A. auditorium, Camp Travis and ought to be worth going miles to see.

## San Antonio Boy Cited for Bravery

FIRST LIEUT. JOHN FROST, 103d Aero Pursuit Squadron. For extraordinary heroism in action near Verneville, France, September 17, 1918. While on patrol duty with two other planes in enemy territory Lieut. Frost attacked an enemy formation of eight planes (Fokker type). He attacked at close range and, after a severe combat, succeeded in sending one of the enemy down in flames. With his comrades, they destroyed in all four planes and by repeated attacks dispersed the remainder. Mrs. Josephine H. Frost, Lieut. Frost's mother, is at 650 Soledad street, San Antonio.

## ANNOUNCEMENT!

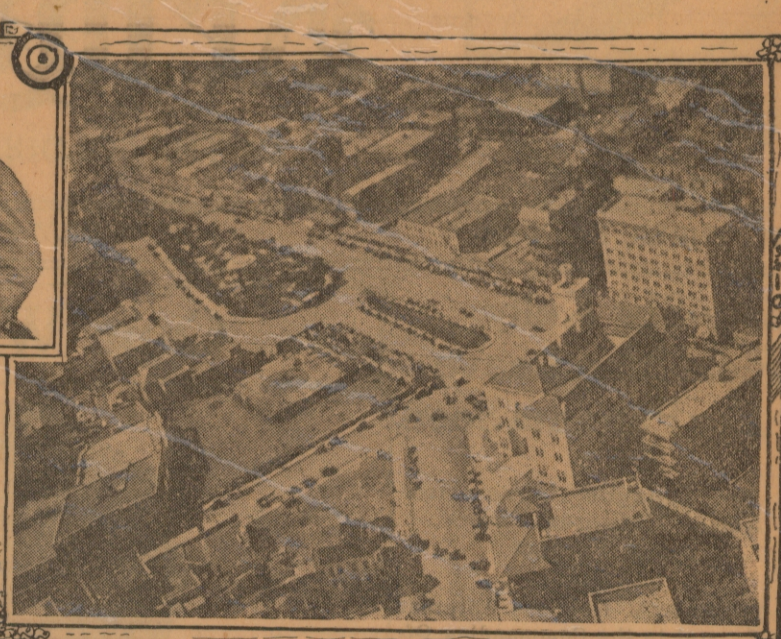
The Kelly Field Eagle offers three cash prizes as follows: 1st prize, \$5.00; 2nd prize, \$3.00; 3rd prize, \$1.00, for the three best letters written on the subject, "Kelly Field." The winning letters will be published. The only conditions are that they must not contain more than 200 words, and all answers must be in the office of The Eagle, Room 17, Post Headquarters, before 12:00 o'clock noon, Saturday, March 1st, 1919. The names of the winners will be published in the March 6th issue of The Eagle.

Other contests of a similar nature will be announced in later editions of this paper.

## Eagle to Continue Indefinitely

The Kelly Field Eagle desires to announce to its readers and advertisers that at the present time there is no intention of suspending publication. A misapprehension of this nature appears to have gained circulation. The popularity of The Eagle appears to be as strong as ever with both civilians and soldiers, and The Eagle desires to thank its patrons for their continued loyalty and patronage.

# Kelly Field Photo Planes Give San Antonians Scare



Aviators and photographers who photographed San Antonio from the sky. Reading left to right: Lieutenant Harwood, Sergt. Smolka, Lieutenant Cooper, Corp. McGahy. Two of the number of photos taken are shown here.

## Makes Flight to Historic Spot From France Field

Fly Over Country First Explored by Christopher Columbus

Army aviators in France Field, near Cristobal Canal Zone, report that by far the most interesting cross-water flight in that vicinity is to Puerto Bello, formerly a city of fabulous wealth and of the greatest commercial importance in the Americas. Situated only 25 miles northeast of France Field, this headquarters of the old Spanish conquistadores, is frequently visited by flying boats and hydroplanes from France Field.

Columbus was the first of the early explorers to visit this port and, with the coming of de Avila and Balboa, and the conquest of Peru in 1535 it became the Atlantic terminus of all trade. So vast were the shipments of silver and gold that the Spanish who controlled this trade, strongly fortified this port against piratical attacks. Finally the English buccaneer Morgan with great energy and daring captured and sacked Puerto Bello and partially demolished the fortifications. From then on this city gradually sank into oblivion and all that remains of its former glory is a small fishing hamlet and the delightful old ruins of Fort San Geronimo. The ravages of time and weather have made little impression on the sturdy stone construction; the high walls and lofty watch towers are a lasting tribute to 16th century architecture. Visiting pilots are fascinated by the dark underground dungeons, implements of torture and old Spanish guns still in their emplacements.

On the first flight made to this village the entire population turned out and when beached the pilots had great difficulty in keeping on-lookers from clambering all over the machines. Two old negroes standing near the tip of one of the wings had a long argument in mongrel Spanish over the construction of the panels. One of them finally became exasperated and poked his cane through the fabric to support his contention much to the distress of the pilots. Over fifty per cent of the people are pro-German, as is evidenced by the fact that numbers of the houses have "Prussia" painted above the door.

## U. S. Wants 1,500 Young Huskies

Washington, D. C.—The United States Shipping Board wants 1,500 husky young Americans at once to learn the business of firing boilers on the new ships of the merchant marine, Chairman Edward N. Hurley of the board announced, and will have places for 1,500 a month in this rating until further notice. The men accepted will be placed on training ships at \$30 a month training pay for thirty days, and will then be sent on deep water voyages at \$75 a month. Uniform and board are furnished. Voyages will be varied, to allow the recruits to see as much of the world as possible, and the possibility of promotion will be emphasized.

Applicants may apply to any of ing stations, to the merchant marine training stations at Boston, Norfolk, New Orleans, San Francisco or Seattle, or to Henry Howard, Merchant Marine Custom House, Boston.

A company of colored soldiers had entrained, ready to ship for an embarkation point. While the train was waiting in the station a lanky youth, lounging along, spied a friend in one of the car windows.

"Hello, Rastus! Where you all gwine?" he asked.

"We ain't gwine no place—we's jes gettin' took."

## THE STREET OF SEVEN STARS

"The Street of Seven Stars," is the title of the six-reel feature to be shown on Kelly Field next Thursday night at Y. M. C. A. No. 72, Flying Department, and Friday night at the 151 "Y" opposite Post Headquarters. The story, which ran in the Saturday Evening Post, is by Mary Roberts Rhinehart, whose husband is a Major in the Medical Corps. Miss Doris Kenyon, the famous star, is appearing as Harmony Wells, who, forced by a distressing combination of circumstances, is compelled to abandon her violin lessons in the Latin Quarter, in Paris and seek employment as a modiste.

Realistic scenes of the student life in the Latin Quarter, the carnival of winter sports at the famous St. Moritz, and other picturesque scenes are all presented in this thrilling photoplay. Miss Kenyon, for her untiring efforts in aid of the Red Cross and Liberty Loan has received the appointment of Honorary Sergeant in the Regular Army, being the second woman to have this honor.

Another of the famous O. Henry pictures, "Transients in Arcadia" and the beautiful travel picture, "Unknown Switzerland," will fill out a wonderful nine-reel bill. This is one of the best programs rendered so far, and there are just as good coming.

Watch the announcements.

## A FEW GOOD ONES

By Julius Tannen

Julius Tannen: "I met a gentleman in the city hall and he asked me, 'Could you be a Christian on a dollar and a half a day?' I said, 'Well, what else could I be on a dollar and a half?'"

"The other day I was in a department store and I heard a man say he wanted to buy some ladies hose. The saleslady said: 'For your wife? Or do you want more expensive ones?'"

"I think they ought to put a sign in the hosiery department and call it 'No Man's Land.'"

"Do you know, last year they have sugar in envelopes. Well, now they are using envelopes to deliver coal. One man told me he couldn't buy much coal this year, as his cellar was full of whisky. After July first when you are getting a suit the tailor will ask whether you want your hip pocket a half pint or pint size. In Texas they have places where you do the two-step—step in and get a drink and step out and get arrested.

"I have a habit of always putting my hands in my pockets, and the other day the manager said to me, 'Say, Tannen, you'd be surprised if you found a \$20 gold piece in your pocket, wouldn't you?' Yes, I would; I'd know I had some other man's trousers on."

"Where were you born?"

"In Ireland."

"What part of it?"

"All of it."

"I'm a lawyer, would you try me on a case?"

"Well, I'd rather try you on a bottle first."

## EAT AT Ecker's Cafeteria

and enjoy "THAT REAL HONEY FLAVOR" 221 E. Commerce St. 210 Ave C 115 W. Commerce Street.

## J. G. Spurling, Prop. C. H. Cunningham, Mgr. HOWARD HOTEL

EUROPEAN PLAN

Rates \$1.00 per Day and up. Reasonable Weekly Rates. Hot and Cold Baths Free. 1305 W. Commerce St. San Antonio

## Photo Planes From Kelly Take Snaps Over San Antonio

Business District in Vicinity of Alamo and Postoffice Photographed

In compliance with a recent order from Washington to photograph the business section of San Antonio from an aeroplane, Lieuts. Harwood and Cooper of the testing and inspecting stage at Kelly Two, piloted Photographers Smolka and McGahy over the city. Three sets of pictures were ordered taken, one to include the Alamo. The business people and shoppers were awestruck as they watched the aeroplanes glide over the tops of the buildings in an effort to obtain the best position for photographs. The pictures were taken for illustrations in a pictorial magazine. The aviators stated that they flew as low as two hundred feet from the ground, which probably looked like one hundred feet to the civilians in town. It was the first time in the history of San Antonio that the business center of town was photographed from so low an altitude. The accompanying pictures show the pilots and the photographers prepared for flight, the bird's-eye views of the Alamo and business center of town from an aeroplane.

### Making Them Write.

In order to relieve the anxiety of relatives and friends of patients from overseas who are now being admitted to army hospitals in this country, Surgeon General M. W. Reiland has directed that post cards be printed with blanks to be filled in with the name, present location, nature of wound or disease and condition of the patient. These cards are to be mailed promptly to those concerned upon the admission to a hospital, transfer from a hospital, or discharge of a patient from overseas.

"Why don't you get a divorce?"  
"Well, I'm an American and I want to see a finish fight."  
"The manager is rather fresh, I think."  
"Has he made any advances?"  
"Yes, he gave me \$3 out of my week's wages."  
"When the allies stopped fighting, how did they know they were so close to the Germans?"  
"They could smell Cologne."  
"I don't think it right for our boys to marry French girls."  
"Why?"  
"They promised to fight for them, not with them."

Dickey :: Drugs

DICKEY DRUG CO.

South San Antonio, Texas

Drugs :: Dickey

## The Powell Studio

San Antonio, Texas  
High Class Photography Only  
PHONE TRAVIS 1444  
511 1/2-513 E. Houston St.  
Studio Closed on Sunday

## EAT Crisp's Delicious ICE CREAM

Visit our New Retail Candy and Soda Shop, Pool Room. Most up to date in Texas. Especially convenient to Kelly Fielders. On the Way to South San Antonio, Opposite R. E. Station.

## Promotions

328th Squadron.—Private William C. Buell promoted to Sergeant; Pvt. Lawrence Horton promoted to Corporal; Pvt. Eugene H. Duffin promoted to Sergeant; Pvt. John F. Greenwood, Charles H. Duer, Floyd W. Atkisson, promoted to Cooks; Pvt. Harry Gass promoted to Corporal; Chauf. Andrew Dalgleish promoted to Sergeant; Pvt. Harry L. Payne promoted to Corporal.

Squadron K—Sgt. A. W. Veazey to Sgt. 1st Class.

144th Squadron—Pvt. E. Tennyson to Chauffeur; Pvt. E. V. Enberg to Corporal.

Sergt. Eden Ludwig of the 327th Aero Squadron having passed the required examination for Sergt. 1st Class was promoted to that rank.

## They Shall Not Pass

Along the busy boulevard  
He tools a wicked bus,  
And all the day he drives it hard  
To make it tough for us.  
And when we try to cross the street  
He peddles on the gas  
And mutters to the motor's beat:  
"They shall no pass!"

There is a plangent pedigree  
To this laconic line  
That, were it known to you and me  
His motives would define,  
So, let's recall the days that were  
In all their mighty mass,  
And know to what those words refer.  
"They shall not pass!"

When first the Frenchmen held the  
Huns  
And put their hordes to flight  
By rushing to the Marne with guns  
In taxicabs at night,  
'Twas not the soldiers true and tried  
Who won with shots and stabs:  
"They shall not pass," the chauffeurs cried,  
And charged with taxicabs.

And so today, in glare or gloom,  
He Chauffeurs just the same;  
Some day he'll meet you plodding home  
And lope across your frame,  
And when above your sleeping head  
The cows are nibbling grass,  
He'll feel content, for he has said,  
"They shall not pass."

## Flying Fields Report Five Deaths

During the week ending January 23d, there were two fatalities at American Flying Fields as follows: Gerstner, Lake Charles, La., January 18, 1919, Arthur E. Elliott, 2d Lieut., Pilot.

McCook, Dayton, Ohio, January 22d, 1919, Frank Banks, 1st Lieut., Pilot.

For the week ending January 30th, there were three fatal accidents: Carlstrom, Arcadia, Fla., January 27th, Cyril T. Hunt, 2d Lieut., Pilot; Rockwell, San Diego, California, January 29th, George P. Leggett, 2d Lieut., Pilot; Codman, Stithon, Ky., January 29th, William T. Morgan, 2d Lieut., Pilot.

## "The Goldbrick's Wives"

Ten Goldbrick's Wives waiting for a line,  
One got a postal card, and then there were nine.

Nine Goldbrick's Wives thought their husbands awfully late,  
One Goldbrick got a furlough, and then there were eight.

Eight Goldbrick's Wives answered "here" at eleven,  
One eloped at midnight, and then there were seven.

Seven Goldbrick's Wives to Crowder making kicks,  
One lost a shoe, and then there were six.

Six Goldbrick's Wives, glad their husbands were alive,  
One wrote and told him so, and then there were five.

Five Goldbrick's Wives with bills piled to the door,  
One got her "30 per", and then there were four.

Four Goldbrick's Wives knowing where they'd like to be,  
One got a railroad pass, and then there were three.

One Goldbrick's Wife, whose Goldbrick was a "Serg.",  
Finally was made happy when he got a discharge.

MRS. BERT BARBER.

## State Cafe

Neath State Bank  
315 E. HOUSTON STREET  
Special Chicken Dinner Served  
Right, 80c  
Real Home Cooking

Companionship, Entertainment, Recreation

A delicious dinner, a perfect dancing floor and the Gunter's famous Jazz Band

## THE GUNTER'S DINNER DANCES

Wednesdays—Saturdays  
7:30 till Midnight

Reservations by Phone—Crockett 3992

PERCY TYRRELL, Manager

### Aviation Club Directors Plan for Improvements

#### To Build New Concrete Tennis Courts—Reopen Barber Shop

At a meeting of the Officers and Directors of the Aviation Club, held at the Club Quarters last Saturday afternoon, a number of matters of interest to members of the Club were discussed, and favorable action voted. One of the projects approved related to the Tennis Courts in front of the Club Building, which are to be put in condition immediately. They will be changed to concrete, and another court added immediately west of the two now there. A large number of the members are tennis enthusiasts, and a little later it is planned to hold a tournament, with suitable prizes for the winners.

A player piano will be installed in place of the rather antiquated instrument now in use. A large selection of up to date rolls will be kept on hand by the Secretary for the use of the musically inclined. It is confidently expected that unthought of and unheard of talent will now become much in evidence. The barber shop will again open within a few days, also a shoe shining establishment. It is hoped that with suitable service these features will be appreciated and patronized by the officers.

Those who were in attendance at the meeting were Colonel H. C. Pratt, President, Lieut.-Col. R. R. Butler, Vice-President, Lieut. F. C. Cavender, Sec.-Treas., and the Board of Governors composed of Capt. W. R. Becker, Capt. F. J. White, and Lieut. F. E. Fensch.

In order to complete the records of the War Department with reference to inventions and patents, the Bureau of Aircraft Production requests each officer, enlisted man or employee who has since his connection with the bureau made any invention or applied for any patent. A form headed Military Inventions is available upon application at the Patents Department, Finance Division, Bureau of Aircraft Production.

If they's anything the lad wants when he gets back home—from the land that we live on to the honey in the comb; every single blessin' in the country that hew is—let him look like he wants 'em, an' they'll all be his! That's the way we're feelin'! We're here to make a fuss, with the highest halleluiahs 'bout the boys that fought fer us!—Atlanta Constitution.

### Flying Officers Receive Ratings For Achievements

General Kenly has appointed a board of officers to pass upon the qualifications and merits of flying officers who have distinguished themselves in action. The board will eventually review the records of all flying officers who were in action with a view to awarding them such ratings as their achievements and abilities may warrant. To date only the pursuit or fighting pilots have received any recognition; this was in the form of a list of sixty three fliers who have been credited with the shooting down of five or more enemy aircraft, a list which is not complete or up to date.

The new board will not only consider the fighting pilots and observers but the officers who were on other details just as dangerous, tedious and requiring an even greater amount of practice and skill, though not as spectacular. The work of the pilots and observers in the Day and Night Bombardment Squadrons, the Observation and Reconnaissance Squadrons and Balloon Companies which included Artillery control and photograph work will now be reviewed and appreciate awards made, in the form of ratings as Junior, and Military Aviators with increase in flying pay.

The board consists of Col. Townsend F. Dodd, Lieut. Col. B. F. Castle, Major Horace H. Hickam and Lieut. Sidney T. Thomas all of the Army Air Service, Division of Military Aeronautics.

#### Germans Feared Night Bombing.

Lieut. Van Winkle Todd, of the 103d Aero Squadron, who has just returned from overseas where he was captured and confined by the Germans, reports that when he was made a prisoner, the Germans were almost in a panic due to the work of the Independent Air Force which was doing admirable work. "As far as I could learn," said the Lieutenant, "the night work was very much more effective and the German Intelligence men seemed to fear it, whereas they spoke with contempt of the day bombing."

Lieut. Todd was flying in a Spad formation of three planes, led by Lieutenant now Captain Tobin, on August 11th, 1918, between San Mihiel and Beney, and he succeeded in shooting down a biplane machine only to have his own controls shot away and fall, out of control. He was captured and held for over three months. According to his report, the Germans expressed admiration for our aviators' personal

### Lt. S. L. Van Meter



—Photo by Raba.

Inventor of modern parachute to be used on airplanes. Lieut. Van Meter has just returned to this field from Dayton, Ohio, where he has been testing and perfecting his invention. He is now attached to the Engineering Department of Kelly Field Two.

### Soldiers Enlist As K. C. Workers

Within the past two weeks four soldiers have enlisted as secretaries in the Knights of Columbus War Activities and have been assigned to duty in the various camps about San Antonio.

Paul Gaffney, formerly a sergeant in the Air Service at Brooks Field, returned Saturday from a three weeks' visit to his home at Portland, Ore., and was assigned as secretary in charge of the K. C. moving picture circuit. At present there are six shows in the circuit. Another is being installed at K. C. building No. 4, Kelly Field. There will also be one in the hall now being erected as headquarters of the Kelly Field activities.

Other soldiers who joined the K. C. service are A. H. Munich formerly at Camp John Wise, G. C. Cloonan, of the Texas Military Academy, and J. A. Roach, of Camp Travis, the former having been assigned to Kelly Field halls, and the latter to building No. 2 Camp Travis.

R. H. Padden of Chicago, a former army man, who has been in the K. C. service for some time is now in charge of building No. 3, Kelly Field. He succeeded M. J. Wall, who was transferred to the station at the Base Hospital, Fort Sam Houston.

### Civilians Will Not be Allowed To Take Flights

The Director of Military Aeronautics has announced that civilians will not be permitted to make flights or take joy rides in Army airplanes without authority from the Secretary of War. Paragraph 1586 Army Regulations provide that:

"Flights in Air Service equipment for other than training or war purposes will be made only upon the express authority of the Chief of Air Service, and no person in the military service is authorized to permit other than the following to be carried as passengers in such equipment: Heads of the executive and judicial branches of the government, members of the Senate and House of Representatives, officers and enlisted men in the Army, Navy and Marine Corps, and members and employees of the Air Service."

General Kenly directs that no exceptions will be made to the above regulation by the Division of Military Aeronautics. Civilians who desire to take trips must first get authority from the Secretary of War before presenting themselves to the commanding officers of flying fields or the Division of Military Aeronautics with requests for flights.

### Colonel W. N. Hensley Three Kinds of Flier

Colonel William N. Hensley, Air Service Aeronautics, has the distinction of being entitled to wear all three of the Air Service flying insignia. He is an observer, a Junior Military Aviator and a Junior Military Aeronaut, and is now taking a course at Akron in dirigibles.

Colonel Hensley is a graduate of the Military Academy and served for over fifteen years in the Cavalry, graduating from the Mounted Service School in 1912. He was detailed to the Air Service during the European War, and on July 18, 1918, qualified as an observer. He won his pilots' wings for heavier than air flying at Mather Field, November 8, 1918, and on December 11, 1918, received his balloon wings at Camp John Wise.

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# KELLY FIELD SPORTS

## All J. A. K. E.

YOU CAN GET A PRETTY GOOD IDEA OF THE IMPORTANCE OF A GUY BY HIS POSITION IN A GROUP PHOTOGRAPH.

**LIFE'S HORRIBLE MOMENTS:** When you are intently watching a dramatic moment in a show an' everything's quiet—and that box of candy drops to the floor from off'n your sweetie's lap.

**"FOUL WHISPRINGS ARE ABROAD"—MACBETH**  
Ol' Andy Mack sez that he couldn't get a drink in San Antonio because he was unable to borrow an officer's uniform.

**COGNAC, COGNAC.—OH, BRING BACK MY BRANDY TO ME!**

**PAGE THE VICE SQUAD.**  
Over at the Pigeon Section in the Flying Dept. the birds are segregated according to sex. One of the pigeons in the male section is reported as laying an egg every few days. We wish Lieut. Blakely would tell us what kind of an establishment we are harboring in our midst.

A General named Ferdinand Foch once, captured a four-flushin' Boche, who, in his own trench was hellonthe French. But when he was captured,—oh, Goche!

If ol' Dick III were down in Texas or any of the other 46 Conscienceless States, he might have said, "A horse's neck! A horse's neck! My kingdom for a horse's neck!"

Military joke, exemplified mostly on Fords and Dodges any evening in San Antonio, after six: "For Official Use Only."

**BEGGARS DESCRIPTION.**  
We see "be the pa-a-pers" that the President of a professional mendicants' society was recently jailed. Which tempts us to remark, brightly and with a full appreciation of our sparkling humor, that his title is a misnomer. He should be called VICE President. Get it? Clever, eh, wot?

**REWARD OFFERED FOR NAMES OF OFFICERS, WHO, UPON DISCHARGE, DO NOT CONTEMPLATE GOING TO MEXICO OR SOUTH AMERICA.**

**OUR PET PEEVE:** When we salute the Colonel's car and discover, after we had prided ourselves on a real snappy one, that there was no one in it, but the chauffeur.

One of our Domestic Makers of a Safe World for Democracy, with three silver chevrons was approached by a curious old lady with a desire to know the significance of the gold and silver chevrons. He told her, "Ma'am, the gold chevrons mean that we're married and the silver ones show how many children we have. She looked at his sleeve and in a tone of shocked reproof, said, "Oh, you bad, bad boy."

It's a gift to be able to say the right thing at the right time.

F'rinstance the rookie at the movies last week, who, when a very lengthy kissing scene was shown, was inspired to command in a loud voice, "Open ranks."

WE WISH YOU THE SAME AS WE WISHED A FRIEND OF OURS WHO IS DRILLING FOR OIL.

Here's hoping you get a speedy discharge.

We can easily fill a volume,  
But we cannot keep away.  
So we'll simply close the col-um.  
See you next week.  
Love from  
J.A.K.E.

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## Kelly Field Ball Team Trims Remount; Second Time

### Frigid Weather Fails To Stop Aviators Score 7 To 1

In a baseball game that could fittingly be designated as a mid-winter event, the Kelly Field and Remount No. 2 teams again went on the field at League Park Sunday afternoon and played out a nine-inning game, resulting in the one-sided score of 7 to 1 in favor of the Flyers. The exhibition was a featureless affair—entirely too tame, in fact, to stir the blood of the few fans who braved the almost freezing weather to see the players in action.

What interest was furnished came in the last four innings of the contest when Jimmie Turple of the Flyers, and Rube McQueen of the Remounts, went in as opposing slabmen and staged a brief, pitching duel that was interesting to see. Turple had a slight edge over his adversary, due mainly to the superior batting and teamwork of Kelly. McQueen went to the hill at a time when the aviators were in the midst of a rally, and before he could finish an inning that had already been started to the bad by his predecessor, Smith, he was mauled for two runs. After that he pitched excellent ball until the eighth, when he loosened up and allowed an additional runner to cross the plate.

The Remounts had the best opportunity of the game in the first inning to get the jump on their opponents, when Nichols, who opened the battle for the horsemen, hit the first ball pitched by Keinholtz, the Kelly slabman, for two bases. Whitcomb was given a walk, as was also Reeble. However, Nichols allowed himself to be pegged off a base. With one out, Croud drove a long fly to right field, which was caught by Roddy and hurled to Shipley at the home plate for a double play.

Kelly failed to count in the first frame, but in the second scored two runs off the delivery of Smith, due to a combination of hits and errors. In the fourth they scored two more off the delivery of the same pitcher. Then it was that McQueen was sent to the rescue of Smith, and the Rube was plugged for three hits and two runs before he could settle down to work.

Kelly could accomplish nothing against McQueen in the fifth and sixth, but in the seventh started in to give the big Remounter a trimming. Spretzer and Everett hit safely. Ardis struck out, but Blevins poled out a single, filling the bases. McMullin and Shipley were helpless before McQueen's curves,

### JESS WILLARD IN CHICAGO.

Chicago.—Jess Willard, champion heavyweight, who is matched to fight Jack Dempsey for the title on July 4, next, was here today to meet Tex. Rickard, promoter of the contest, who is expected to arrive from New York during the day. Willard said he had no idea where the fight would take place, but that he would even be willing to go to South America, if necessary, to find a suitable battle ground.

however, and were retired on pitched balls.

The Remounts made their lone tally in the third, but after that their efforts were futile against the pitching of Keinholtz and Turple. The Score:

KELLY FIELD.						
	AB.	R.	H.	PO.	A.	E.
Shay, ss	5	1	0	0	2	0
Roddy, rf	4	1	1	1	0	0
Spreitzer, 2b	5	0	3	3	2	0
Everett, 1b	5	1	1	6	1	1
Ardis, lf	4	1	0	1	0	0
Blevins, cf	4	1	1	0	0	0
McMullin, 3b	4	0	0	4	0	0
Shipley, c	4	1	2	1	2	0
Keinholtz, p	3	1	1	3	1	0
Turple, p	2	1	0	5	0	0
Badger, 3b	0	0	0	0	0	0

Totals .....40 7 9 24 8 1

### REMOUNT.

REMOUNT.						
	AB.	R.	H.	PO.	A.	E.
Nichols, 2b	2	1	1	2	1	1
Whitcomb, rf	4	0	0	2	0	0
Reeble, ss	4	0	0	1	3	2
Croud, 1b	4	0	0	8	0	1
Hennemuts, cf	5	0	1	1	0	0
Sanwald, 3b	3	0	0	3	1	0
Orioli, c	3	0	1	0	0	1
Smith, p	1	0	0	3	2	1
Williams, 2b	2	0	1	0	0	0
McQueen, p	2	0	0	6	0	0

Totals .....34 1 4 27 7 6

### SCORE BY INNINGS.

Kelly Field .....020 400 01\*—7  
Remount .....001 000 000—1

### SUMMARY.

Innings pitched by Keinholtz, 4; by Turple, 5; by Smith, 4; by McQueen, 4. Runs made, off Keinholtz, 1; off Smith, 4; off McQueen, 3. Two-base hits, Nichols, Speltzer. Three-base hits, Speltzer. Stolen bases, Speltzer. Struck out, by Smith, 3; by Turple, 5; by McQueen, 7. Bases on balls, by Keinholtz, 2; by Smith, 2. Batters hit, by Keinholtz, 1. Left on bases, Kelly Field, 4; Remount, 8. Double plays, Roddy to Shipley. Wild pitches, by Smith, 2. Passed balls, by Keinholtz, 1. Time of game, 2 hours, 15 minutes. Umpire, Johnson.

## As It Will Be in 1920

Drink to me only with thine eyes,  
And I will toast with mine;  
For all the land is dry as dust,  
And we can't ask for wine.  
Don't leave a kiss within the cup—  
A kiss intoxicates.  
Inebriation is a crime  
In these United States.  
Drink to me only with thine eyes,  
And don't use them too much,  
Or you would make me drunk with bliss,  
And I would know the clutch  
Of legal hands upon my sleeve  
And languish in a cell,  
Because I drank your loving glance  
Not wisely but too well.

Drink to me only with thine eyes,  
And do that on the sly,  
Lest those who guard our morals  
note  
You have a liquid eye.  
Let not your smile be one to make  
My spirit rise at all,  
For those who make the laws might  
think  
That spirit Alcohol!  
—Berton Braley, in Life.

## BROOKS FIELD DEFEATED BY REMOUNT QUINTET

The Brooks Field basket-ball team was eliminated from the championship race in the Army League when it went down to defeat before the Remount quintet, on the Brooks court Saturday night. The final score was 17 to 14, indicating that the vanquished fought hard to retain a standing and thus be in at the finish. The game was fast and featured by brilliant playing on both sides. At no time was either side over three points ahead. The game was refereed by Mr. Mast of the Y. M. C. A.

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### Inspecting Stage Performs Work Of Importance

#### Testers and Inspectors Must Be Expert Fliers As Well As Mechanics

The story of how the Testing and Inspecting Stage grew from the small one man affair that it was originally to the present state reads like a fairy tale.

In the beginning all the work done by the Department was to fly the new ships as they were brought into the field and set up, and also the repaired ships, of which there were only a very few. Under the present organization, the Officer in Charge of the Department, Lieut. E. W. Franklin, has to pass on the flying condition of every ship that is used in the Flying Department. All ships on the field are inspected and Tested at regular intervals, and when in his opinion they are not in perfect flying condition, they are ordered to be sent to the Airplane Division for a general overhauling. When minor repairs are made by the crews of the ships the work is inspected and the ship is given a thorough test before it can be used again by the Flying Department.

Most important work of this stage is testing the ships that have been overhauled by the Airplane Division. This work is done by Lieut. E. W. Franklin who is Officer in Charge. Lieut. W. B. Harwood and Lieut. J. H. Cooper. Although the ships have been overhauled by the most skilled workmen and exactly according to specifications, yet it is a rare thing when one is in good flying condition without having several changes made in the aligning.

To be a tester a man must be an expert flyer of decided mechanical abilities; he must have a very highly developed sense of feeling the action of a ship and must be well versed in the theory and construction of airplanes, and understand the principles of aeronautical engineering.

The work of a tester is full of thrills and excitement because he never knows what to expect of a new ship. They are quite a bit like a wild horse, very unruly and sometimes very hard to tame. When he takes one of these ships up he never knows just when, where or how it is coming down. A black and white streamer is carried on the rudder so that if the ship becomes very unruly all other ships will know that it is a ship being tested and will give it the right of way.

Major Reynolds was the first tester. He flew planes as they were set up at Hangars 17 and 18 and also the few that were repaired at Hangar 7. Major Reynolds did this work alone from October 1917 until December 19th, 1917, when the famous French Ace T. Mathieu was sent to this field and assigned as his assistant. Shortly after a civilian flyer, Mr. Holterman, relieved Major Reynolds and was in charge

### The Kelly Field Fixers



of the department until Feb. 15th, 1918, when he was ordered elsewhere. Then Mr. Mathieu took charge and was assisted by Civilian Flyer Philip D. Rader, formerly of the Royal Flying Corp, Mr. Doolittle, formerly of the Lafayette Escadrille, Lieut. David G. Bruton and Lieut. George N. Belsler.

On May 15th, 1918, Mr. Mathieu was relieved and put in charge of the airplane division. Lieut. David O. Bruton was then put in charge of the stage and was assisted by Lieut. Wm. White, Lieut. T. J. Lenihan and Cadet A. H. Heermance who had been a tester for the Curtiss factory. Lieut. Bruton was in charge of the stage until July, when he was ordered elsewhere.

Lieut. T. J. Lenihan was then made Officer in Charge of the Stage, and was assisted by Lieut. E. W. Franklin, Lieut. W. B. Harwood, Lieut. J. H. Cooper, Lieut. T. H. Highly, Lieut. W. F. Buck and Cadet A. H. Heermance. Lieut. Lenihan remained in charge of the department until October the 11th, 1918, when he was ordered overseas.

Lieut. E. W. Franklin then took charge of the department and his present staff includes Lieuts. W. B. Harwood, W. P. Kite, T. H. Highly, J. H. Cooper and L. L. Phillips.

Lieut. Franklin entered active service at Camp Funston, Texas, May 8th, 1917, and remained as a student officer in the infantry until he was lured away by the call of the air and July the 15th, 1917, he was examined and accepted for the Air Service and sent to the School of Military Aeronautics, at the University of Texas, Austin, Texas. He graduated from this institution September 1st, 1917, and was ordered to Kelly Field, September 21st, 1917 and started flying October 23rd, 1917, completed R. M. A. test December 28th, 1917, entered School for Instructors Jan. 11th, 1918, assigned as Instructor Feb. 5th, 1918, commissioned Feb. 9th, 1918. He was relieved as a flying instructor and assigned to the engineering department as a tester on June 15th, 1918.

Lieut. W. B. Harwood entered active service at Kelly Field, Texas, Aug. 6th, 1917. Entered Ground School at Austin, Texas, Aug. 17th, 1917, and graduated Oct. 27th, 1917 and was returned to Kelly Field on Oct. 31st, 1917. Qualified as a Reserve Military Aviator on Dec. 28th, 1917, and was commissioned on January 26th, 1918. Assigned as an instructor on Feb. 1st, 1918 and continued as such until Aug. 1st, 1918, at which time he was assigned to this stage.

The enlisted personnel of the stage is as follows: Charles Shanahan, Sergt. A. M., non-commissioned officer in charge and chief trouble shooter; F. A. Blockwitz, Sgt., trouble shooter; V. A. Burns, Sergt. A. M., trouble shooter; W. E. Dewey, Sergt. 1st Cl., A. M., trouble shooter; C. W. Peterson, Chauff. 1st Cl., trouble shooter; J. Hagstad, Sergt. E. F., chief rigger; E. L. Wirrick, private, rigger; E. A. Connely, corporal, in charge of cleaning and delivery; J. F. Facklam, private and J. G. Schlotterbeck, private, cleaners. Sergt. Wm. Huck has charge of the office work and is assisted by Private P. F. McDonnell.

#### Air Service Clubs Hold Meeting.

Members of the A. S. C. A. met in the auditorium of the Interior Building, Washington, D. C., Saturday, February 13, 1919. Amendments to the constitution were considered including the proposed change in name of the organization to "Army and Navy Air Service Association."

#### AN INTERVIEW

Anticipating charmers of the "vamp" type, ye, interviewer, with trepidation, ascended the back stairs of the Majestic, and was told that the Shirley Sisters would be "right down." He gazed around and had a slight glimpse of "back stage." When he turned around and lo! and behold!—the Shirley Sisters.

Two entrancing, ravishing misses who confessed that they hailed from Boston and were proud of it. Far from pulling any Theda-Bara stuff, who could see that tho they were of the stage, their simplicity and refinement were inherent.

They justified Flo Ziegfeld's reputation as a peach fancier, by admitting that they were members of that holy-of-holies, "The Follies of 1916." After that engagement they entered vaudeville and charmed thousands of auditors by their wonderful delineation of the Terpichorean art. Miss Shirley, (the little one) admitted to having an "Uncle Jim" in the Navy—and confidentially whispered that Miss Shirley, (the big one) had a sweetheart in the Army. They cheered many worshipping convalescents at Camp Bowie and Wadsworth by their wonderful dancing.

By this time ye interviewer was in a daze at being in such close proximity to two such dazzling representatives of the "deadlier-of-the-species" and was unconscious of their departure to prepare for their act—and found himself on Houston Street in a drizzling rain. Gee, I wish I was a actor!

Second Lieut. Leon Folsom, lately in command of the 313th Squadron has been relieved.

### Laurier Felled By Paralysis

Ottawa, Canada.—Sir Wilfrid Laurier, former premier of Canada, was stricken with paralysis here. His condition is reported critical.

#### No Occasion for Trouble.

"John," she said, nudging her husband as they sat in a half-filled street-car, I believe that man over there is trying to flirt with me. "Do you want me to go over and punch his head"

"Mercy, no! I wouldn't have you do anything for the world. I just wanted you to know that there's somebody in the world who thinks I'm worth noticing."—Dayton News.



The bill for the week beginning Sunday, February 23rd, consists of the following exceptional array:

- EDDY DUO Midair Entertainers
NORA KELLY The Dublin Girl
EZRA MATHEWS & CO. in "Quick Sales"
BURT EARLE The Famous Banjoist
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### Admonitions to the Amorous

by Ida Wannah

Dear Ida:

Ο γραμματέας της κοινωνίας... (Ελληνικό κείμενο)

CONSTANT T. NOPOULOS.

Dear Constan: You should make your request thru military channels.

Dear Ida: I have recently returned from overseas and met a young lady who likes to hear me recount my experiences here. I told her about my killing a German with one hand and she grabbed that hand and kissed it. Do you think she loves me. Solly Dad.

Dear Solly: Yes; but don't you wish you had told her you bit him to death

Dear Ida: I have just been discharged from the Army and got a job as traveling salesman. Returning home suddenly last night, I met a soldier leaving my home. Do you think my wife is true to me? Please give me some advice.

Anthony Gunter.

Dear Anthony: A rolling stone gathers no moss.

Dear Ida: I am 19 years old and very beautiful. Golden hair, big blue eyes, weigh about 120 pounds and am 5 feet 4 inches tall. I own a Packard roadster and have lots of money. Strange to say, I can find none that loves me. Please tell me what to do. I shall follow your advice implicitly.

Bessie Van Peache.

My Dear Bessie: Send us your phone number immediately. (Oh, boy!)

Dear Ida:

I am tall, dark complexioned, have black hair and eyes and always dress in dark, clinging gowns and

wear a rose in my hair. I have tried to win the affections of a certain officer at Kelly Field. Here is what I did. When I saw him at the Country Club, I stumbled and would have fallen, had he not jumped to assist me, as I knew he would do. I stayed in his clasp for a moment to collect my thoughts and he was loathe to disengage me. I invited him to my home and, by an artistic arrangement of the lights which I had shaded with pink, the room looked very romantic. I played soft waltzes on the piano and very shortly I had him in that frame of mind, where he thought I was the only girl in the world. He left about 11 o'clock promising to call tomorrow. Can you give me any further advice as to what to do when he comes?

Miss Q. T. Vamppe.

My dear Miss Q. T.: You don't need any advice. What you need is a Croix de Guerre.

Dear Ida:

Your advice seems to me to be so encouraging that I would like you to give me some. I am a blonde, 20 years old, pretty, a good dancer and in love with an officer at Camp Travis. He does not seem to reciprocate this feeling and, as a consequence, I am heart-broken. How can I win his love?

Miss Dot U. Ryse.

My Dear Dot:

First buy either a Cadillac or a Stutz and call for him at Camp after retreat. You might have theater tickets ready so that you need not hurry, after the meal you buy him. Then after the show you might blow him to a ticket to one of the dinner-dances at the numerous hostleries in this metropolis. Ask him if he needs a new uniform. If he does, buy him a ninety-buck gabardine. Or a better way, would be for you to invite him out to the house and then produce a glass container of some real bonded, 98 proof, good old-fashioned Green River. If that don't land him, why not take a chance on Kelly Field?

Advertisement for Goodrich tires. Includes text: 'BEST IN THE LONG RUN', 'The Submarine is Centuries Old', 'CONTRARY to common belief, seacraft traveled under water at least 300 years, and probably 3000, before John Holland's submarine.', 'GOODRICH SERVICE VALUE TIRES', 'Goodrich loyalty to practical service was logical, for Goodrich values tires solely by SERVICE VALUE.', 'THE B. F. GOODRICH RUBBER CO.', 'THE CITY OF GOODRICH - AKRON, OHIO'.

## Airmen Hit Huns Hard In Closing Battles

American and British Aviators Take Big Part in Final Chapters of War

During the last weeks of the allied offensive, prior to the cessation of hostilities, squadrons of de Havilland 9's from both British and American air forces were bombing military objectives in the German towns back of the Hun lines every day and night, despite the opposition put up by the German air squadrons and anti-aircraft batteries. This was particularly true in the neighborhood of Saarbrücken, Kaiserslautern, Treves and Mannheim. Here the British and American planes often had to fight their way 100 miles to their objective through squadron after squadron of fighting Hun machines, and then, after dropping their bombs, have had to fight their way back the whole 100 miles to their own lines.

Recent reports received at the headquarters of the Division of Military Aeronautics, at Washington, tell of 12 De Havilland 9's attached to the Independent force of the British R. A. F. sent over the lines in two formations at 11,000 feet to bomb the factory at Mannheim at a distance of well over 100 miles from the aerodrome. This necessitated a trip, out and back and allowing for divergence to follow routes and pick up bearings, of from 250 to 260 miles. About five miles beyond the line eight enemy scouts determinedly attacked the formation. The leader, however, proceeded to Mannheim, being all the time attacked by enemy aircraft which continued to be reinforced. Over the objective, 15 more enemy machines came and attacked the formation with determination while the bombs were being dropped. Notwithstanding the presence of the enemy machines, 16 bombs were dropped with good effect; a large number of these bombs were heavyweights. Seven direct hits on the factory were obtained and four fires were caused. In addition, another factory a short distance away was also hit and set on fire. The report, continuing, said:

"Just after leaving the target to return home, the enemy machines came right into our formation, and one of them succeeded in hitting the radiator of one of our machines. This caused the engine to 'seize up,' and the pilot proceeded to spiral downward. The whole formation followed him from 12,000 to 6,000 feet down to prevent him from being further attacked by the enemy machines, and a determined fight followed between the De Havilland 9's and the enemy scouts. As a result of this fight, which lasted about 20 minutes (and 100 miles over German territory), a number of enemy machines were shot down and were seen to crash. When the fight was over only five of our machines were left in the air, and by extraordinary bad luck, all the experienced pilots went down. The pilots of the remaining five machines were all new, and to many of them this was their first raid. One pilot, who had only four raids to his credit at this time, realized the situation and got his observer to tie a white handkerchief to the Lewis gun, indicating that he was their leader, and having collected the formation brought them safely back to the aerodrome. Had it not been for this pilot's presence of mind, some of these five machines would never have got back. For this act he was awarded the Distinguished Flying Cross.

A few days later, while a formation of De Havilland 9's was attacking the railway station at Metz, the pilot saw a machine (which had apparently dropped out of another squadron's formation unnoticed) 6,000 feet below, being heavily attacked by a number of enemy aircraft and firing red light for assistance. One pilot immediately dived into these scouts and took this straggling machine up in his formation and escorted it safely to the lines.

"The next day while carrying out bombing raid operations in conjunction with the First American Army in the St. Mihiel salient, one of the squadron's formation got slightly separated from the other machines over Metz. Fifteen enemy scouts immediately attacked the formation and in the first burst wounded three of the observers so that they were unable to fire their guns, and put a bullet in the radiator of one of the machines which was leading the raid, and also through the engine of another. These two machines were then attacked by seven enemy scouts each.

"Although the engines were 'seizing up,' the pilots kept them going and prevented the enemy scouts from getting a steady aim on their machines by banking, stalling, 'S' turning, and spinning, and in this way fought their way to the lines—a distance of 12 miles. One Hun was very close on the tail of one of our machines, and when he stalled and zoomed up underneath to fire from his forward gun our observer shot him down and he was seen to crash on the ground."

## Popular J.W.B. Workers at Kelly Field



## Post-Armistice Work and Plans Of Jewish Welfare

Work Will Be Bettered and Efficiency Increased

While the signing of the armistice meant the cessation of hostilities, by the same token it meant a harder fight on the part of the various welfare agencies cooperating with the War Department. To put it in another form, upon the concluding of the armistice the wartime organizations which have been looking after the welfare of the men in the army and navy were suddenly confronted with another emergency and one as totally unlooked for as was the devastating war itself. Everybody at once jumped to the conclusion that because the emergency had seemingly been terminated that the necessity and usefulness of the men were also at an end and therefore all restraint should be removed and the men discharged forthwith. Because they were not sent home on the morrow, army life, which they had become to look upon as a matter of course, seemed to take on a different aspect with them.

In other words it resolved itself practically into a case of war time morale vs. post-war morale. To meet this contingency fairly and fully the Jewish Welfare Board, through its branch on Kelly Field No. 1 and the Town Branch in the Gunter Building, San Antonio, after much thought and due consideration of the situation decided that instead of lessening its work it should be bettered, if possible, and its efficiency increased. With this in view a comprehensive program has been outlined.

Among the first thing to be inaugurated was a Business Course of lectures given by expert and experienced men. This proved to be an intensive as well as comprehensive course. At the opening session there were fully six hundred men of both fields in attendance. Col. Henry C. Pratt, Commanding Officer, was the principal speaker. The classes continued for five successive nights during which the attendance was large and fairly uniform, most of the men who enrolled the first night remained throughout the course.

Then there followed the entertainments and dances given in conjunction with the other welfare agencies on the field to the discharged men leaving here. Sandwiched in between from time to time have been entertainments at both the field building and the town rooms, and Camp Travis, Stanley, Wise, Brooks and Ft. Sam Houston. These entertainments have so far run the gamut from refined and elegant dances to checker tournaments, "wienie roast," stunt nights, guessing contests and "State Nights." Prizes were awarded at every contest.

Now, while the Jewish Welfare Board, through its various representatives, thoroughly enjoys the work undertaken, the latter have perhaps found the greatest delight by adding to the joyousness of the discharged men leaving the field in detachments. Upon every occasion whenever there were detachments of men leaving for various camps throughout the country, and there have been several thousand men let go, Field Representatives Henry A. Strauss and Louis Isbitz were always on hand from early in the morning until the men pulled out on their trains, handing out baggage tags, writing paper, envelopes, lead pencils, cigarets, chewing gum, checkers with boards, dominoes, pamphlets on topics of much importance; running last minute errands for the men; mailing their missives and in every way possible give them a good send-off. The Department Station, near Post Headquarters, has been the rendezvous of Messrs. Isbitz and Strauss, who have become familiar figures in and about that locality.

The demobilization program under the supervision of Head Worker George Rabinoff, that has been in progress in the Kelly Fields has not

## How To Apply For Civilian Flyer License

Application for license to fly civilian aircraft should be made to the Joint Army and Navy Board on Aeronautic Cognizance, which is located at Building D, Sixth and B streets, N. W. Washington, D. C. Upon request to that board, there will be furnished a form, on which there are a number of questions to be answered. Among other requirements it is necessary to furnish an authenticated copy of a certificate or license as evidence of the pilot's qualifications, description and condition of aircraft and motors, financial backing available, and territory in which flights are to be made.

In the least interfered with the attendance at the Jewish Welfare building on Frio Road, but on the contrary its popularity seems to have increased as its guests and visitors have grown in number daily during the past several weeks, while constant inquiries are being made by men who continually look forward to the entertainments that are held there. This, despite the fact that the building is pretty well out of the way at the present time. The Jewish Welfare Board is considering the advisability of moving the building to a new location to be granted by the Camp Commander.

A word should be said in commendation of the ladies of San Antonio through whose efforts largely most of the affairs were made successful. They have entered wholeheartedly into the work and have furnished practically all of the entertainment and have also acted as hostesses. It might also be mentioned that the only strictly religious features are the Jewish services held on Friday nights.

## PASS IN REVIEW

Capt. John C. Tureck, Provost Marshal of the field, who recently was sent to Camp Upton, N. Y. with a detachment of soldiers to be discharged at that point, returned to Kelly Field last Saturday. During his trip east Captain Tureck visited friends in New York City, Philadelphia and St. Louis.

First Lieut. Harry C. Powell, on duty for several months with the A. S. M. S., received his honorable discharge last week. He is a resident of San Antonio. A letter of appreciation which has reached the Eagle office states that he was generally known among the enlisted men as "The Rookies' Friend," which is an enviable reputation to have earned. We understand that Lieut. Powell is the proud possessor of a handsome watch which he received as a token of the esteem in which he was held by those who knew him.

1st Lieut. Clarence P. Skemp, A. S. (M. A.) is hereby relieved from further duty with the Flying Department and assigned to duty as Field, Maintenance Officer.

Second Lieut. G. E. Hodges has been assigned as the commanding officer of the 313th Squadron, in addition to his other duties.

Second Lieut. R. Beam was relieved from duty with the Personnel Office, Departure Station, and assigned to duty as Assistant Field Transportation Officer.

A Board of Officers is hereby appointed per authority contained in letter, Director of Military Aeronautics, dated November 6, 1918, to determine whether such Flying Cadets and aviation student officers as may be ordered before this board from time to time should be discharged, transferred to another branch of the service or in the case of aviation student officers that they receive further instructions or be returned to their organizations. Detail for the Board: 1st Lieut. H. S. Kenyon, A. S. M. A.; 1st Lieut. E. Burge, A. S. M. E.; 1st Lieut. Frank S. Estell, A. S. M. A.

## The Radio Telephone And the Airplane

There has been a great deal of publicity given during the last few months to the successful adaptation of the radio telephone to airplanes. Numerous demonstrations of the successful accomplishment of Voice Control Flying have been given at Washington and other places. It is the desire of Colonel Culver that full credit be given to all who had any part in the development, design or manufacture of the apparatus which has made the accomplishment possible. The airplane radio telephone cannot in any sense be termed an invention. It is the adaptation of certain principles to a new field, and the efforts of so many entered into the development, design and manufacture of this apparatus that no one person should be given credit for the entire accomplishment.

In order that full credit will be given where due, it is desired that publicity be given the fact that the technical skill and engineering resourcefulness of a number of civilian engineers, particularly those comprising the engineering staff of the American Telephone and Telegraph Company as well as that of various members of the military establishment, all combined to make possible the present success of airplane radio telephony.

## Yanks Like Their "Smokes."

Ninety-five per cent of the members of the American Expeditionary Forces use tobacco in some form. It is a part of the regular daily ration but the quantity allowed is not sufficient for the average tobacco user. However, every soldier may buy at the canteens the most popular brands of cigars, cigarettes and smoking tobacco in unlimited quantities and at prices considerably lower than they are sold in the United States.

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# "THE SHAVETAIL"

by LIEUT. S. B. JACOBSON

I bring a message. A message of loyalty and stern devotion to duty. The word of a soldier and warrior. The fact that I am only 5 feet 7 and weigh but 140 pounds should not make you less credible, because my words shall be as the writ of fire,—and besides, you cannot see me.

When this w. k. war started I was but a peaceful citizen upholding my lares and penates (rather neat, that last) by the sweat of my brow. That is not exactly by the sweat of my brow, but I,—well, I and a good job. And I used to go out and dance at Churchill's and eat chop suey and everything. You know,—a regular feller. I was a very nice looking chap, chestnut, wavy hair, blue eyes, classy dresser. (I used to patronize these nobby-suits-for-nifty-gents places, walk-up-and-save-two-dollars) and drink coffee with my little finger stuck out and tip my hat to the girls and always walk on the outside and everything. I tell all this because it shows how great was my sacrifice.

Well, the Journal appeared one day, advising the populace of this g and g. nation that we were no longer in the bush league, but had decided to increase our batting average and take a swipe at the Horrible Hun. I accordingly hurried my Truly Warner into the circular enclosure, and, doffing my Hart, Schaffner and Marx'es, decided to enter the jousts by becoming a member of the now elite legion of Plattsburgers.

This being my virgin experience with the Army, I was at a loss as to the method of procedure. I, of course, received instructions as to what to wear, but never having worn them, was ignorant as to the manner of their being worn. I hid me to a military emporium and they sold me the articles that appeared on the printed list. After which, I bought, upon their earnest solicitation and assurance that they were strictly regulation and after being duly impressed with the fact that they wouldn't bunko me for the world, the following:

- 1 Wrist watch with luminous dial and khaki strap.
  - 1 Extra uniform, because it's going to be awful cold up there, you know.
  - 1 Pair field glasses.
  - 2 Additional blankets, same reason as item 2.
  - 1 Dozen picture postal card views of Seattle, Wash., no reason.
  - 1 Pair captain's bars.
- Then I went home because I had no more money with me. They discovered that fact and released me. Of course I reached the Subway at 6 o'clock and the height of the rush hour. No self-respecting New Yorker carries bundles into the Subway at that time and I attracted no more attention than the Kaiser would if he walked up Broadway. I discovered after I reached my room that I had lost the field glasses during the Battle of the Marne which occurs daily on the New York Subway system.

My family hailed me with acclaim and nothing would have it but that I should dress up and show them how I looked. As I intimated before, I am no Samson. I have, what is known as a non-heroic figure. I had no premonition of the awful catastrophe that was impending. Gently and reverently I laid the articles upon the bed and disrobing, I prepared for the fray. Donning the breeches, I discovered that I had shrunk to a mere nothing. Upon closer investigation I found that they were sizes too big for me, about fourteen sizes, I hastily estimated. The leggings were puzzling. Never having seen them before, I finally adjusted them,—backwards.

The shirt was intended by the manufacturer to fit a man with the latitude of a Taft or a Cobb and after I enveloped myself in its voluminous embrace, I became lost. I shouted to myself and by following the echo ultimately saw daylight, way high above me and after a last convulsive heave, I finally emerged, gasping for breath but still alive. I didn't know how to fix the sleeves as they were about as much too long as the selection your little cousin played in the parlor that Sunday night. So I folded them back and warily approached the blouse, Army slang for coat.

It looked very nice lying there on the bed, but as I gazed at it, I noticed something wrong. I looked closer and discovered that, altho my breeches were a nice olive shade of khaki, the coat was a sort of hard-boiled-egg-yoke green. At that time, it was a prett serious discrepancy. I did not know that an even match of uniform in the Army is as rare as three fingers of Green River in Texas. I looked at my other suit, but it was the color of one of those yellow circus tents. So I put the blouse on. This last is a

mistake. I mean to say that I moulded myself around it. When I had at last eased into it my breath came in short pants (this last is no joke) and with an assumption of ease and dignity I was far from feeling I donned my Stetson, which had set me back \$7.00 and sauntered forth into the bosom of my family.

My mother beheld in me a Pershing and a Napoleon. Her attitude of hero-worship and maternal pride was balm to my conflicting emotions. I began to lose my misgivings and was gradually beginning to agree with her. I was still conscious of the uncomfortable bulge above the wrists where the sleeves of my shirt had been turned up, but it was a sort of detached consciousness. Little things like those mattered not. She asked me to turn around. I did and then she inquired what that funny little thing was on the back of my head underneath my hat. I felt and found the knot of the hat strap. I had forgotten to buy one of those leather straps and had utilized the shoestring affairs with which they are equipped. Not being "wise" I had made a cute little bow-knot. It was, to say the least, conspicuous. It stood out like the chevrons on a newly made corporal.

My sister, who had by this time partly recovered from a mysterious fit of laughing, (I looked around but could see nothing funny) procured a scissors and shortened the knot. My father seemed to be coughing unusually loud and there were tears in his eyes, which, I judged came from the smoke of his pipe, which he removed from his mouth as he said, "Some sketch." Then my mother asked to see how I looked in my overcoat. Horrors! I had forgotten to buy one! It had slipped my mind entirely, altho it is still incredible how it happened to be overlooked by the military goods people. I told her that we were supposed to buy overcoats when we got to camp and that I would wear my civilian coat. This reassured her and she got the overcoat from the closet. This coat was considered to be very chic in civil life. It was black, fitted snugly at the waist, flared out at the bottom and had satin facings on the lapels. I saw at a glance that it would never in this world bear even a faint resemblance to the military but what could I do? Here it was late in the evening, the stores were closed, and my train left for camp early the next morning.

At seven o'clock my mother awoke me from a troubled sleep, wherein I had dreams of khaki overcoats chasing black ones around my bed and climbing all over the blankets and I was much worried. Several of my relatives arrived and I had a foreboding that they would wish to accompany me to the train. My suspicions were correct and, against my strenuous objections, I was overruled by a large majority, (I, being the only dissenting member) and after several false starts and much you-haven't-got-times, we started for the station. As nearly as I can recollect, the order of processional was as follows:

- 1.—My father and mother
- 2.—One aunt and one uncle
- 3.—Three young cousins
- 4.—Another aunt and uncle
- 5.—My self and one sister
- 6.—Another sister and her gempmun friend
- 7.—My sister's gempmun friend's dog
- 8.—A friend of the dog
- 9.—More dogs.

I was quite annoyed at items 7, 8 and 9 and halted the cavalcade several times to shoo them away; but they always followed at a discreet distance. I even threw stones at them, but,—well, you know how dogs are. I considered this latter performance of mine rather undignified for a student officer, so I desisted; but my entire day was spoiled when I thought of the personnel of the rear end of the parade. The little things are what cause the downfall of an empire.

My overcoat seemed to attract much attention and I heard many ribald remarks anent that article of my uniform, but I preserved a dignified and lofty hauteur. This was made a little difficult by my two grips and as I had to change hands every few yards on account of their weight, I am afraid that my stately air was a bit diminished. I breathed a loud sigh of relief when we hove in sight of the station but my jubilation was of short duration; for I found awaiting me, a

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## Wearing of Uniform By Discharged Men

Present law authorizes a discharged officer or soldier to wear his uniform from the place of discharge to his home, within three months of the date of his discharge from the service. Thereafter the officer may wear his uniform only upon occasions of ceremony.

The enlisted man must return his uniform within four months of date of discharge; but can wear it only as stated above.

An act is now before Congress, which, if passed, will authorize enlisted men to keep the uniform which they are permitted to wear home, and to wear that particular uniform, only, provided some distinctive mark of insignia, to be issued by the War Department, shall be worn.

It will thus be clearly seen that neither under existing or proposed law will a discharged soldier be permitted to wear uniforms made by civilian or other tailors. They may legally wear only the particular uniform which they have been permitted to retain.

Commanding officers of camps, posts and stations will give the widest publicity to this information, both among the soldiers of the commands and in the local press. No person will be permitted to solicit orders for, or deliver uniforms to soldiers about to be discharged. Persons or concerns persisting in selling uniforms to such soldiers, after having been warned not to do so, will not be permitted to come on or do business on the reservation.

reception committee composed of all my relations, whose number is (are?) legion, believe me, several thousand friends and my former boss. I was quite overwhelmed, but when I saw the attention we attracted I was a bit proud, I will not deny.

I will admit that our party was rather a large one, but I still maintain that the big rough-looking man who missed his train on account of not being able to get passageway because of the crowd, was no gentleman when he came to me and inquired why I did not engage an auditorium for the event. He mentioned something about an important deal in San Francisco and that he was blank-dashed if he could see any sense in such dash-blanked ceremonials. Officers cannot afford to embroil themselves on the streets with low civilians, so I favored him with a cynical smile. He did not relax that at all, I'll wager.

My friends solicited various parts of the Kaiser's anatomy, German helmets, machine guns, barbed wire and one lady friend of my mother's earnestly requested me to bring her back a dug-out, of which she had heard a lot. In view of the fact that I was destined for Plattsburg, these requests occasioned me much amusement, altho I did not give vent to any outburst of merriment. My smile was translated to mean bravery, reserve, (this last is quite a witticism when you consider that I was later commissioned a Reserve Officer) determination and acquiescence to their modest requests. They all fondly believed that I was to be a deciding factor in a speedy termination of the war and I am firmly convinced that many of them were disappointed when the war lasted as long as it did.

(Continued next week.)

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# AROUND THE WORLD

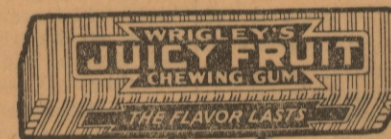


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## How Germany's Plan to Burn Paris Failed

Aerial Bomb Analyzed After It Proved To Be a Dud

Paris.—Now that the armistice has rendered certain that Paris will not have a repetition of air raids, the French government is letting the Parisians know just what the Germans had in store for them.

The municipal laboratory of Paris has just completed the dissection and analysis of the latest thing in German aerial bombs. Only a few of these were dropped by the Germans before the armistice ended their Paris air raids, and one of these failing to explode permitted a complete analysis.

These bombs, which resemble in form a gigantic "kultur tube," are nine feet in length, weigh over 600 pounds, and contain 200 units each. The units in these "kultur tubes" consist of incendiary grenades, filled with a liquid that once ignited cannot be extinguished by water.

The explosive charge in each "kultur tube" was so great that the Germans could count upon the incendiary grenades being scattered over an entire district and incinerating the entire section. A few of them scattered over Paris simultaneously were calculated to be sufficient to fire the entire city. Once the city was on fire, other bombarding squadrons were to follow, both for the purpose of demolishing structures that might still have escaped the flames and also to prevent the firemen from working.

While the Germans only succeeded in dropping three or four of these "kultur tubes," they are known to have provided for their manufacture on a large scale.

LIEUT. TRAVIS BAILEY was host at a dinner party which was given Friday, Feb. 14th at the Aviation Club, Kelly Two. Following the dinner the guests participated in dancing, which takes place every Friday night at the Club. The guests were Major Hankins, of the 18th Artillery, Camp Travis, Miss Cato, Mrs. Hooper, Lieut. F. S. Estell and Lieut. and Mrs. T. Bailey.

1st Lieut. Floyd D. Crim, A. S. A., has been assigned as Assistant Maintenance Officer, for duty in the Flying Department.



Mrs. H.C. Pratt

ONE of the biggest social events on the field this winter was the reception given by Mesdames W. R. Becker, C. W. Russell and G. F. Stratenmeyer, honoring Mrs. H. C. Pratt. The reception was held on Tuesday afternoon from 4 to 6 p. m. at the Aviation Club at Kelly Two. Mrs. J. M. White assisted the hostesses in making the affair a delightful success.

Those pouring were Mesdames Scott and Bonner, Mrs. H. C. Pratt, Mrs. W. R. Becker, Mrs. C. W. Russell and Mrs. G. F. Stratenmeyer received the guests. The 1st Air Service Band, under the direction of Sgt. 1st Class H. J. Thompson furnished excellent music for the occasion.

### REVILLE Time To Get Up

I dream of the white lights, the wonderful bright lights, Of places to dine, wine and sup. Of feminine graces and wonderful places, But as I dream happily Bugle blows snappily, "Reveille, time to get up."

I drink; have a tight-time, in Gotham's gay night-time, I quaff of the bibulous cup. With actresses faerie, I dance light and airy And nothing else mattered. And then slumber's shattered By "Reveille, time to get up."

In wanton existence, my friends I outdistance And gaily I frisk like a pup. I hit quite a pace, lead them all quite a chase, But my dreams evanesce And my thoughts you can guess At "Reveille, time to get up."

Aftermath. I'm through with black War and I'm now looking for— Ward to when I can drive my own Hup.

Up Long Island byways and Westchester highways. And with blasphemous mention I'll pay no attention To "Reveille, time to get up."

J.A.K.E.

### At the Hotels

Attention is invited to the ever popular Sunday night concerts at the St. Anthony where the most fastidious music-lover will find selections to please him. No abatement in the attendance at the daily afternoon Dansants Militaire is noticeable thus proving the strong hold these affairs have taken on the younger set of the town.

Menger. The dinner dances on Tuesday and Thursday nights are as usual drawing large crowds and it is amply demonstrated that this innovation is here to stay.

The Gunter, as usual, has been selected as the scene of many affairs. This hotel has shown its readiness to accommodate any gathering, whatever the size. The Wednesday and Saturday night dinner dances are well attended and are good thermometers whereby to gauge the desires of the people of San Antonio.



## So Refreshing

Especially after that long hike. It gives you that wonderful feeling of satisfaction that is found in no other substitute. Demand the genuine by its full name.

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### THE ORIGINAL Mexican Restaurant

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## The Post Exchange Tailor Shops

One at Sub-Exchange No. 1, Kelly 1, the other at Sub-Exchange No. 37, Kelly 2

Have just been placed under the supervision of Mr. J. J. Hart

Mr. Hart is a civilian tailor of many years experience in Military Uniform work. All pressing will be done by hand. Repair work will be of the highest order and prices will be right.

BUY AND SAVE AT THE

## Post Exchange

The Wolff & Marx Military Department Brings Forth Five Special Lines of

## Regulation Army Uniforms At Liberal Price Reductions

In this sale there are uniforms suitable for every climate, some are of light-weight materials and are skeleton lined, while others are of heavier materials and are full lined. They were all made by one of the leading manufacturers of high-grade army clothing and conform strictly to army regulations.

It is a sale that affords very very material savings—in evidence of which we quote the following:

### \$45.00 All Wool Gaberdine Uniforms Are \$25.50

These are finely tailored, perfect fitting uniforms, made from a superior quality all-wool gaberdine. Silk serge, skeleton lined with seams nicely bound. A uniform that will give excellent wear and will look well until worn out.

### \$37.50 Wool Serge Uniforms Are \$23.75

Extra fine textured all pure wool serges are used in making the uniforms in this line. They are perfect fitting and only highest quality workmanship has gone into their tailoring. A uniform that will wear and look well after long wearing.

### \$18.50 Cotton Gaberdine Uniforms Are \$12.75

This is a uniform that was built for hard service, it is made of an extra fine weave, closely woven cotton gaberdine. Well tailored, perfect fitting and is ideal for warm weather wear. It would be called an excellent value at the regular price.

### \$16.50 Cotton Gaberdine Uniforms Are \$9.50

This is a real uniform bargain and you will scarcely be able to again duplicate this value at the above price. Made from an excellent quality cotton gaberdine—finely tailored and perfect fitting. Ideal for Southern wear.

### \$10.00 Cotton Khaki Uniforms Are \$6.25

Well made, nicely tailored cotton khaki uniforms that are exceptionally good fitting. The material used in their making is a good weight and will wear unusually well. It is the all-around uniform of the army, and it is priced wonderfully low.

### Regarding Alterations

Please note that no provision has been made in the above prices to cover cost of alterations, consequently when alterations are necessary we will have to make a slight extra charge.

## THE WOLFF & MARX CO.



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The Kelly Field Eagle is the outcome of a firm conviction on the part of those who are responsible for it, that the soldiers to whom it goes should be kept informed of the news events which are vital to their welfare.

Its chief purposes are widespread and various. The Eagle wishes to reflect soldier opinion as much as possible and at the same time bolster the spirit and morale of the air service. It is upon this branch of the service that the eyes of America are turned, and the Eagle will do its part to see that America is not disappointed.

It will disseminate all the important and essential news and at the same time act as a check upon "wild" rumors which are conceived in ignorance and spread nothing but hysteria.

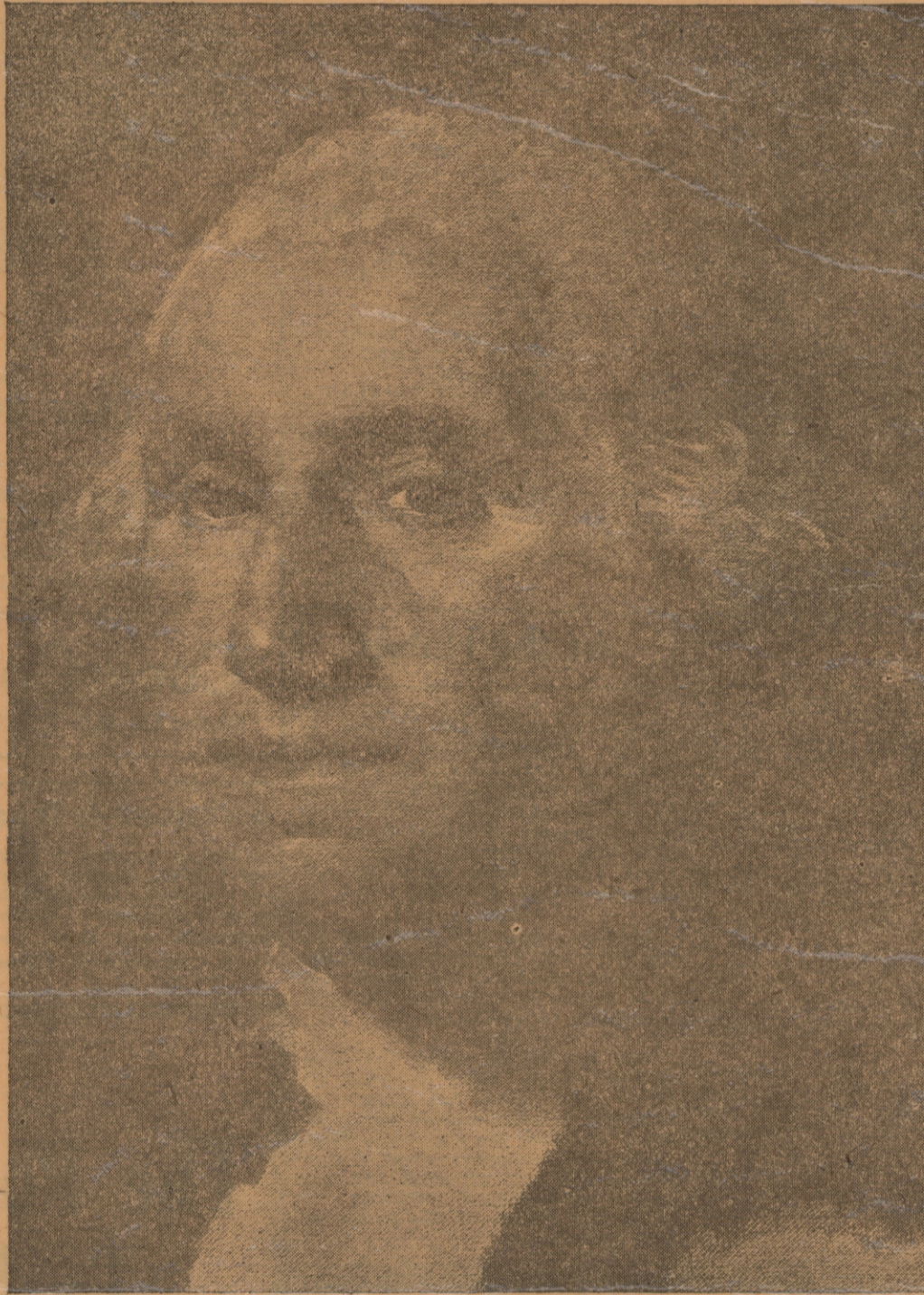
## SAFETY FIRST

Thousands of officers and enlisted men who have been in the Army for a year or year and a half, immediately upon the signing of the armistice, became uneasy, and the subject of discharge became the all absorbing topic with them as individuals. They lost sight of the fact that the individual is absorbed in a great machine like the United States Army, and that the greatest good to the greatest number must prevail; that patience of the strictest kind must be exercised; and that the War Department has problems to deal with that make the case of the individual insignificant. Hundreds of those who clamored for immediate discharge were swayed almost entirely by sentimental reasons, the overwhelming desire to get a look at old faces and scenes once more, and lost sight entirely of the economic readjustment of business and industrial life, and its relation to themselves. We believe that many, after the glamor and joy of the home-coming had passed, have found themselves up against an almost insurmountable problem, for the time being, of getting suitable and lucrative employment.

We are just natural born optimists, but we have also found by experience that it pays to be conservative and to analyze the signs of the times. In other words to look before you leap. A Washington dispatch in recent copies of reliable and conservative papers gives some figures on unemployment which are worthy of thought. The Department of Labor on February 15th stated that industrial centres of the country showed an increase for the week of 11 per cent in unemployment, over the previous week, stating that of 119,826 who applied for work, jobs were found for only 77,877.

Do not be hasty in quitting Uncle Sam, when he can still use you, and needs you, if you are stepping out into an uncertain future. Don't close your eyes, and ears, and mind, to the real FACTS, and then see what relation they bear, if any, to your own individual problem.

## Born February 22, 1732



## War Left Real Duty

By HELEN ROWLAND

OF course,  
The War is over?  
And YOU'RE safe, and I'm safe.  
And democracy's safe—  
And all that—  
And you're tired of war plays, and tired of reading about the war;  
And tired, tired, TIRED of hearing about it, and thinking about it,  
and talking about it!  
And all you ask is PEACE, and a chance to rest, and to enjoy your  
breakfast once again.  
And the sight of a sun-browned line of boys in khaki  
Or a red cheeked, wind-tanned boy in a sailor blouse  
No longer sends a thrill tingling up and down your spine.

AND even a gold star on a service flag has ceased to bring that sudden ache to your throat or to send the tears stinging to your eyes. These are SO familiar now. It's "all over"—for You and Me! But how about THEM? Every day they are coming back, the dear, brave, gallant young things—  
They are coming back—to what?  
THAT lies with You and Me! THEY are our sacred charges—our Knights of Liberty, our deliveries!  
And until we give them back the jobs they lost, the chances they missed for US.  
It's NOT "all over!"  
And the very most eloquent words, and beautiful, I have ever heard  
Were spoken by a Busy Man, with a Big Voice, and a Big Heart, and a big and picturesque vocabulary, and a great big business.

AND I can't quote him, exactly, but they ran something like this—  
"Every blankety-blank-dash man who goes out of this shop to join the Army or the Navy, volunteer or draft,  
"WILL FIND HIS JOB WAITING FOR HIM WHEN HE COMES BACK!  
"And, no matter how blankety-blanked smashed-up he is,  
"Even if he can only wiggle ONE TOE,  
"He'll get a job HERE, pushing a bell with that too."  
And maybe that isn't Tennyson, or Browning, or Swinburne, exactly, And perhaps it isn't rhythmical or aliterative or anything, But to me it's a perfect POEM—  
The greatest CLASSIC that has been uttered or penned in all this war!  
And until you and I and every man and woman in America  
Have seen to it that our Deliveries are healed and comforted and given jobs, and set back on the path of life and usefulness and prosperity.  
It isn't "all over" and we CAN'T "forget it."  
We've GOT to "carry on!" And we can NEVER forget.  
What They have done—for Us!

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## SNAPSHOTS TO SNAPSHOT BILL

FROM: Publicity Officer.

TO: Snapshot Bill.

SUBJECT: Getting Rich Quick.

Dear Bill:—Did you read that snapshot in the paper the other day about some oil company up near Fort Worth that started last August with a couple of hundred thousand dollars had sold out for Three and a Half Million Dollars. That means that the fellow who put up a hundred simoleons last August cashed in for \$1.750 honest to goodness coin of the realm.

Bill, can you beat it? Can you imagine putting yourself away in the hay some dark and stormy night, after an effort to satisfy the inner man at Childs Restaurant with the last dollar you have in the world, and having the alarm clock the next morning smilingly announce that you are worth a coupla thousand, more or less. Can you picture to yourself what you would do during the twenty-four or so hours of the calendar day ahead of you? I don't believe Mutt and Jeff, the Captain, Jiggs, or the Boob, all well known Americans, ever put on a show that would compare with the one either you or I would elaborate, even though we are used to handling large amounts of filthy lucre.

This here oil boom has just got me going, Bill, a fellow feels almost willing to go out and borrow a hundred from his best friend after reading the literature on the subject in the morning paper. I have a feeling that I am going to fall for a hundred just as soon as I meet that best friend I just mentioned and succeed in canvassing him out of that small amount. Do you blame me? If you have been reading those Aladdin Lamp stories, you are going to fall too. I know it . . . even with your conservative nature, you are going to FALL. And then the question arises, what horse shall we play. Shall we put our dough on number 36 or the double 0. I have been lying awake for four nights now, working out an original system HOW TO PICK THE WINNER? I am also going to see a clairvoyant, a spiritualist, and wire Eva Fay. When I get the inside dope, I am going to wire you, and I want you to get in with me. YOU CAN'T LOSE. How could you, when you put your money in a lease that is four hundred thirty-two feet and seven and a half inches from the greatest gusher the world has ever known?

And if we win, Oh Boy. Are we going to get demoralized and refuse to work ever again? I say no, absolutely no. But I desire to qualify that by further announcing that all the work will be done NIGHTS, not daytimes.

And in the meantime, Bill, I feel myself slipping. I KNOW I am going to fall for that hundred. And the beauty of it all is, that we all know just what we are doing. We are buying a hundred dollars worth of HOPE, said HOPE being the real elixir of life. If it proves to be all we get for our money, its been worth while, just for the day dreaming and the night dreaming it has brought us.

Confidentially yours, P. O.