

National Press Club Entertain Three American Aces

Rickenbacker, Campbell and
Donaldson, Tell Many
Experiences

The National Press Club "held" three of America's "Aces" of the air on Thursday, February 13th, for the greater part of the evening and drew the fourth just as the entertainment was closing. Captain Edward V. Rickenbacker, Capt. Douglas Campbell and Lieut. J. O. Donaldson were the guests of the evening and related some of their thrilling experiences at the front and told of going over the top in the air. Major James Moissner arrived late in the evening just in time to make the fourth "Ace." Together these four fliers accounted for 47 Hun planes.

Capt. "Eddie" Rickenbacker, ace of aces, with twenty-six Hun planes officially credited to him, told of his work and that of his associates. He told of how eleven German observation balloons were brought down in eight consecutive days by Lieut. Luke of Phoenix, Ariz., who is missing.

"He was swallowed up in the air and no word has ever come through as to his fate," said Rickenbacker. "You know we have to learn to love and respect each other and then forget each other in a brief few minutes."

Lieut. J. O. Donaldson of Washington, who flew with the British and was captured by the Germans when forced to land, is accredited with seven "Huns."

"We just jumped out of a second story window and walked away," he said. "Lieut. Maddon and I tried to get away in a plane. Just when all was set a German showed up. In the encounter I received a flesh wound in the back with a bayonet. Maddon hit the Hun with the large flashlight and the Hun collapsed, just like Charley Chaplin."

"The people of the nation should be taught the value of the air service in peace," said Capt. Douglas Campbell. "Aerial Success in War depends upon the development of planes and engines in Peace," said Captain Campbell. He further agreed with Captain Rickenbacker that the real heroes of the war were still in France, and urged that they be not forgotten.

Maj. Maurice Connolly, pilot and former member of Congress from Iowa, said America now has four types of planes better than any produced by the allies or Germaay. He paid tribute to the men who were unable to get "their chance."

Citations Issued To Four Hundred Air Service Men

Three hundred and seventy-four awards and citations have been issued to members of the American Air Service to date.

The Director of Military Aeronautics has just received a second list of Honors and Awards conferred upon American Aero Squadrons and flying officers of the American Expeditionary Forces. This list gives the citations of five squadrons, including the Lafayette, the 17th and 148th, which were with the British; the 90th and the 99th Squadrons. The names of fifty-nine American Flying Officers awarded the Distinguished Service Cross are recorded. Thirteen awards of the Croix de Guerre and three French citations are listed. One award of the British Distinguished Flying Cross is announced. The list of Italian honors conferred shows that thirty-nine American officers won the Croce al Merito di Guerra; six others were mentioned in Italian citations.

Distinguished Service Medals have been awarded to Generals Menoher and Patrick, and Legion of Honor Medals, Commander to Generals Menoher and Mitchell.

The list, together with the first list, which showed the citations of five American Squadrons, the 1st Day Bombardment Group and 129 Air Service Officers, brings the number of Air Service citations up to two hundred and fifty individuals and eleven organizations, not including over one hundred other awards of Distinguished Service Crosses announced by the War Department.

The citation of the Lafayette Squadron, formerly the Lafayette Escadrille, is signed by General Pe-tain and reads as follows: "Brilliant unit which has shown itself, during the course of operations in Flanders, worthy of its glorious past. In spite of losses which took away a third of its effectives, in a difficult sector, it has assured a perfect security to our Corps Observation airplanes, a complete service of reconnaissance at both high and low altitude, and the destruction, not only near the front lines but deep in the enemy's territory, of a great number of German airplanes and captive balloons."



An early photograph of a veteran officer who is still on Kelly Field. Who is it?

Enlisted Men to Get Flying Instructions

With the appointment of the board for the examination of enlisted men who have applied for training in flying, the work of establishing a permanent flying personnel in the air service has begun at Kelly Field. Applications are now being received, will be considered by the board, forwarded to the director of military aeronautics, and acted upon in Washington.

The Kelly Field board includes some of the best known officers on the flying field. Lieut. G. N. Belse, Capt. G. M. Clowe, M. C., flight surgeon, and Lieut. Edwin Burge.

Officers from flying fields all over the country are still arriving at Kelly Field to attend the school for instructors organized and put into execution last week. The Gosport system of instruction is used in this school and men are trained to train other fliers to become instructors in their turn.

With the use of the DeHaviland becoming common on Kelly Field and at Ellington Field, the distance between the two fields has been reduced to a question of a short flight or not more than two and a half hours. So brief and direct is this manner of communication that letters are rarely ever written.

Work of Air Service Commended Highly By Maj.-Gen. Kenly

Major General W. L. Kenly voiced his sentiments towards the officers and enlisted men of the Air Service in a communication issued last week which we publish herewith:

To the Officers and Enlisted Men of the Air Service:

It seems fitting at this time to express my appreciation of the splendid work performed for the past year or more of war activities, by the officers and enlisted men of the Division of Military Aeronautics. Many of you are now returning to civil pursuits with the regret that you were not among the more fortunate ones who experienced actual service overseas.

To you who have labored night and day, undertaking hazardous duties in all weather, that the training of our fighting air men might continue without interruption, I express my sincere thanks for your steadfast devotion to a duty which so suddenly became apparent would involve little hope of commensurate reward. The interminable grind of performing the same hazardous duties over and over again in order that others less experienced might be fitted for the work in hand, and then to have your former students sent to the front while you "carry on," requires a quality of pluck and steadfast determination which the fortunate few who have never experienced such heartrending disappointment can never understand.

To those who serve overseas and return to this country with the satisfactory feeling of difficult duty well done, I offer my sincere congratulations for your worthy accomplishments.

Show Figures of Air Service Strength

Figures prepared by the General Staff show that 60 per cent of total personnel of the division of Military Aeronautics was overseas on February 6th.

Distribution of personnel in United States and overseas at various dates is shown in the following diagram:

| DATE. | NUMBER | |
|---------|----------|-----------|
| | In U. S. | Overseas. |
| Nov. 11 | 79,321 | 78,786 |
| Nov. 18 | 80,689 | 78,973 |
| Nov. 25 | 84,785 | 78,361 |
| Dec. 2 | 84,844 | 78,061 |
| Dec. 9 | 89,661 | 70,040 |
| Dec. 21 | 81,607 | 61,245 |
| Dec. 26 | 77,140 | 59,917 |
| Jan. 6 | 67,833 | 59,584 |
| Jan. 16 | 51,821 | 58,854 |
| Jan. 23 | 46,467 | 58,133 |
| Jan. 30 | 41,314 | 57,527 |
| Feb. 6 | 37,537 | 56,299 |

Mrs. Coon and Mrs. Freck
Dancing, Harmony Hall
800 East Romana Street
Every Wednesday and Saturday
The Select Dance Hall
Best Music in the South

Eat Jenner's Candies
"The Good Kind"
SOLD IN ALL EXCHANGES
MADE BOTH SANITARY
AND PURE
OUR FACTORY IS OPEN FOR
YOUR INSPECTION
MADE IN SAN ANTONIO
JENNER MFG. CO.

KELLY FIELDERS
and others who appreciate good things insist on
Riegler's Ice Cream
One Good Plate Deserves Another
For Sale at all Exchanges
Our home plate is at 800 East Houston Street
Phones Crockett 178-9

Bill Davis Oil Association

W. D. (Bill) Davis, Mayor of Fort Worth, Trustee

CAPITAL STOCK \$300,000.00 SHARES \$10 EACH PAR VALUE
FULLY PAID AND NON-ASSESSABLE

Money Seeking Investment

In offering the shares of the Bill Davis Oil Association we are making a direct appeal to the money that is seeking investment all the time by the conservative bankers and business men who only invest in the best and who understand what they are investing in. To reach this class I felt it was necessary to publish the preamble of this advertisement to attract the attention and convince thinking men that the Bill Davis Oil Association is the company they have been seeking in order to invest their money.

THE BILL DAVIS OIL ASSOCIATION IS NOT LIKE ANY OTHER OIL COMPANY OFFERED THE PUBLIC

It bears the name of W. D. (Bill) Davis, Mayor of Fort Worth, a man that stands for success by fair and honest dealings with his fellowmen, a man who has made Fort Worth the best city in Texas to live in, a man who is honored and respected by all who know him.

If there is a man in Texas who thinks for one moment that W. D. (Bill) Davis will not make a general success of the oil company bearing his name, I want to say he does not know Mr. Davis, as I know for a positive fact that the success or failure of this oil company bearing the name of Bill Davis will be the success or failure of the future for Mayor Davis and he will not risk a failure.

The books of the Bill Davis Oil Association will be open for public inspection at 9 a. m. and closed promptly at 6 p. m., Friday, February 7.

All checks and drafts should be sent to the undersigned, made payable to the order of the Bill Davis Oil Association.

As only about one-half of the Capital Stock will be sold at this time and at this price, we firmly believe there will be a large oversubscription and an immediate increase in the price of the shares. Therefore, we reserve the right to pro rate all subscriptions and return the money received from oversubscriptions.

**HOLDINGS: 260 ACRES IN THREE
PROVEN FIELDS**

**Burkburnett Iowa Park
DUKE**

Only a short time left to buy this stock at par. The well of the Burk Bridge Co. across the Red River in Cotton County, Oklahoma, has come in, and is reported a good producer. Leases in this territory have jumped sky-high. The Bill Davis Oil Association has forty acres near the Burk Bridge well.

**WATCH "BILL" DAVIS OIL ASSOCIATION
STOCK GO UP**

Our Holdings

TRACT NO. 1—A very valuable tract within 2 miles of the Knowles 6000-barrel gusher in Comanche County, Texas. The Knowles well is between our site and the famous Duke well.

TRACT NO. 2—50 acres—in Comanche County, Texas, surrounded by drilling wells in the hands of big companies.

TRACT NO. 3—80 acres—or one-fourth undivided interest in 320 acres only 1-2 mile east and running north of the Zink tract on which is located the famous Zink well.

TRACT NO. 4—70 acres—1 1-2 miles southeast of the Watkins well, now flowing oil which sells at \$3.80 per barrel.

TRACT NO. 5—40 acres—within 2 miles of the Van Cleve tract in the Burkburnett field, surrounded by active drilling. Its value is advancing every day.

Bill Davis Oil Association
SAN ANTONIO OIL BROKERAGE CO.
CAPT. K. R. HYMAN, E. T. LAUBSCHER, Local Agents
238 East Houston Street San Antonio, Texas
Phone Crockett 7155

The "BILL DAVIS OIL ASSOCIATION"
FORT WORTH, TEXAS

Organized under a Declaration of Trust executed January 16, 1919, and filed for record with the County Clerk of Tarrant County, Texas.
CAPITAL \$300,000 SHARES \$10 EACH

STOCK APPLICATION

Date.....1919

I herewith make application for.....shares of the Capital Stock of THE BILL DAVIS OIL ASSOCIATION (an association, without personal liability to stockholders) at par value of \$10 per share, fully paid and non-assessable, upon which they agree to issue me a stock certificate which entitles me to share in all profits and dividends accruing to said association from its various operations.

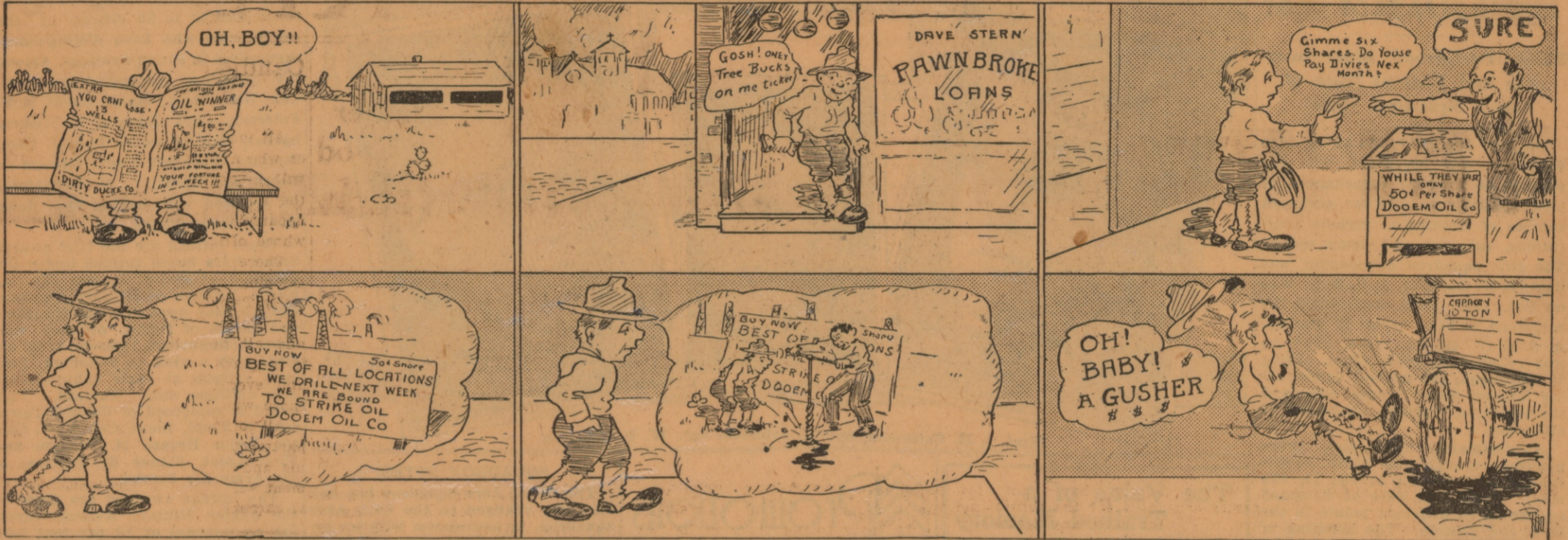
Make All Checks Payable to The Bill Davis Oil Association
If you do not receive your stock certificate within ten days, kindly notify us.

Occupation.....Signature.....
Telephone.....Street Address.....
City.....State.....

PRIVATE BATH

"Oily Day Dreams"

By Chauff. Chas. F. O'Donnell



Kelly Field Parties Popular Social Events

Kelly Field parties are again the thing. Friday evening a group of the society young people were guests at dinner and afterwards the dance. In the party were Misses Marguerite and Mary Louise Deutsche, Miss Ethel Tobin, Miss Katherine McKenna and Gladys Williams; Capt. Edgar Tobin, Lieutenants Edgar Ackerman, Benjamin, Charles Miller, Ausmeyer and Turrill. One of the interesting figures, aside from Capt. Edgar Tobin, in this gathering, was Lieutenant Benjamin, who has been a flier on all the fronts; the last having been the Italian front, where he did gallant service.

Aviation General Supply Depot Dance

The 675th and 662nd Aero Squadron, comprising the Aviation General Supply Depot, held their dance at the Gunter hotel on Tuesday evening, February 18th. During the dance a course of tasty ices of various colors and flavors and cakes was served in the large dining room, which added greatly to the enjoyment of the evening. Everyone present spent a most pleasant evening and it was one of the most enjoyable and elaborate affairs of the kind that has been staged in this section of the country.

Athletic Officer A. S. M. S.



LIEUT. A. M. CULPEPPER.

Secret Service Makes Arrest at Kelly.

On complaint of special agents of the department of justice, B. J. Tucker, superintendent of the steel construction at Kelly Field was arrested last Friday morning and was charged with the violation of the Reed amendment which prohibits the bringing of liquor into prohibition territory. Tucker could not furnish his bond which was set at \$1,000 and was sent to jail.

Kelly Five Play Y.M.C.A. Friday Night

The big feature for the coming week is the championship basketball game between Kelly Field and the City Young Men's Christian Association at the Young Women's Christian Association tomorrow night. Kelly Field just won the Army League championship and are now out to win the championship of San Antonio and the surrounding army camps. They have a big combination and players who have seen years of play amongst strong teams. They are undefeated to date and are hoping to take the city "Y" lads into camp. The "Y" team has lost only one game to date.

Notice!

All persons stationed in that part of Kelly Field commonly known as Kelly No. 1, who desire medical attendance between the hours of 4:30 p. m. and 8:30 a. m. daily and between 12 noon, and 8:30 a. m. on Saturdays and Sundays will report to receiving office Main Hospital.

"Flying Circus" to be an Annual Event.

Rockwell Field, in its "World's Greatest Flying Circus," held at the field on North Island in San Diego Bay on February 2d, instituted what promises to be an annual occurrence that will supplant in popular favor the time-honored sawdust ring, annual football games, Mardi Gras, and every other fête that makes its yearly round. The net profit of the circus this month was set down as \$4,742. This is to be devoted to the Rockwell Field Athletic Fund and to the expenses of the great international exhibition, which it is planned to give at North Island, November 11, 1919—the date set for the annual event.

"Oh Betty"

You're such a neat little, sweet little queen, Better than you I have never yet seen, A regular kid,—well, you know what I mean, Oh-h-h, Betty! A right little, bright little slip of a maid, When I think of your influence, I am dismayed, And I'll never be sane again, I am afraid, Oh-h-h, Betty! Your dancing's entrancing, the kind that provokes, I like you all over,—you're regular folks, But the best thing of all is, you laugh at my jokes, Oh-h-h, Betty!

J.A.K.E.

(Editor's note: J.A.K.E. has been acting strangely of late. The above human interest item makes quite obvious the cause of his undoing.)

Movies of Ames-McGuigan Fight.

For the first time, the pictures of the Ames-McGuigan fight will be shown on Kelly Field tonight at Y. M. C. A. No. 72 at Flying Department and tomorrow night at 151 Y. M. C. A. opposite Post Headquarters in addition to the regular big-time program. These films were taken by the Aerial Photo Section of the Flying Department under supervision of Sergeant Smolka, assisted by Sergeant Ryan. These pictures are experimental, but they will give the men on the Field a fairly good opportunity to see the two fighters at work.



BIG TIME VAUDEVILLE Daily Matinee, 2:30. Nights, 8:30. Holiday, Saturday and Sunday Nights, Two Shows, 7:00, 9:00. Phone Crockett 76. Week Beginning Sunday, March 2nd

JIM & MYRTLE DUNEDIN In a Novelty Act Offering of Many Surprises.

- JOHN GEIGER With His Talking Violin. FISHER & HAWLEY In "Business is Business" THREE O'GORMAN GIRLS In "A Military Melange" AMELIA STONE & ARMAN KALIZ In "A Song Romance" THE FASHION PLATE Delineator of Songs and Fashions OFFICER VOKES & DON The Inebriated Canine

Admonitions to the Amorous by Ida Wannah

Dear Ida: There are three brothers who are corporals at Kelly Field and they call on me at different times each week. Neither knows that the other is paying attention to me. I object to their attentions as there is a sergeant to whom I have given my affections. The other boys are nice boys and I do not like to wound their feelings as they are in the Army and I like the Army very much. I want to discourage their advances and am in a quandary. Please tell me what to do.

Bertha van Nation. My dear Bertha: Why not invite all your relatives on the nights when these boys visit you? A full house beats three of a kind.

Dear Ida: I have been going with a young lady of San Antonio and we have recently decided to get married. I have heard that one can get married for \$5.00 and as I have \$7.00 of my own money, I will still have \$2.00 left. Can you give me any information on the subject?

Travis Parker. My dear Mr. Parker: It isn't the first cost that counts; it's the upkeep.

Dear Ida: I am a chambermaid at one of the large hotels here in San Antonio, at which there are quite a few Army officers stopping. The other morning, as I was fixing up one of the rooms I noticed that it was occupied by a Captain from Kelly Field. He wasn't there at the time and in cleaning the room, I noticed several quarts of "three Star Hen-

nessy in the clothes closet. Shall I notify the military authorities?

Sadie Weid. My dear Sadie: For Goodness' sake, no! Tell me his name and room number immediately.

Dear Ida: Two men are in love with me. One of them is nearly seventy years old, has a million dollars, a Cadillac and a terrible bad cold. The other is young, handsome and a good dancer; but he has neither money nor a job. To tell you the truth, Ida dear, I have no money either. Last night they both proposed to me. I refused the older man and accepted the other. I love the latter dearly. Do you think I acted wrong? Ann Thrax.

My dear Ann: Yes.

Dear Ida: I am a soldier.—I mean I am stationed at Kelly Field and have the rank of private. I am madly in love with a young lady from town. I am, by nature, very modest and blush at the slightest provocation. As a consequence I am rather diffident as to the matter of approaching this young lady with an offer of marriage. I do not think she wants to wed yet and I will have to convince her regarding my eligibility. Can you give me any advice as to how to go about it and what arguments I can use to impress upon her the desirability of connubial bliss? I will appreciate it so much. Bennie Dictean.

My dear Bennie: Ask Dad—he knows.

Officers and Enlisted Men

Anyone Wishing to Invest in a RELIABLE OIL COMPANY Organized and Managed by Practical Men See, or Phone Travis 776 for Oil Men GUY C. NEAL Stationed at Kelly Field for 15 months as an Enlisted Man and Officer

HOG CREEK PETROLEUM CO.

A TRUST ESTATE

\$200,000 CAPITAL—FULLY PAID AND NON-ASSESSABLE NO PREFERRED STOCK

Our contract to drill is let to Mr. D. J. Childs who is a large shareholder in This Company

Buying Oil Stocks is a legitimate business. It should be investigated as thoroughly as any business proposition. See first that the men back of the company are experienced oil men. Second that their holdings are in proven territory close to production and that the location justifies your investment. We guarantee at least 50 per cent of our earnings will be paid out in dividends at all times.

FACTS

One acre of land in proven territory is of more value to the stockholders than 1000 acres in dry unproven territory.

Our holdings in proven territory, with more wells coming daily.

O. S. ROBBINS, President Oil Producer and Rancher of DeLeon, Texas.

JAMES A. COTNER, Vice President. Founder and General Counsel of the Chickasaw Refining Co., Ardmore, Okla.

EUGENE P. THORN, Vice President. Oil Operator.

CHAS. E. SMITH, of the Investors' Mortgage Company and the firm of Sansom, Newton & Smith of Fort Worth, Texas.

ROBERT SANSON, Secretary-Treasurer. Prominent Attorney of Fort Worth, Texas.

N. FRANK YATES, General Manager. Formerly Associated with Chickasaw Refining Co., Ardmore, Okla.

MAIN OFFICE, Fort Worth, Texas.

Seven leases all in proven territory. Drill at least three wells. Will pay 50 per cent or more of profits at all times to stockholders in dividends. Experienced management. Our leases worth more than our capitalization.

APPLICATION FOR STOCK

Hog Creek Petroleum Company, Ft. Worth, Tex. 611-615 Gunter Bldg. San Antonio, Tex. Gentlemen:

Inclosed find money order or certified check for \$.....for.....shares in the Hog Creek Petroleum Company at par value, \$1 per share. I understand that there is no preferred stock, and I will own a pro rata interest in all this company now or will ever own, fully paid and non-assessable.

Name.....

Address.....

SAN ANTONIO OFFICES:

L. B. Hall and L. W. Thomas

For Your Convenience Our Office Will be Open Till 9 P. M.

611-615 GUNTER BUILDING

CROCKETT 2213

LIBERTY BONDS ACCEPTED AT FACE VALUE

Veteran Squadron Handled Many Men During Days of War

328th Performed Most Intricate and Tedious Duty of Any Squadron Here

On Nov. 4th, 1917, the 328th Aero Squadron was organized for the purpose of handling detachments of men, specially selected for advanced courses of training at various institutions, factories and army camps. The first squadron commander was Capt. L. D. Gardner, A. S. S. C., who on Dec. 19th, 1917, transferred the command to First Lieut. E. Stanley, A. S. S. C. On Feb. 11th, 1918, he was relieved by First Lieut. Irving H. Patterson, the present commanding officer under whose command the squadron reached the height of efficiency.

Approximately 5,000 men were handled through the 328th squadron in detachments of one to 300 men. These men were on detached service in 84 different points in the U. S. and Canada. The handling of these men and detachments involved an accountability of about one and a half million dollars and required an office force of 40 men, divided into two departments; the administration department consisted of the sergeant-major, correspondent clerk, service record clerk, insurance and allotment clerk, payroll clerk, file clerk, mail clerk, eight typists, non-commissioned officer in charge of detachments and four orderlies. The supply department consisted of the supply sergeant and his assistant, the record, requisition, voucher, accountability, stock and file clerks, the checker, five typists, an orderly and five general duty men.

The 328th was represented at the most noted institutions in the country among which are: Mass. Inst. of Technology, Carnegie and Georgia Tech., Pratt Institute, Dunwoody Institute and Cornell University. Many of the men who completed one of these courses later received commissions.

The following number of men were given advanced courses in the various trades, 565 oxygen Acetylene welders, 590 motor construction, operation and maintenance, 803 machine guns and aerial gunnery, 432 magneto experts, 70 propeller-makers, 62 instrument experts, 50 tire experts, 205 radio operators, 252 aeroplane mechanics, 26 to officers training camps, 60 cooks, 124 men to Royal Flying Corps, 165 to Balloon Schools, 26 photographers and 25 instructors to Air Service Mechanic Schools. In addition to these there were furnished by the 328 to other fields 1500 sergeants-major, supply sergeants and clerks. There is no record of any man having failed to complete the prescribed course at any of the institutions, factories or fields to which he was sent.

The 328th claims the distinction of having performed the most intricate, tedious and complex duty of any squadron in the Air Service, and prides itself on the accuracy of its records. Discipline and efficiency have prevailed throughout the history of the squadron and any man that has been a member may be proud of it. Of approximately 6,000 men handled through the 328th, the records show but seven court-martials and less than 50 men given squadron punishment.

First Lieut. I. H. Patterson reported at this field for duty in Dec. 1917, and was assigned to duty with the First Training Brigade, which at that time had an enlisted personnel of 40,000 men. In addition to this duty he was commanding officer of the 327th and 328th Squadrons. He is a regular army man and has seen service in Cuba and the Philippines. He was promoted to the rank of First Lieut. A. S. A. Aug. 18th, 1918.

Flying Cadets To Get All Back Pay

A recent decision of the Comptroller of the Treasury is to the effect that cadets who were in training for commission in the Air Service from April 1st to June 30th, 1918, should have been paid at the rate of \$100 per month under the Appropriation Act of June 15, 1917.

The Director of Finance has been authorized, under arrangements with the Auditor for the War Department, to settle these unpaid accounts of cadets on supplemental final statements. This holds in the case of all cadets who have been subsequently discharged or commissioned, or both. Settlement will be made in this manner not only for the difference in pay before July 1, 1919, but also for the 50 per cent increase of pay for flying duty subsequently to that date.

The necessary forms to be filled out in getting settlement for these unpaid accounts will be furnished on application to the Director of Finance, 2202 Munitions Building, Washington, D. C.

Communications on this subject should not be addressed to the Director of Military Aeronautics, but to the Director of Finance.

Pilots of the 328th Squadron



Lieut. I. H. Patterson, Sgt. H. Johnson, Sgt. W. T. Gebhard

The Value of a Trained Memory

"I remember you perfectly," said Mr. Jones, who had just been introduced to Mr. Simps. "But perhaps you do not recall me so readily?"

"I am afraid I do not," admitted Mr. Simps, a bit abashed.

"It was just twenty-eight years ago on the seventeenth of last July" stated Mr. Jones, "at about 9:55 in the forenoon, that I stood next you at the ticket window at the old Pennsylvania station in Washington, D. C. You wore a mustache then, which you do not now, but I cannot be mistaken in your features. I remember your name because I heard you give it to the clerk in mentioning your sleeper reservation. You purchased a ticket to Hanging Limb, Tennessee. You were assigned to lower eleven, in sleeper number two. I chanced to see the number of your ticket; it was A138676W."

Mr. Simps was stricken dumb with amazement.

"You wore a green suit with yellow pin-stripes, a red vest, a blue necktie with cerise polka dots, and tan shoes, which were then just coming into fashion. Your scarf-pin represented a crossed whip and horseshoe, and your watch-chain was a small green pickle about three-quarters of an inch in length."

"Marvelous!" muttered Simps.

"I recall our conversation perfectly. In turning your elbow struck me, and you exclaimed, 'I beg your pardon!' To which I replied, 'Don't mention it.' You then picked up a call-skin bag and another of gray canvas, of the type known in those days as a telescope, and started towards your train, pausing at the newsstand to buy a copy of Nobody's Popular Monthly and five cents' worth of gum-drops. I have not seen you from that day to this."

"Incredible!" exclaimed Simps.

"How do you do it?"

Mr. Jones produced a card. "I, sir am the inventor of the Jones System of Intensive Memory Culture. Its value I demonstrate in my own person. I could meet you fifty years hence in New Zealand, and describe accurately the circumstances of this and our previous meeting. You can learn the whole system in five simple lessons, administered by mail; price five dollars. Thereafter, you can pass along a line of freight cars a mile in length, and easily remember the number of every car."

"Is it possible!" gasped Simps.

"I have had wonderful success with my pupils. Why, when I married my wife—"

Suddenly he stopped and clapped his hand to his forehead; his gaze became fixed and wild. "What was it?"

FREE MOVIES!

Special—ATTRACTION—Special

Ames-McGuigan Fight

taken by the Aerial Photo Section by Sgt. A. F. Smolka, assisted by Sgt. Ryan.

And the five reel feature

"The MIDNIGHT BURGLAR"

and an O. Henry Story in two Reels

"A BIRD OF BAGDAD"

Also a Burlington Travle Feature

"ALLIED WAR HEROES ARRIVE IN SWITZERLAND"

Tonight at Y. M. C. A. No. 72 Flying Department

Tomorrow Night at 151 Y. M. C. A., opp. Post H. Q.

FREE MOVIES FREE MOVIES

TO-NIGHT TO-NIGHT

Promotions

144th Squadron—Corp. A. McGraw to Sergeant.

145th Squadron—Pvt. Roger Day to Corporal.

632d Squadron—Chauffs. R. W. Russell, D. Mitchell and R. W. Hillerby to Sergeant. Pvt. J. Easton to Sergeant. Pvt. G. Zoll and F. Combs to Corporal. Pvt. W. P. Elder to Chauffeur.

"C" Squadron—Corps. H. N. Anderson, D. M. Huguelos and J. R. Miller to Sergeant. Pvt. 1st Class O. R. McKee, F. E. Noyes, H. O. Olson, C. A. Orbell and Pvt. G. W. Most to Sergeant. Pvt. 1st Class G. W. Rodgers, A. Maktaitis and J. I. Swadener to Corporal. Pvt. 1st Class R. O. Ford to Chauffeur. Pvt. W. C. Higginson and L. J. Kaczmarek to Chauffeur.

he was heard to mutter, brokenly. Sweat stood upon his face.

"Is anything the matter?" asked Simps, anxiously.

"What was it?" moaned the stricken man, tottering to a seat. "What was it that my wife told me to bring home for supper?"

—A. F. Harlow in "Life."

SQUADRON NOTES.

The 633rd Aero Squadron has had its name changed to the 84th Aero Squadron, in accordance with an order dated Feb. 23rd. The squadron now possesses a recreation room in one end of the mess hall. At a party held on Tuesday, Feb. 18, at the Y. W. C. A. Hostess House, the members of the squadron enjoyed a pleasant evening of dancing and music. The Kelly Field Orchestra furnished music and Sergt.-Maj. C. C. Bient sang several numbers. Refreshments were served.

M. S. E. Slaughter of the 632d Aero Squadron has been discharged from the service and Jack W. Primm has assumed the duties of sergeant-major. The 324th Aero Squadron is disbanding.

Advanced Ratings for Overseas Fliers

Advanced flying ratings have been recommended to 20 officers of the Air Service who have distinguished themselves in action overseas. Among the officers so recognized are Lieut. Col. Wm. Thaw, Major David McK. Peterson, Capt. Edward V. Rickenbacker, Capt. Reed G. Landis, Capt. Douglas Campbell, Capt. Edward G. Tobin and Lieut. L. O. Donaldson, all credited with having shot down five or more planes.

Those ratings are the first awards issued by a board formed under the direction of Major General Wm. L. Kenly, Director of Military Aeronautics, to pass upon the qualifications and merits of flying officers who have distinguished themselves in action, with a view to awarding them such ratings as their achievements and abilities may warrant. This board is composed of Colonel Townsend F. Dodd, Lieut. Col. B. F. Castle, Major Horace M. Hickam and First Lieut. Sidney T. Thomas, of the Army Air Service.

The ratings awarded are those of the Junior Military Aviator, carrying an increase of 50 per cent base pay for flying duty, and the Military Aviator carrying 75 per cent increased pay. Before the war the rating of Junior Military Aviator was given after certain flying tests were passed and that of Military Aviator only after three years' experience as a Junior Military Aviator. During the war the rating of Reserve Military Aviator was created and a law was passed which authorized the promotion and appointment of officers to advanced ratings for distinguished service in action, without examination. The operations in the United States are now vested in the above mentioned board.

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Monster "Stout" Monoplane Latest Airship Invention



THE EAGLE is able to offer its readers photographs and data regarding the Stout Monoplane which has never yet appeared in the press or scientific publications interested in advance aviation news. We believe the cuts and brief information will be of special interests to Kelly Field men, more especially when they are told that Orville Wright, the pioneer of flying, has declared the Stout machine "the greatest development in years."

This ship is now being made and tested at the plant of the Motor Products Company, located at Detroit, Michigan, and of course can be considered still very much in the experimental stage. The monoplane is equipped with a 300 H. P. Hispano-Suiza Motor, a nine foot propeller, and complete, weighs about 1000 pounds. The wings measure laterally over all about 40 feet, there being no struts or guy wires of any sort. The wings are entirely of wood laminated with veneer cambered equally on upper and lower wing surface. There are radiators for cooling on each side of the fuselage, under the wings, which are raised level with the wings at high altitude. The pilot and passenger sit side by side in the cockpit, on the bottom of which there is a window made of transparent material which enables the pilot to look directly down at the ground under him. The pictures most certainly indicate a bat-like freakish looking sort of ship, but to all accounts the new plane is going to prove a wonder in performance. The Eagle has a photograph of this ship showing 8 men seated on a completed machine, four on each wing, which gives some idea of the substantial construction.

We understand that this Detroit company also has a "baby ship" in the experimental stages, this being an eighteen foot model equipped with an 80 H.P. Ford motor. It is contemplated this will be the "Henry Ford" or "Lizzie" of the commercial airship of the future.

Mechanics School Has Personnel of Seven Hundred

The Air Service Mechanics School, commanded by Maj. G. E. Stratemeyer has an enrollment of 744 men. The school was formerly known as the Enlisted Mechanics Training Department, but the name was changed last October 10th by authority of an order received from Washington on September 10th.

At the present time only three courses are available to its students, courses in airplane mechanism, motor mechanic, and cabinet-making. The woodworking department is listed under the airplane mechanician course.

There is also a course in special training of the liberty motor. Prior to the signing of the armistice, the school had courses in the following subjects, which have been discontinued: Blacksmith, Coppersmith, Chauffeurs, Carpenters, Electricians, Instrument Repairs, Ignition, Machinists, Truckmasters, Propeller Makers and Motorscyclists. The course of instruction formerly involved three months of training, but has recently been cut down to two.

The school is divided into sections, section one being composed of the students. The A. S. M. S. instructors detachment is made up of what were formerly the 869th and 870th Aero Squadrons, and is commanded by Capt. H. T. Merrill. Capt. H. Robertson is in charge of the training.

Cuban Aviators at Kelly Celebrate

The Cuban Aviation Detachment, now stationed at Flying Dept. Kelly Field, gave an elaborate dinner the 24th of February at the Gunter hotel, in commemoration of the 22d anniversary of the Cuban Cry of Independence, well known as the "Grito del Yara" which marked the beginning of a new era for Cuba, the beautiful Pearl of the Antilles as it is called. The feast was a complete success, the sparkling Latin character contributing to the general merriment. Toasts were drunk to the new "Cuba Libre" in glasses filled with the liquor of the Gods—water.

Among the promoters of the feast were the well-known Cuban middle-weight champion, Belizario Hernandez, who has contributed so much towards the amusement of the Kelly boys; the inimitable Julian Travailot and a host of others, as follows, headed by Lieut. Manuel Arozarena, Sgts. First Class Belisario Hernandez, Julian Travailot, Juan D. Perra, Abelardo Martinez Pichs, Armando Martinez, Juan Yanez, Pedro Santana, Ricardo Cobian, Patricio Sanchez, Pedro Sierra, Antonio Armentero, Antonio Diaz, Marcial Rodriguez, Froilan Arocha, and Ernesto Perez.

Washington's Birthday Anniversary was celebrated at Kelly Field by the suspension of all duties except the necessary guard and fatigue.

Examinations For Civil Service Jobs Open To Soldiers

There will be examinations given in over one hundred and twenty-five subjects within the next three or four months by the United States Civil Service Commission. Among them are examinations for railway mail clerks, accountants, file clerks, clerks, typists, bookkeepers, stenographers, civil mechanical and electrical engineers, draftsmen, agriculturists, teachers for Philippine service, mechanics, etc.

Anyone who may be interested in any Civil Service position, may secure any desired information, also application blanks, from Mr. H. L. Sone, one of the Y. M. C. A. Secretaries at "Y" building number 151, who has been appointed the representative of the United States Civil Service Commission at Kelly Field.

Any soldier who may take one of the examinations or more than one, may have his name placed on the available list as soon as he notifies the Civil Service Commission that he has been discharged from the army.

No Airplane Fatalities.

There were no airplane fatalities at the United States Flying Fields during week ending Feb. 6, 1919.

Three accidents occurred at Kelly Field but no one was killed. A total of 4006 hours was flown.

"Home"

There's an old-fashioned house in an old-fashioned street,
In a quaint, little old-fashioned town;

There's a street where the cobblestones harass the feet,
As it straggles up-hill and then down;

And, tho to and fro through the world I must go,
My heart while it beats in my breast,

Where'er I may roam, to that old-fashioned home
Will fly like a bird to its nest.

In that old-fashioned house in that old-fashioned street,
Dwell a dear little old-fashioned pair;

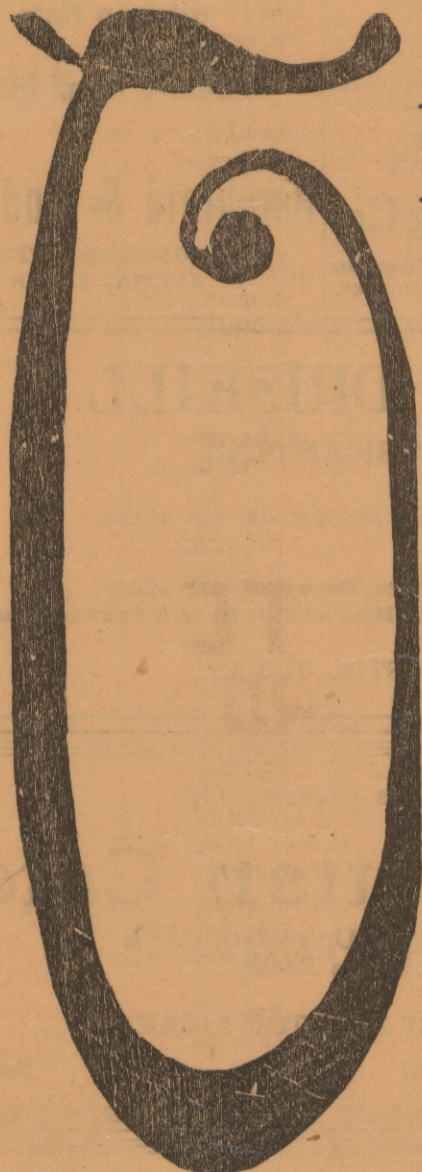
I can see their two faces so tender and sweet,
And I love every wrinkle that's there.

I love ev'ry mouse in that old-fashioned house
In the street that runs up-hill and down.

Each stone and each stick, ev'ry cobble and brick,
In that quaint little old-fashioned town.

Married Enlisted Men Must Stay on Field.

All enlisted men except those having the grade of M. S. E., who have wives in the vicinity of Kelly Field, will not be allowed to live with them off the post, according to a recent memorandum from Headquarters, Kelly Field.



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"THE SHAVETAILED"

by LIEUT. S. B. JACOBSON

SYNOPSIS OF PRECEDING CHAPTERS.

I am a very unmilitary civilian and at the outbreak of war decide to enter the Officers' Training Camp. I purchase numerous unnecessary articles and a uniform which does not fit. I am received with acclaim by my mother and with ridicule by the rest of my family. After several false starts I am the center of a family parade and we make our way to the station.

—Now Read On—

They heaped upon me books, home-made cookies, than which there is nothing that I detest more, magazines, more books, feet warmers, mittens, sweaters, helmets and more books. My former boss who had little to say during the demonstration leaped forward at the last minute and pressed into my hand, a gift which I valued more than all the rest put together. It was a beautiful, new fifty-dollar bill. All this time the man at the gate had been clanging it in a very suggestive manner and he finally said, "All a-BOARD" rather peevishly.

I leaped inside the railing just as the gate shut, incurring the enmity and hatred of the conductor, who murmured as he viciously snapped his watch shut that he was twenty minutes late now. The porter, I could observe, did not include me in his list of dearly beloved friends. I esconced myself in my berth and by the time I had finished arranging my belongings we were at Poughkeepsie. Then I leaned back and stretched luxuriously but as I moved my head back, my hat pushed the hat of a stout gentleman back of me down over his eyes, causing his glasses to fall to the floor. In reaching for them he moved his foot, stepped on them and smashing them into hundreds of little pieces. Admitting that I was the cause of the glasses falling, he was the one who broke them, and I still firmly believe that I was not deserving of the stream of vituperation and invectives he caused to flow in my direction. He also mentioned something about a hell of an army with officers like that, but it wasn't clear to me.

He subsided finally and I looked at the books. One was "Les Miserable" which I hate, two were "An Officer's Hand-book," a copy of which I already owned (another was "Pluck and Luck," by Horatio Alger, and the last was "Dreams and Their Relation to the Unconscious," by Freud. I threw the lot out of the window, accompanied by loud adjurations by the other passengers to close the window. One of the books hit a man on the head as he was standing on a platform, which we were passing, and I laughed gleefully at him. I noticed that he was in uniform, but I attached no significance to that fact at the time. He scowled at me and I experienced much joy at the incident. The books did some good after all.

The magazines next engrossed my attention. So help me, here are the titles: "Country Gentleman," "The Ladies' World," "Atlantic Monthly" and "The Financial Age." Not being interested in any of the above subjects I discarded the magazines and gave myself up to dreams. Receiving my commission as a captain I was sent to France in command of a company of infantry. My reputation at Plattsburg had preceded me and I was immediately sent to the front line trenches. After innumerable deeds of daring and heroism, I was made in rapid succession, major, lieutenant-colonel and finally colonel. One day after a terrific bombardment by the enemy, we were ordered to go over the top and I decided to be an inspiring example to my men and went over with the first wave.

My men revered me. They begged me to stay in the rear until things would become a little safer. But no! where my men went, there I would go. Not having a sword, I could not wave it wildly in the air, but I shouted, "Come on men, for the honor of old Plattsburg." They responded with a mighty shout and the enemy was routed. The men were beside themselves with joy. I was drunk with success and would have gone on and on until we reached Berlin, but the general in command of our division, grizzled old veteran that he was, restrained my hot, youthful impulsiveness and reasoned me back to calmness.

Then came the tragedy, we were ordered to send out a scout patrol and I decided, much against the wishes of my subordinate officers,

who loved me, to lead the expedition. I accomplished the mission capturing single-handed, forty German privates and seven officers and my men cheered me madly. "Three cheers for Plattsburg," they yelled, when suddenly, co-incident with the word "Plattsburg" I received a terrible blow on the shoulder. A Hun sniper had located me. Then the porter repeated his blow and I awoke. He impressed upon me the fact that he had called "Plattsburg" four or five times and that my ticket read "Plattsburg" and he'd be dog-goned if he would carry me any further than "Plattsburg" and did I think this was a hotel and to remove myself from his sight with the utmost expedition. This I did, and after collecting my baggage from the platform, where he had thrown them after me, I walked up the main street.

I was tired and blue and miserable, alone in a small town and attracting a great deal of attention on account of my military habiliments. Far from the affectionate regard of my maternal parent, I was conscious that in my martial attire I in no way resembled Francis X. Bushman. Ignorant of the usage of the modern Pullman, I did not know that the little clothes-hanger was for hanging up one's coat and as a consequence my clothes were wrinkled resembling a relief map of the Appalachian range. Suddenly I stiffened. Any movie hero can show you how it is done. I stood rigid, emulating a pointer on the trail of a covey of partridges. (I have seen the word covey in print many times and have had the ambition to use it in conversation, sort of casual-like, but have never had the courage to spring it.) Militarily speaking, I was at attention.

There, coming my way, was another future Foch. I could tell it, first by his red-white-and-blue hatcord, second, by his bulging suitcase, and third, by his uniform. By way of digression, here is what I wish. I wish that when I die, I could go to heaven and be appointed a member of a general court-martial up there. Of course, I would like to have the post of judge-advocate, but I hardly think I am worthy enough. But then, just being a member would suit me. And then—then, I wish that there would be brot up for trial, those patriotic, munificent altruists who outfitted soldiers, those beautiful, eleemosynary characters, who star-spangled-bannered all over town and were not even satisfied with a 500 per cent profit. Goshamighty, and likewise, oh, boy! What I wouldn't do!

I recognized this chap as a deadly enemy of mine, a man who had cut me out with one of Nature's fairest flowers of femininity. And to him I had bestowed a hatred such as is accorded no one but a successful rival. Many times I had wished that I were a Gyp the Blood or a banditti or something, so that I could wreak d. v on his ignoble head. But seeing him there, in the some plight as myself caused a revulsion of feelings. Gone were the memories of a beautiful blonde head of curly hair resting on his shoulder; gone were the recollections of a pair of three-dollar theater tickets languishing in my pocket because she "stood me up" in his favor; gone were the I'm-sorry-but-

After asking each other what you I-have-an-engagement-for-tomorrow-evening excuses; and gone were the feelings of rancor I cherished against this boy. He recognized me and approaching with a smile, we clasped hands. From that moment on we were sworn friends. Let anyone dare but to look askance at him and he had me to contend with. I tell you, it isn't everyone who can have a pal like that. I'll say so.

After asking each other what you were doing and many "howsa boy" repetitions we repaired to a hotel wherein to spend the night, preparatory to our hejira to the training-camp. By this time I was quite proud to be in the military establishment of Uncle Sam and I signed the register, preceding my name with "Candidate," in a large flourishing hand. The clerk scowled and muttered under his breath when he saw that I had taken three lines for my signature. However, we were furnished with a room, which contained about as many square feet of space as one of those large parlor stoves. You know the kind I mean? The one with the figure of a halberdier on the top? I shall draw a veil over the evening's rest (?) and suffice it to say that we would

probably not have slept anyhow. We were both excited and many were the plans and ambitions exchanged that night. We were undecided as to whether we should attach ourselves to the War College and plan the European Campaign from Washington or go to France and take active command in the field. We at last resolved to let things take their course and see what Fate would hand us. I am consumed with amusement when I read this last.

The next day we hired an automobile and for fifty cents were driven to the Camp. Had we known it we could have gone on the street car for five cents. Upon our arrival there, I beheld thousands of other men in the same predicament. My half-formed resolutions of the day before to quit and go home were banished for good. I decided to stick it out. I am by nature very diffident and I had read in one of those "self-power" books that one man is as good as another. Had I been amenable to that kind of theorem I would have probably reasoned: "These men are all here for the same purpose. I have as good a chance as they. I will make good," or words to that effect. But as I beheld men of mature age, men of prominence in the business world and well-known politicians, I was afraid.

It was pride that held me there. All my friends and relatives confidently expected me to come out on top and it was fear of their opinions that made me stick it out. After waiting in line for several hours, we were suddenly told to go to a large brick building and have breakfast. We were accordingly formed into a column of twos and marched to the mess-hall. Lining the walks were other candidates. These men were veterans. They had arrived the day before. They jeered us and made audible remarks anent our appearance and cadence. I am not sure but I am almost certain that I was the subject of certain comments. I was at the end of the column and one chap stopped me and saluting said, "Sir, breakfast is served." Not being quite certain as to the exact method of military procedure, I returned his salute and said, gravely and with dignity, "Very well." My stately manner was somewhat marred when I observed that the column was quite a distance ahead and I had to run to catch up with it. I was followed by a gust of laughter and this so enervated me that I was quite oblivious to my surroundings. I missed, therefore, seeing a projecting board and fell violently.

This occasioned more merriment. Another event that discomfited me and caused the assembled embryo officers to redouble their paroxysms of mirth was the fact that I dropped my suitcase, which opened, disclosing to their view all my sacred personal belongings. I might add that in civil life I was extremely partial to heliotrope. My socks, pajamas and underwear were all of that subdued, restful shade and the fiends in human shape who were quite numerous by now, seized upon them and made merry at my expense. One of them donned my pajama coat, another my pajama trousers, several secured other articles of my wearing apparel and they formed a fantastic parade. I abandoned the attempt of salvaging those articles and hastily gathering the rest I shoved them into my grip and after bestowing upon the men a baleful stare, which they received with considerable levity, I ran into the mess hall. All the men were seated and I was rather conspicuous. I will admit. I was the cynosure of all eyes and I became conscious of a deep stillness.

(Continued next week.)

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Plans to Beautify Kelly Field are Being Formulated

Lieut. H. E. Baxter Is in Charge of Work

In view of the fact that Kelly Field is to be a permanent flying field plans are being made for various improvements that will add to its beauty. Trees, shrubs and flowers are to be planted about the different buildings, the crippled roads are to be repaired, and new quarters to accommodate the bachelor officers are to be erected. The sum of \$2,000 is needed to carry out the plans for beautification, \$12,000 is available for improvements to be made on the roads, and appropriations are being asked to erect two sets of bachelor quarters, each to accommodate 128 officers.

As a first step in the plan that involves the beautification of the field, the improvement of its roads, and perhaps improvements in the way of quarters, a landscape artist, First Lieut. H. E. Baxter, A. S. M. S., who is an architect in civil life, has been appointed on the field. He called a meeting of representatives of all departments Wednesday morning in order that they might discuss plans and ways and means with one of the city gardeners from Brackenridge Park.

The next step was the appointment of one man to each squadron to be responsible for his individual development of this plan and to cooperate with the other men on the field engaged in the same work. At Kelly No. 2, grass sods have already been laid and flowers and shrubs are being planted. It is also planned to plant shade trees so that the field will be a green and beautiful spot. Flowers and vines are to be planted.

The real beautification of Kelly No. 1 will be around the main headquarters in the center of the field. If the new sets of bachelor quarters are allowed as requested, they will be erected near headquarters. These quarters are a special type built for army posts and fields and have, in addition to private rooms for the officers, sitting and reading rooms. War conditions have exist-



LIEUT. H. E. BAXTER.

ed on the field heretofore, and the erection of the quarters will make the field more like home.

The flying field will have charge of its own beautification as will also the Air Service Mechanics School. All plans, however, will correlate with the large general plan.

As the beautification of the field will be a decided asset to San Antonio, making one more interesting beauty spot to be visited, it is believed that the people of San Antonio will assist with this beautification plan by the gift of flowers, shrubs and trees. Any one wishing to do this is asked to communicate with Lieutenant Baxter, on the field. The road improvement in the field is to begin as soon as the weather is more favorable. With all the rain of the winter, and with also the uncertainty as to the fate of the field, together with the general preoccupation with demobilization, the roads in places have fallen into a bad condition. This is soon to be remedied.

In this connection, the roads between Kelly Field and San Antonio should be mentioned. While the Frio City Road is in fairly good condition, as a result of the improvements of last spring, it is again beginning to need attention and without this attention will soon be in a bad condition again.

The roads, however, between the Frio City Road and the San Antonio streets are unspeakable. The Cumberland Road has come in for nicknames. The soldiers at Kelly Field have dubbed it "No Man's Land" and they declare that they risk their lives in crossing it.

Lieut. Stanton T. Smith, who was assigned to duty as Police Officer of the Flying Department is in charge of the work of beautifying Kelly Two. His work has been highly commendable and it is expected that through his efforts Kelly Two will soon appear more like a garden than a flying field.

Lieut. Fensch



Lieut. Francis E. Fensch, who was for many months Field Auditor, has been appointed Post Exchange Officer, to succeed Lieut. Earl David, who receives his discharge this week.

The splendid results achieved by Lieutenant Fensch in his former assignment are responsible for his appointment to his new important post. He will have quite a task to keep the Post Exchange up to the high standard of efficiency maintained by his predecessors, Major Vautsmeier, Lieutenant Brown and Lieutenant David, but it is confidently expected that Lieutenant Fensch will tackle the proposition with his usual go-to-itiveness. He is a man of resource and ability and we know he will "make good."



Lieut.-Col. C. K. Rhinehardt has been relieved from further duty with the Flying Department and has been assigned as Field Executive Officer.

Maj. George H. Brott has reported at this station and has been assigned to duty as Air Service Supply Officer.

Maj. R. F. Scott, Jr., has been relieved from duty as Air Service Supply Officer.

Maj. J. M. White has been relieved from duty as Field Executive Officer, and is assigned as Assistant Field Executive Officer.

Capt. L. Bellmont, who was recently injured in an aeroplane mishap, has been granted a thirty-day leave of absence.

Capt. C. S. Hendrickson, in addition to his other duties has been appointed Supervisor of Policing, also in charge of sanitation of Officers quarters.

Capt. Wm. G. Renwick has recently been appointed commanding officer of Squadron "C."

First Lieut. Francis E. Fensch, in addition to his other duties, has been assigned to duty with the 145th Aero Squadron.

First Lieut. Fred G. Rand has been granted a leave of absence for thirty days.

First Lieut. Edward Schumacker of the Flying Department has been relieved from duty as Police Officer of that department.

Second Lieut. Bruce R. Cleveland in addition to his instruction at flying has been made assistant Salvage Officer.

Lieut. Volney T. Malotte is the new Commanding Officer of the 84th Aero Squadron, which was formerly the 633rd.

First Lieut. Hubert N. Baxter has been relieved from further duty with the Development Battalion and has been assigned to duty with the Maintenance Department as Officer in charge of Landscaping.

Second Lieut. S. T. Smith has been relieved from duty with Squadron "B" Flying School Detachment, and has been appointed Police Officer, Flying Department.

Second Lieut. Frank Cavender, in addition to his other duties is assigned as Assistant Personnel Adjutant of the Flying Department.

Second Lieut. Ira B. Vanocker has been relieved as Commanding Officer of the 145th Aero Squadron, and has charge of the First Air Service Band.

Lieut. Frank H. Harmon, pilot of Bolling Field, Anacostia, Feb. 19th, established a record flight from Washington to New York by airplane in a La Pere plane.

He landed at Hazelhurst, N. Y., 85 minutes after his "take-off" at Bolling Field.

Many Difficulties In Transcontinental Return Flight

Encounter Rough Weather All the Way West; Lose Three out of Four Ships

Major Albert D. Smith, in charge of the Army transcontinental flyers, who made the trip east from San Diego recently, has experienced rough weather all the way West on his return trip. So far, in accidents due to soft fields and high winds, he has lost three of the ships which left Washington February 4th. He himself is going on alone to California in the remaining ship.

The four ships arrived at Columbia, South Carolina, in good shape on February 6th, in five hours and forty minutes from Langley Field proceeding thence to Emerson Field and Camp Gordon, Atlanta. On the flight from there to West Point, Mississippi, one plane hit a tree while taking off in the mud at Vernon, Alabama, and was left behind, its pilot and its passenger going on West by train.

The three remaining ships left Payne Field, West Point, Mississippi, on February 10th for Love Field, Dallas, Texas, and made that distance, roughly 450 miles, in seven hours and thirty minutes. From Dallas the fliers on February 11th, flew to El Paso, Texas, 570 miles, in nine hours and forty-five minutes against a strong head wind, with one stop for gas at Big Spring. They were to leave El Paso at day break on February 12th, but a wind storm of sixty-five mile velocity struck El Paso at 4:00 o'clock in the morning and badly damaged two or the three remaining planes, necessitating their shipment to Rockwell Field, San Diego, California, by train. Major Smith wired last night that he expected to leave at the first opportunity for San Diego and complete the trip alone, but that the wind velocity was still forty-five miles per hour and directly against him.

Doughboys Suffer From Chevronitis

"Chevrontis," a malady peculiar to doughboys, and not unlike smallpox in that it causes the wearer to break out in violent eruptions, has made its appearance and is rapidly assuming epidemic proportions throughout the country.

The War Department has tried several things to check the spread of the malady, among them a set of roles issued by the general staff stating definitely just why is a chevron and what for.

But the rules haven't seemed to help because some doughboys go tramping onward to their fate, distributing stars and bars on various parts of their suits until they succumb to "chevrontis."

Bad attacks are shown by the way the chevrons point. The most aggravated and advanced cases have chevrons everywhere, on the right shoulder and in the middle of the left elbow and some even can be found on the knee and the right hip.

To clear up any misunderstanding on the part of the doughboy as to the meaning of the different chevrons and their locations, an artist took pains to sketch a patient who was suffering from a serious case of "chevrontis."

And this is the manual which resulted from the artist's efforts, says the St. Paul Pioneer Press.

A chevron on the right shoulder signifies the wearer hasn't any "cooties" just now, but survived a successful battle with them in France.

A chevron on the left shoulder signifies that whenever a pretty American Red Cross nurse appeared in France the wearer immediately got in the way of a German machine gun bullet.

Between the shoulder and the elbow on the right arm a chevron signifies that the wearer has an uncle in the army. On the left elbow it signifies that the wearer has a girl in France. Worn on the breast between the third and fifth rib, it indicates that the girl he left behind him here didn't spend any time waiting for him to come back. This is usually accompanied by a lugubrious air until he sees what she drew.

He who possesses a thrift stamp is entitled to wear a chevron on the left hip. If he bought a Liberty bond he wears it an inch higher.

A chevron on the right leg, close to the knee, signifies that the wearer didn't like baked beans and was brave enough to tell the cook about it. If the chevron is just a bit lower it signifies that he emerged victorious.

The chevron on the chap's face, one might say in closing, is worn because he stayed out late a week ago Wednesday night.

Major and Mrs. White Entertain.

Mrs. J. F. Gohn, wife of Colonel Gohn, and daughter Helen, will arrive at the Field today and will be the guests of Major and Mrs. J. M. White for about two weeks.

Mrs. Gohn is Mrs. White's sister and until recently occupied quarters at the Presidio, San Francisco, California. Colonel Gohn has been ordered to Houston, Texas, on recruiting duty and Mrs. Gohn and daughter will join him later on.



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.

Coca-Cola Bottling Co.

Phone Cr. 455, Tr. 1198

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Kirkwood & Wharton

The season for electric heaters is at hand. Most complete assortment in town. Electric Irons make life worth living. Beginner's Wireless Sets. Flashlights will blaze your path. 231 W. Commerce St. Phone Cr. 641

THE ORIGINAL

Mexican Restaurant

115-117-119 LOBOYA ST.

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



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South San Antonio, Texas

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THURSDAY, FEBRUARY 27, 1919

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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.

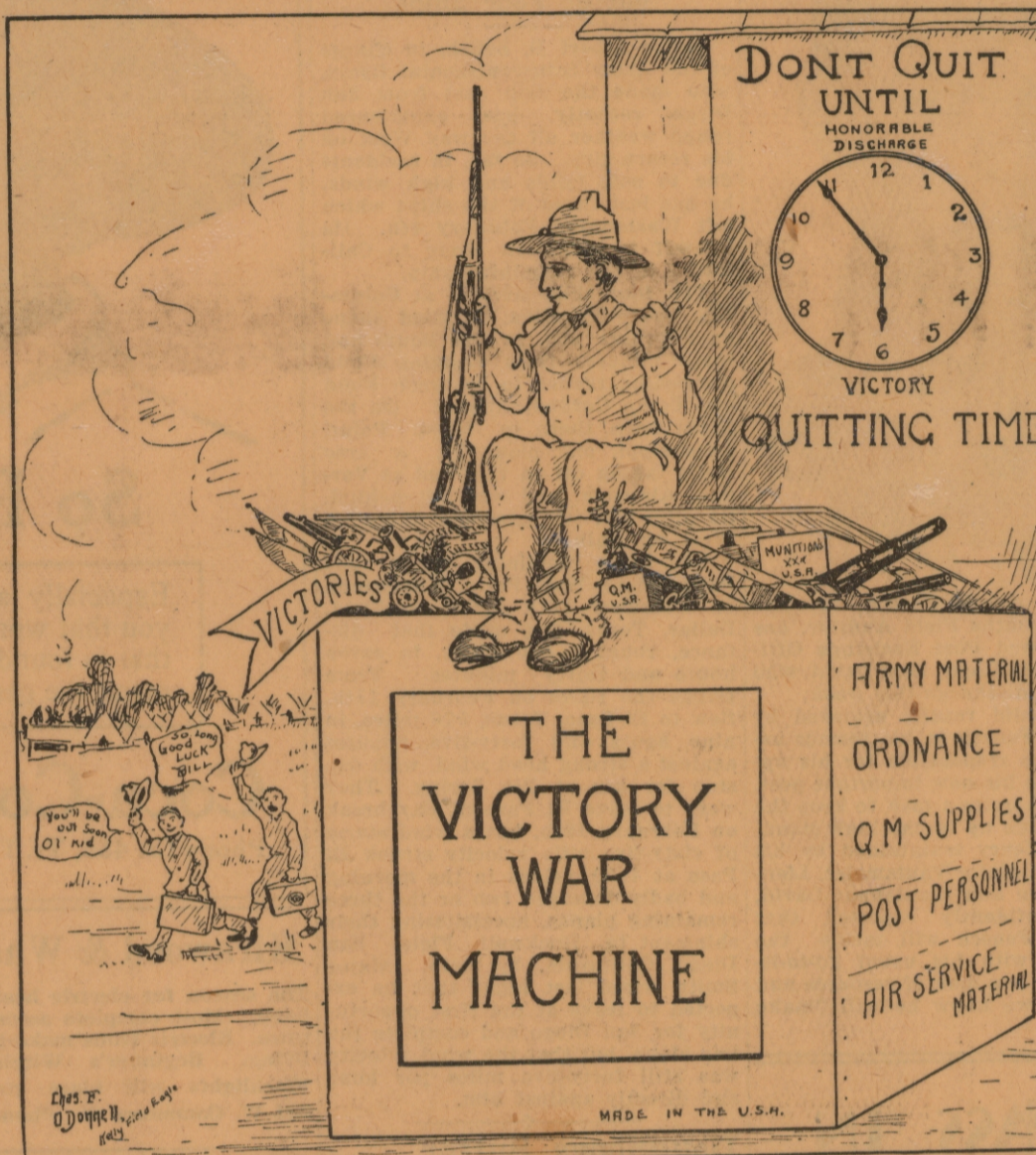
Demobilization Not Disorganization

General demobilization, for the time being, is practically completed at Kelly Field. It has changed from the problem of releasing large groups of men to one of individual discharges. This latter task is a difficult one, and almost impossible of accomplishment, for it means releasing men from regular army and field organizations that cannot be disrupted, on account of the needs of the service and the proper caretaking of the immense interests and properties of the Government. It presents problems to the officers in charge of demobilization that make the needs of the service paramount and make patience on the part of the man hoping for a discharge not only a virtue but an actual duty.

The order not to disrupt existing organizations is just as binding as the order to discharge, and is made more complicated by the desire of those in charge to meet the needs of justice and discharge those who present unusually adequate claims. For the places left vacant now by discharges must be immediately filled, and this is almost impossible, for our men have all been going out of the service and none coming in.

While the situation at the moment makes the letting down of the bars out of the question, orders authorizing recruiting are expected within a short time and plans for the new army will be forthcoming. Also, many men already discharged have expressed an intention to re-enlist. In the meantime, the men who are held in the service, should know and feel they are serving the country as effectively by remaining, as if they had been fighting in the front line trenches. That is the only way in which they should view the situation, and they should realize that attempts to secure discharge through letter writing, influence and outside effort only results in a lot of official papers and correspondence, taking time and attention uselessly and clogging and hampering the real efforts being made to work out the

Not Yet, But Soon



The Lost Buddy

By BERTON BARLEY
(In Colliers)

PEACE doesn't mean the same to me
As it would—yesterday;
Me and my buddy'd planned to be
Life partners, all the way.
We thought we'd start a little shop
After this bloody show,
After the guns came to a stop—
But now it can't be so.

I'm used to seein' comrades fall
About me, everywhere;
I liked 'em and I missed 'em all,
But muttered: "C'est la guerre."
It was the price that must be paid
By men who take a chance
In this great game of death that's played
Upon the soil of France.

But this is different; my friend
Fell in last night's attack.
Today the war is at an end,
But that won't bring him back;
His life was lost in vain, for peace
Was on the way. His blood,
Mingled with rains that never cease,
Seeps through the Flanders mud.

So while the others cheer the news
Of peace, I curse at Fate;
My buddy's underneath this ooze,
His life was spent—too late.
There is no chance, nor will there be,
To make the Huns repay;
Peace doesn't mean the same to me
As it would yesterday.

situation fairly and justly. The officers in charge of demobilization have in hand all cases where dependency or other important considerations are at stake and are doing everything that existing conditions will permit.

...Readjustment is now going on all over the country and the chances in the business world will be just as good and probably bet-

ter three months from now than they are today. All the men in our army enlisted with the absolute knowledge there were many sacrifices to be made, and they were glad to make them... Therefore, this present sacrifice of one's possible preferences, though not the greatest, is one that must be made to make our past achievements secure.

SNAPSHOTS TO SNAPSHOT BILL

FROM: Publicity Officer.
TO: Snapshot Bill.
SUBJECT: The Boulevard from Kelly to Santone.

Dear Bill: One of the few subjects you overlooked in your many dissertations when you were in our midst wearing the khaki was a scintillating commentary on the joys of riding on the beautiful boulevards between here and town. Of course you didn't ride over them often, but often enough to keep your liver properly disturbed without resorting to pink pills or Peruna. This being a subject I have been anxious to get off my chest for a long time.

Before I was "consigned" to Kelly I had a cheerful sunny disposition. You may not think so, but I can get affidavits to that effect. I realize I have changed to a sour, crabbed, long faced misanthrope, sans digestion, sans a sense of humor, sans everything. What is the reason? Well, first, it's probably because the Gods were not good to me and forced me to be a member of the Texas Expeditionary Forces instead of the A. E. F. However, claiming to be a good soldier, I have buried my grouch over that, the same as everybody has, or should have. Secondly, and lastly, I attribute my metamorphosis to my trips between camp and town. That, I claim, is a perfectly good reason.

Let me elucidate. After crossing the series of foothills just outside the entrance gates, you are able to make a hundred yard dash. The speedometer climbs to 27 1-4 miles per hour, and you begin to feel hopeful, when suddenly railroad tracks loom ahead and you gingerly bump over four neat iron rails interspersed with jagged stones and German craters. Then you get another dash past the oil refinery, which wafts an aroma reminiscent of the Mary Garden dope at two bits a bottle in our leading drug stores. We then open the throttle and ride up hill and down dale, a full assortment of hills and valleys among the concrete, spending the time en route deciding whether to take a chance by taking the Scenic Route thru Collins Gardens or the more picturesque one over the Spictown Trail.

Being given somewhat to statistics, I have estimated that if all the holes encountered making this memorable trip were put together we would be able to manufacture an irrigation dam that would make old Medina Lake look like a canary's bath tub. And if all the "high spots" could be put one on top of the other, it would make Pike's Peak look like a bite on a fellow's skin after being nipped by a California flea.

Be that as it may, we fellows have to go to town, for we just have to spend our money somehow. A modest estimate of the pin-money we give up monthly is somewhere near \$150,000, so isn't it just h— to have to arrive downtown all mused and riled up, and feeling meaner than dirt, when we started out feeling like seven hundred dollars. Maybe you better write the Mayor, as I understand he is a pretty good sort of a fellow?

Confidentially yours,
P. O.