Kelly Field Eagle

Kelly Field Eagle

Published Every Thursday at
Kelly Field,
South San Antonio, Texas

Rates $1.50 a year—5c a copy. Advertising rates upon application.

THURSDAY, DECEMBER 19, 1918

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Entered as second-class matter June 11, 1918, at the post office at San Antonio, Texas, under the act of March 3, 1879.

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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.

Setting a Record in Army Newspapers

YOU are presented today with the biggest Army Camp newspaper the World has ever seen, 52 pages in all with material in it that cannot be touched by any other publication. The Kelly Field Eagle has set a record here and a record that the Aviation Field can well be proud of. With a staff sadly limited by the influenza epidemic, with death even having taken one of our mainstays, the men who have contributed to this number have worked tirelessly night and day.

The splendid advertising representation within these pages is the work, almost exclusively of one man, Private William E. Jones, an expert advertising man who, in the face of serious consideration, asserted that he could put the number over... And he did. We are sorry that we have no picture of Jones to reproduce with the other members of the staff, but he was chosen to accompany the body of Sergeant First Class George H. Righter to Philadelphia and he left before it was possible for him to visit the photographer. We therefore wish, in our humble way, to thank Private Jones for his excellent work, and to say that without his effort this number could not have been possible.

To every person who gets a copy of this Christmas Number we urge that he keep it as a memento of Kelly Field and his work and life here. In after years it will be a record of the greatest value.

And to everyone the staff of the Kelly Field Eagle takes this opportunity to wish the Merriest of Christmases and the Happiest of New Years.

There's Many a Sock Twixt The Chimney and the Boot

The Yankees on the Marne

(According to Thos. Atkins)

By Emerson Hough

Oh, the English and the Irish, and the 'owlin' Scotties too.
The Canucks an Austreyleyuns, and the 'airy French Poilu,
The only thing that bothered us a year before we knew
Was 'ow in 'ell the Yanks 'ud look, and wot in 'ell they'd do.

They 'adn't 'ad no trynein', they didn't know the gyme,
They 'adn't never marched it much, their shootin' was the syme,
An' the only thing that bother'd us that day in lawst July
Was 'ow in 'ell the Line'd 'old if they should run aw'y.

Them leggy, nosy new 'uns, just come across the sea,
We couldn't 'elp but wonder 'ow in 'ell their guts'd be
An' the only thing that bothered us in all our staggerin' ranks,
Was wot in 'ell 'ud 'appen w'en the 'uns 'ad 't the Yanks.

My word, it 'appened sudden when the drive 'ad first begun.
We seed the Yanks a runnin', Gaw Blimey, 'ow they run,
But the only thing that bothered us that seed the chase begin
Was 'ow in 'ell to stop 'em 'fore they'd get into Berlin.

They didn't 'ave no tactics but the bloody manual,
They 'adn't learned no orders but 'Oooray and give 'em 'ell,
But the only thing that bothered us about them leggy lads,
Was 'ow in 'ell to get the chow to feed their "Kamerads."

So we're standin' all together in a stiffish firin' line,
If anyone should awsk you, you can say we're doin' fine,
But the only thing that bothers us, and that don't bother much
Is 'ow in 'ell to get the dirt to bury all the Dutch.

Gaw's trewth, it's rotten fightin' that all our troops 'as seen,
The 'un's a dirty plyer, 'cause 'e 'as always been;
But the only thing that bothers us in 'andin' 'im our thanks
Is 'ow in 'ell we'd done it, if it wasn't for the Yanks.

Oh, the English and the Irish, and the 'owlin Scotties too,
The Canucks and Austreyelyuns, and the 'airy French Poilu,
The only thing that bothered us—don't bother any more—
It's why in 'ell we didn't know the Yankee boys before.

SNAPSHOTS BY SNAPSHOT BILL

FROM: Snapshot Bill.
TO: Everybody.
SUBJECT: Merry Christmas, etc.

Ladies and Gentlemen: At this time of the year when even we who dwell in tents are stealthily enlarging our stove-pipes so that Santa Claus may the more easier get our presents to us, we wish to announce a special interview with the old gentleman which we obtained through military channels together with the able censorship of our own censor.

The subject of our interview was, to be truthful, the result of an altogether altruistic journey on our part to the North Pole so that we might tip off Mr. Claus as to what some of our dearest friends wanted badly for Christmas. The result of our perigrination drew the following promises from the said resident of the ice regions.

FOR THE EVENING BOOB.
1. Another war.
2. One steel rattle.
3. One Conscience.
4. One backbone.

FOR OLD LADY EXPRESS.
1. One nurse for one child.
2. One night cap.
3. One box sleeping powder.
4. One Liberty Bond.

FOR E. Y. WHITE
1. One Dyeing pair of pants.
2. One honest woman.

FOR FRED ARCHAMBAULT.
1. One bottle teething syrup.
2. One Motion Picture House.

FOR THEATRE MANAGERS.
1. One box at their own shows.
2. Another epidemic.

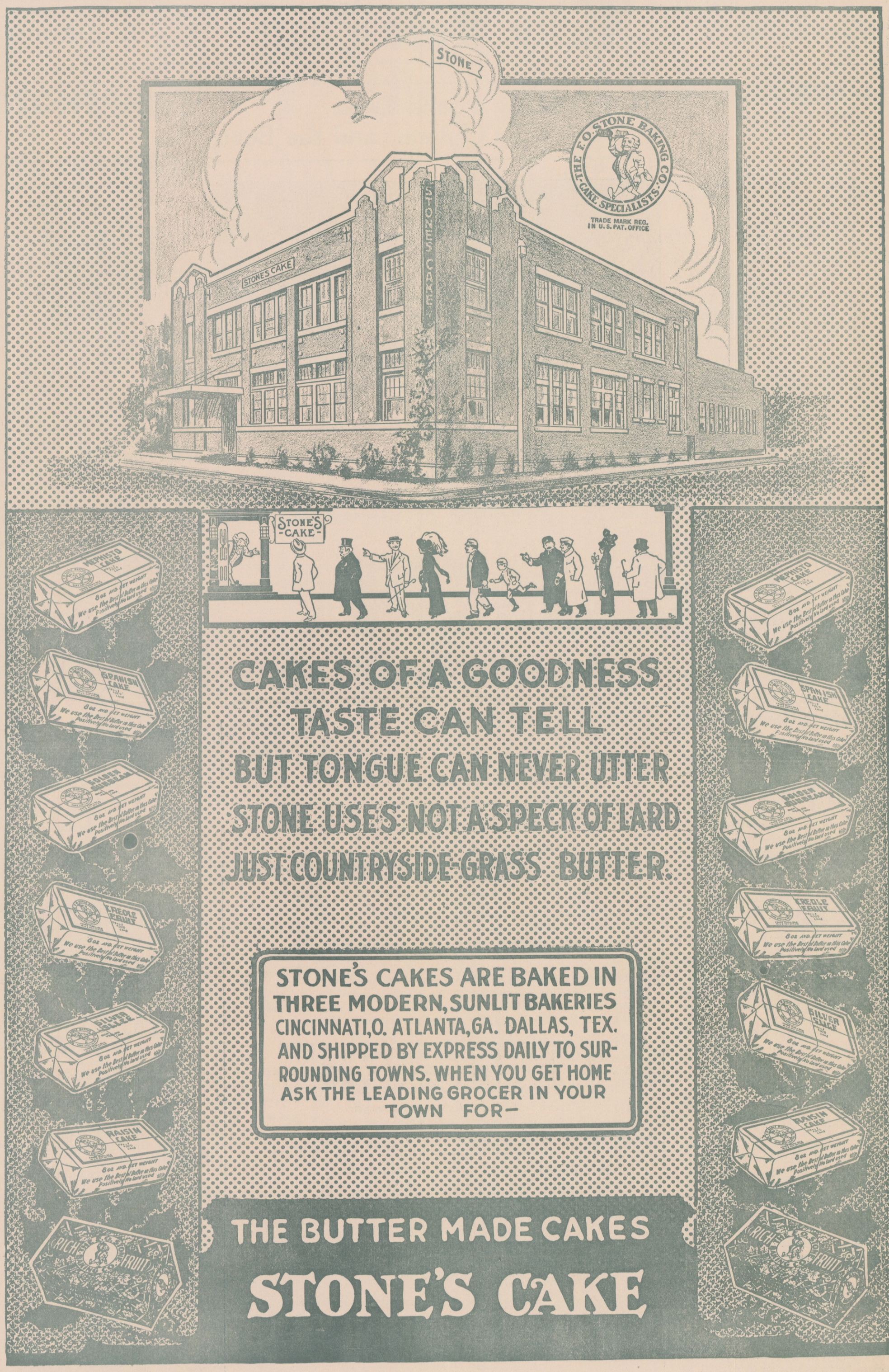
FOR THE SAINT ANTHONY.
1. Cellar prices on the roof.
2. Ten cent calls to Kelly.

FOR EVERYBODY ELSE.
1. A Merry Christmas.
2. A Happy New Year.
3. Continued Prosperity.
4. A Kelly Field Eagle

There you have it straight from the old man.

The band will now play Annie Laurie with
ILLUSTRATIONS ON THE SIDE.

Merrily yours,
SNAPSHOT BILL.


STONE
STONE'S CAKE
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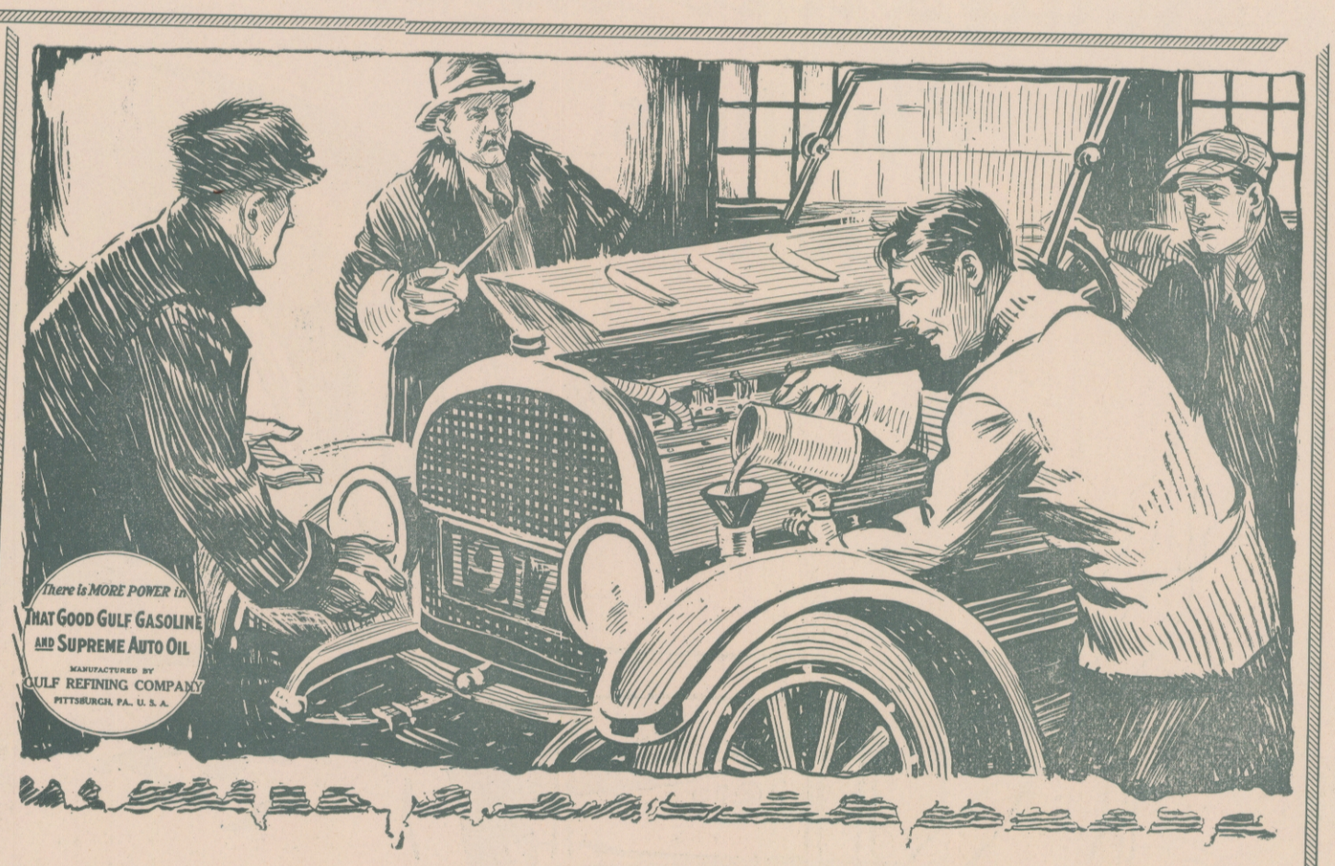
CAKE SPECIALISTS
TRADE MARK REG. IN U.S. PAT. OFFICE
STONE'S CAKE
CAKES OF A GOODNESS
TASTE CAN TELL
BUT TONGUE CAN NEVER UTTER
STONE USES NOT A SPECK OF LARD
JUST COUNTRYSIDE-GRASS BUTTER.
STONE'S CAKES ARE BAKED IN
THREE MODERN, SUNLIT BAKERIES
CINCINNATI, O. ATLANTA, GA. DALLAS, TEX.
AND SHIPPED BY EXPRESS DAILY TO SURROUNDING TOWNS. WHEN YOU GET HOME ASK THE LEADING GROCER IN YOUR TOWN FOR—
THE BUTTER MADE CAKES
STONE'S CAKE



Much Trouble

may be avoided by correct lubrication. Carbon, the greatest detriment to engine efficiency, may be minimized by the choice of proper lubricants.

For instance—

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being manufactured from Asphalt Base Crude, *leaves less carbon* as it contains no paraffine to gum and stick. At the same time it affords perfect lubrication.

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Kelly Field Eagle

Christmas 1918

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TEXACO TRANSMISSION LUBRICANT

TEXACO QCKWORK POLISH

For Shop and Rolling Stock

Texaco Air Compressor Oils
Texaco Illuminating Oil
Texaco Signal Oil
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General Lubricating Oils
Texaco Crater Compound
Texas Cylinder Oils
Texaco Machine Oils

TEXACO GREASES

MOTOR CUP GREASE

GRAPHITE AXLE GREASE

Greases That Lubricate

For Hard and Soft Wood Floors Use

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Pure, Limpid, Liquid Wax—Gives a Superb Finish

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extends
Hearty Wishes
for a very

Merry Christmas

and a

Happy New Year

to all

1918—1919

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STEEL AND WOODEN VESSELS

YARDS:

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Training of Homing Pigeons one of Features of Flying Department

A VISIT to the home of Kelly Field's homing pigeon unit, which is known in official circles as Aviation Stationary Loft No. 192, is not only extremely instructive but very interesting. The feathered messengers reside at "Halfway," the only stop on the bus line between the main field and the Flying Department.

Sixty-five birds inhabit the loft, which is built in such a way that it is impossible for rats, owls, mice, hawks or other deadly enemies of the homers to get at their prey. Galvanized metal flanges circle the supports of the loft, affording protection from the ground, and specially constructed wire mesh, which is adjusted at nightfall, prevents the entrance of winged foes.

Since the organization of the unit last May, it is estimated that its speedy members have flown over 540,500 miles, a total of 16,000 miles for each bird or 500 miles per week per individual. The birds are all highly pedigreed stock, purchased when young by the government and trained by army experts.

Homers are used extensively on the Advanced Cross Country Stage for carrying messages, and are particularly handy in case of emergency or accident. Not long ago a pilot ran out of gasoline and was forced to descend far from any habitation. He released his homer and the faithful little courier brought help in a short time. On another occasion, the motorcycle attached to the loft, broke down out on the road, and again a swift flying bird proved the salvation of the stranded party.

Sagacity is Remarkable.

The sagacity of the birds is remarkable and they return home in record time in almost every case. Even when thrown out of a plane that is above the clouds, they soon get their bearings despite the rude shaking up and strike a bee-line for the loft. They can be released while the ship is traveling at full speed, but it is necessary to point their head into the wind, as otherwise they will be inverted, very much like an umbrella on a March day, and be sucked in by the current from the propeller. Altitude does not seem to bother them in the least. Many have been released at 8,000 feet, even on rainy days.

Beautiful colors predominate, all shades of gray and blue being represented, alternating in many instances with white and darker hues. Their eyes are particularly intelligent and the birds move around quickly, always on the alert.

The birds were purchased in the majority of cases from Vinck, Peterson and Webber, all nationally known fanciers of San Antonio, and several of them are descendants of Webber's champion, who holds a record of 700 miles between suns.

Birds Are All Exercised.

Fifty minutes, morning and afternoon, is devoted to exercise, while the loft is being cleaned, and during this time the birds are required to remain constantly on the wing. A bird that alights on loft, tree or any other nearby object is poorly trained and worthless for military purposes. During the exercise period a flag is raised on the loft, and the pigeons continue to circle until it is taken down. It's like the "top" sergeant's whistle to a recruit. This method gives them eighty miles per day flying, which keeps them in tip top condition at all times, ready for duty on a minute's notice.

Homing pigeons are fed twice daily and will eat about one pound per week apiece. The food consists of a standard mixture of Canadian peas, milo maize, or Kaffir corn; rice, wheat and vetches. Hemp seed is also fed in small quantities and is an especially favorite with the racers, serving them as a sort of dessert, and being offered at the end of a trip as an additional inducement to lose no time returning home. Flaxseed is fed during the moulting season, which lasts from August to October. Homers do the best work during the mating period.

Particular care of the health of the pigeons is necessary to get the best results, and they are bathed carefully twice a week, the water being heated in the winter to keep them from catching cold. When taken sick, if nursed properly, they prove very hardy and recover in the majority of cases.

The hospital which adjoins the loft has separate compartments for each patient, in order that no contagious diseases can be transmitted to the healthy members of the clan. It is empty at the present time, owing to the intelligent care taken of the birds by their guardians. Canker, the worst disease known to homers, which is both hereditary and contagious, is treated by cutting out the affected part and once more the bird is dosed like a rookie—with iodine. Cholera is treated with lime water; all fractures are set with splints; permaganate of potassium is given for colds, and all cuts, gunshot wounds and other abrasions are painted with iodine. A small garlic pill is inserted in the craw when the birds suffer from worms, and other medicine is given in capsules.

Birds Carry Tags.

Each bird carries an identification band made of aluminum around his leg, which bears his number and in addition to this colored celluloid bands are used for rapid identification, the males being labeled with black and red and the feminine gender with blue and yellow markers. This is done to assist the men handling the birds, and enable them to give each one an equal share of the flying.

The messages are carried in small aluminum capsules, which are attached to the legs of the messenger with copper bands. As the contents are written on tissue paper of the thinnest description, a great deal of information can be transmitted in this manner. Whenever it is necessary to send fuller details, a breast pouch made of cambric is used, which fits around the body of the bird under the wings. This pouch is capable of carrying fifteen feet of moving picture film, a large map or several photographs. This device is fastened with clasps similar to those used on ladies gloves.

As soon as the bird returns from a flight, its arrival is made known at once by the ringing of an electric bell, which is attached to the trap, or entrance to the loft. An attendant at once feeds the traveler, makes a note of his condition and the time absent. Careful records are kept of each homer and reports as to their health, flying performance, illness and death are sent in regularly to Fort Sam Houston, the Southern Department headquarters, just as in the case of a soldier.

Baskets Are Transports.

Baskets of all sizes are used to transport the pigeons in the field, ranging in size from the two bird basket, used by aviators, in which the birds are sandwiched like shoes in a box, to the large hamper affair, which will house the entire colony. The baskets are made of closely woven wicker and can be made both air and waterproof by the adjustment of outside oilcloth coverings. This has been done in the war zone repeatedly and saved the life of the winged couriers during gas attacks.

In cases where a message is extremely important, a tiny capsule is used, being pushed into the bird's craw and later carefully worked out by massaging without injury to the pigeon. The Germans are said to have been the first nation to employ this ingenuous means of communication.

The birds when young are taken out in large flocks, but as soon as they show any initiative are turned out alone. Gradually they are taken farther and farther away from home and soon learn to return without assistance. The homer lives from eight to ten years, but losing most of his efficiency after the fifth year and cannot be depended upon. They are in their prime when three years old. The cocks weigh from 15 to 18 and the hens from 13½ to 17 ounces.

If released at intervals of five minutes, as automobiles are in the big races, a well trained squadron of homers will return in practically the same rotation. They can also be made to fly at night if specially trained, but ordinarily quit work at sundown.

They are noted for their uncanny sense of direction, a subject on which pigeon authorities cannot agree, some declaring that the homer's gift of location is not instinct at all, but is based entirely on his memory in regard to land-marks and eyesight, while equally expert admirers of the bird say they can return home blindfolded, and that their homing ability is nothing more or less than "sixth sense."

For intelligence, courage, tenacity of purpose, sense of direction, eyesight and powers of endurance it is hard to find anything in either the bird or animal kingdom in the same class with the homing pigeon. Saxon G., a noted racer recently covered 509 miles in 10 hours and 34 minutes, a rate of 1,405.09 yards per minute for the journey.

Homer is Result of Cross.

The modern homer is the result of the crossing of the ancient Cumulet strain, with the English Dragoon or Carrier pigeon, which has produced a larger and stronger bird than the original. The darker shades are preferred by all fanciers on account of the fact that the lighter hues and the whites fall easy prey to hawks, and are often shot by hunters who think they are wild game birds.

The local loft is under the command of First Lieut. Quest C. Cough, pigeon officer. Private Charles F. Pine, who has been in the game since childhood and knows the business from A to Z, has immediate charge of the birds. Chauf. 1st. Class Louis F. Johnson, and Pvts. Joe F. Sims, H. G. Pfaff, Millard K. McLellan, Walter A. Squier complete the personnel of the unit.

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FOR MEN AND WOMEN

The kind that stands hard usage

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The Largest Trunk Manufacturers in the South

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General Offices: DALLAS, TEXAS

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INQUIRIES RESPECTFULLY SOLICITED

DeHaviland Planes See Real Action at Front

DURING THE LAST WEEKS of the Allied Offensive, prior to the cessation of hostilities, squadrons of DeHaviland's 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 Saarbrucken, Kaiserslautern, Treves, 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, Washington, D. C., tell of twelve de Haviland 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, fifteen more enemy machines came and attacked the formation with determination while the bombs were being dropped. Notwithstanding the presence of the enemy machines, sixteen bombs were dropped with good effect; a large number of these bombs were our 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 confirming said:

"Just after leaving the target to return here, 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 downwards. 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 deHaviland 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 deHaviland 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) 6000 feet below being heavily attacked by a number of enemy aircraft and firing red lights for assistance. One pilot immediately dived into these scouts and took this straggling machine up in his formation and escorted it safely back to the lines.

"The next day, while carrying out bombing raid operations in conjunction with the First American offensive 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 on their own and were attacked by seven enemy scouts machines by banking, stalling, "S" turning and spinning, and in this way fought their way to the lines—a each.

"Although the engines were 'seizing up,' the pilots kept them going and prevented the enemy scouts from getting a steady aim on their 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."

The Officers

By Lieut. Wyatt Barbee, Garden City, N. Y.
(Apologies to Kipling.)

Oh, I've taken this war where I've found it,
And I've had me a hell of a time,
I've had a collection of officers,
And four of the lot were prime.
One was a kid from West Point,
And one was a duffer and also a bluffer,
But the fourth put his nose out of joint.

I was a rookie to start with
Green as the grass in the dell
Captain McMullen he took me,
And the Captain was rougher than hell.
Two decades he'd been in the army—
Two days since the draft took me in!
But he taught me the way to squads right in a day,
And I learned of the army from him!

Then I was shifted to Kelly,
Or I might be cussing him yet;
Drew me a second lieutenant,
No brains, but a whole lot of pep,
He thought he new more than the colonel,
But the C. O. was wiser than sin,
And he shipped him one day, to a field far away,
But I learned about shave-tails from him.

Then I was transferred to Gerstner,
Though I thought it was time to go 'cross;
Got me a Captain from West Point,
Who soon let me know who was boss.
I told him I was a mechanic
He said I looked more like a bum,
So I had to K. P. and serve the ice tea,
And I learned of the army from him.

Then I came up to this country—
Along with a train load of men,
In charge of a U. S. R. Captain,
A soldier he sure loved his men!
He taught us how to be soldiers,
We planned for the battles we'd win,
And the powers that be sent him over the sea,
But we learned of the army from him!

Yes, I've taken this war where I found it,
I've soldiered afar from its sound,
I wanted to kill off the Germans,
But mosquitoes are all that I've found.
So when this old war is over,
And a lot of civilians we'll be—
My children can hear, at all times of the year,
Of the Long Island Battle from me!

—OLE SCOUT.

LINER BRINGS BACK MANY YANK PRISONERS

An American liner has sailed from a French port for Rotterdam, with 96 American officers and 2,000 men who have been prisoners of war in Germany. They will stop in France for a short time before being brought to America.

Former Kelly Man Appointed to High Post in Washington

Col. Thomas Duncan has been appointed assistant to the chief of the training section of the Air Service, according to advices from Washington. This is one of the highest position in the Air Service, being under the direct supervision of Major General Kenly.

When Colonel Duncan, at that time Lieutenant Colonel, arrived at Kelly Field in November 1917, he was appointed post inspector. Later other offices were given him, until he was executive officer, summary court officer, post inspector, survey officer, and even acted as commanding officer of the Post for two days. He was transferred in June, 1918, to Wilbur Wright Field, Fairfield, Ohio, where he was commanding officer, until his recent transfer to Washington.

Lt. Miller Returns From Air Trip Home

Makes Journey of More Than 3000 Miles At Average Speed of 70 Miles

When Ship No. 20 came to earth at the Flying Department last Thursday, an airplane trip of more than 3,000 miles had been completed in the remarkably good time of 45 hours and 35 minutes flying time at an approximate speed of 70 miles per hour.

First Lieut. Milo H. Miller, the pilot of the machine, left Kelly Field on the morning of October 31, his destination being Waterloo, Iowa, where he went to visit his parents. His absence of five weeks was caused to a large evtent by very unfavorable weather. Engine trouble also was responsible for some delay.

The journey of 1,250 miles from Kelly Field to Waterloo was completed in 16 hours and 5 minutes, which is considered exceptional when the fact is taken into consideration that the weather was unfavorable and the engine faulty.

Spends Five Days at Home

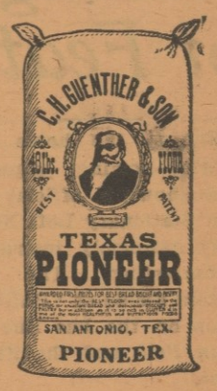
After spending five days with his parents, Lieutenant Miller took the air at 9 o'clock on the morning of November 8 and turned the nose of his plane toward Kelly Field. He was forced to land that afternoon because of a broken valve. The valve was soon repaired temporarily and Omaha reached at 2:25 in the afternoon. Here after going over the plane it was deemed necessary to tear down the engine and order new parts from Speedway, Indiana, the great auto racing center. At this point a spell of unusually disagreeable weather set in which made further flying impossible until three weeks later.

The flight was resumed at 9 o'clock December 3 and from that time on some of the best time of the pilgrimage was made. Lieutenant Miller arrived at Okmulgee, Oklahoma, at 3:30 o'clock and spent the night. The next morning he ascended at 8 o'clock made Rich Field, Waco, taking gas en route at Love Field, Dallas. The ship left Waco at 7:30 o'clock on the morning of December 5 and completed the last lap of its tour at noon.

Air Service Club Gains 240 Members In Campaign Here

TWO hundred and forty officers in Kelly Field made application for membership in the Air Service Clubs Association, according to a letter issued the early part of the week and forwarded to Major John H. Packard, secretary of the association in Washington, D. C.

This number is a large per cent of the officers of the field. The committees who were appointed to look after the canvassing of every branch, have been likely commended for the excellent work accomplished. It is thought that several more officers will probably forward their application for membership in the association to the secretary in Washington, within the next few days, but it was definitely stated that no more would be received by the authorities here who had charge of the work. The list of new members obtained during the campaign and which was forwarded to Washington did not include the names of officers in the field who are already members of the association.



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Bits of Verse

ENLIST AT YOUR TRADE.

A sign there was, some months ago,
In red and white and blue,
The message ran "For Uncle Sam,
Your country calls to you.
The U. S. A. needs you in France
A chance for you is made,
The Ordnance Corps, needs thousands more,
Enlist now at your trade."

I read that sign, believed each word,
Gave up my job and pay,
My work I'd do, till war was through,
While in the U. S. A.
The ledger that I used to run
While working in a bank,
I left behind and then I signed,
And my last beer I drank.

But since I entered Army life,
"'Tis sad to say but true,"
Of things I've done, there isn't one,
That I signed up to do.
I've loaded cars with T. N. T.
On guard I've done my trick,
And in the mud, a ditch I dug,
They handed me a pick.

I've made up beds and picked up butts,
I've drilled from morn till night.
A boulevard I've pounded hard,
And stacked up dynamite.
I've polished shoes and shoveled coal
Till every bone was sore,
I've cut down trees and on my knees
I've scrubbed the mess hall floor.

I've waited on the officers,
I've been a kitchen cop,
I've greased up pans with blistered hands,
And stairs I had to mop.
A thousand windows I have cleaned,
Washed clothes the whole day through;
I've helped to bake and cut up cake,
And peel potatoes too.

I've done a thousand different things
And wore a smile all times,
But at a book ne'er got a look
As called for by those signs.
And if at war, for volunteers,
Another call is made,
I'll grab my pen, sign up again,
But never at my trade.

SONG OF THE AVIATOR.

(By Hart Jenks.)

The mottled blue
So old, so new,
And how like a lover it calls
So smooth, so true,
So treacherous too,
Yet free from the throttling walls.

The bleared mist-rim
So weird and dim
That circles the flat painted plain
Beholds me skim
Around the brim
Of mountains, of mist and of rain.

What thrills are here
As now I steer
High over a round painted dish,
So small, so near,
So mottled, clear,
As slowly I roam where I wish.

A pause, a roar,
A dive, a soar,
I battle with giants unseen,
Behind, before,
And more and more,
'Till, panting, away I careen.

I drop and swoop,
Then rise and loop,
Invert with my belt pressing hard,
Till down I droop,
Gain speed and scoop
Off into a level retard.

Oh walk, or ride,
Or sail, or slide,
But never my joy will you know
Through skies so wide
To rise and glide,
In poor little earth there below.

I fly and fly,
Now low, now high,
Aloft in the infinite blue,
Just God and I,
Alone we ply
Away with my "ship" running true,

To Erect New Steel Hangars.

Two new steel hangars in knock-down have been received at the Flying Department. They will be erected at the entrance to the field, adjoining hangar No. 1.

These new hangars are to be used for storing airplanes by the Engineer Department and will be numbered "A" and "B".

Permanancy of Air Service Explained in Letter

PERMANENT organization of a United States Air Service of some 140,000 officers and men and embracing all air activities of the Army, Navy, Marine Corps, Postoffice, Forest Service Patrol, etc., is the plan devised by an organization committee named by the Director of Military Aeronautics at Washington, D. C., to recommend the basis for transforming the various air services from a war to a peace footing.

Information to this effect is contained in a letter written by Colonel M. F. Davis, Chief of Training in the Department of Military Aeronautics, to Colonel McChord, of the same department, copies of which have been received at Kelly Field. Colonel Davis emphasizes the fact that his letter is entirely unofficial and is written merely to enlighten officers and enlisted men of the Air Service as to the present activities of Washington officials. The only reference to demobilization made in the opinion that "demobilization will be slow and more or less tedious."

Ask for Loyalty.

Strong plea is made for officers and men to stand by the Air Service and thus give the American nation the commanding position in the air it should have, and indication is given that every inducement will be made to create attractive posts in this branch of the service. Prominent among these is the proposal that enlisted men should be given a chance to advance easily from non-commissioned positions to petty officerships and on to commissions.

The letter follows:

"My dear Colonel McChord: Judging from the number of questions that are coming to the various Washington offices from every conceivable direction—including letters from every grade from private to colonel—everyone is apparently desirous of obtaining some knowledge, or even an honest guess, as to the future of the Air Service.

"No one in Washington, from General Kenly down, can make a positive statement except that several committees have been organized by the Director of Military Aeronautics to work out plans and make recommendations concerning an air service—its size, duties, organization, etc., etc., I think it only fair to our officers and men that I tell you briefly in a personal note that we are going to recommend and hope that Congress will pass a bill creating a separate Air Service, including all air activities under the Federal Government in the Army, Navy, Marine Corps, Postoffice, Forest Service Patrol, etc., etc. The organization committee will probably recommend an organization consisting of about some 7,000 or 8,000 officers, 4,000 petty officers or high grade non-coms, and somewheres from 80,000 to 125,000 enlisted men. This will include the present Bureau of Aircraft Production.

Urges Reserve Commissions.

"It is believed that officers now in the Air Service and who like the service should remain in the regular army in the hope that we may get a sufficiently large organization to take care of all desirable applicants. Waiting for 'something to turn up' will, of course, be monotonous but that is something no one can help. We will endeavor to have enough D.H.-4's at the various flying fields, so that all can take transformation work during the winter and thus keep fairly well amused. It is believed that those officers who wish to return to civil life should ask for Reserve commissions in order that, in case of emergency, they may be called back into service, and also that they may have the right to go back to our state and city flying fields at week ends or other stated periods (according to our plans and hopes) to keep up their flying and maintain more or less continuous touch with the service.

"Demobilization is bound to be slow and more or less tedious. Waiting is always tedious. We have obtained authority from the General Staff to continue training in the case of all persons in service on November 11. All ground school and flying cadets may go as far as they wish in flying training—observers, bombers, pilots, pursuit, gunnery, etc. We could not obtain authority to commission cadets at the completion of their R. M. A. work and continue as officers through their specialized training, for the reason that, at 4 p. m. on November 11 all 'inductions, commissions, promotions and transfers' were stopped. A cadet may complete his training, and on completion of his R. M. A. work get his wings and commission in the Signal Reserve Corps. All commissions will have to be in the Signal Reserve Corps, because there is no law for reserve commissions in the Air Service, and legally the Air Service is still the aeronautical section of the Signal Corps.

For the Enlisted Men.

"We shall endeavor to obtain a liberal allowance of grades carrying good pay for non-commisisoned officers, and possibly some grades as petty officers, and good opportunity for able and high grade enlisted men to pass through non-commissioned and petty officer grades to a commission.

"In brief, the main object and work of the Air Chief and his assistants in Washington at the present time is the obtaining of a suitable National Air Service with everything necessary to give the nation a leading position in aeronautics and command of the air in war which, of course, means keeping it there in time of peace. We want our officers and men to stay with us, to stand by us, and help by all proper methods to obtain what the nation should have in this respect.

"This letter is personal because I am not authorized to make it official, but we want your officers and men to know what we are doing. Please post it in a conspicuous place.

M. F. DAVIS,
Colonel, A. S. (M. A.) Chief of Training.

Sells Uniforms To Officers At Cost

Standard cloths for officers' uniforms have been adopted by the army according to general orders recently issued. All uniforms for officers made in the United States after December 1, 1918, will be of one of the following prescribed standards: For coats, breeches and overcoats, 12-ounce worsted serge, 16-ounce whipcord, 21-ounce whipcord or elastique and 20-ounce melton. For riding breeches, 23-ounce Bedford cord, and for overcoats 32-ounce melton or kersey. For coat and breeches, summer wear in the United States and in Tropics only: olive drab cotton, 13-ounce all-wool worsted gabardine.

Carries Complete Stock Now.

The Quartermaster Corps will, after December 1, 1918, carry a supply of these cloths and officers can purchase their personal requirements at the Government prices. Samples of the cloths, with the issue prices, will be kept on hand by all camp, cantonment and post quartermasters, where they may be examined by the officers. Stocks will be carried at the beginning at the following depots only: New York, Washington, Atlanta, Fort Sam Houston (San Antonio, Tex.), San Francisco, Chicago and St. Louis, but this list will be extended from time to time as cloth becomes available.

The Quartermaster General is to determine by thorough investigation a schedule of fair prices for making uniforms, including all necessary trimmings, linings, etc., but not including the cloths and is to prepare a list of responsible tailors who will agree to make uniforms for officers at the schedule rates. The Quartermaster General will guarantee to the tailors the collection of bills for all uniforms ordered through his representatives. The schedule of prices, the list of tailors agreeing to make uniforms at these prices and the regulations governing the sale to officers of the standard cloths, placing of orders, the acceptance of uniforms ordered and the payment of bills will then be published to the service.

Ready-to-Wear Uniforms Too.

The Quartermaster Corps is also instructed to arrange to supply from stock at cost, made up (ready-to-wear) officers' uniforms. These are to be provided in only two types of cloth for coats and breeches, 12-ounce worsted serge and 20-ounce melton with 32-ounce melton for overcoats.

An adequate supply of uniforms and overcoats is ready at the Washington Depot (1126 Connecticut ave., N. W.), and it is expected that an adequate supply can be provided at the other six principal depots before December 1 and later at all depots and camps. I

Compliments of

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San Antonio, Texas

Wholesale Manufacturers

CANDY and SODA WATER

The uniform of peace

WHEN you change the uniform of war for peace clothes, don't change the spirit in which you wear them.

You're proud of the uniform now; get one for peace you'll be proud of; all-wool fabrics, perfect tailoring, smart style.

We've always made that kind of clothes; before the war, during the war; we shall go on making them as long as we make any clothes

Hart Schaffner & Marx

Clothes that save

Caught on the Fly

OUGHT TO BE M. P.

NOT long ago a fresh bunch of rookies arrived at Kelly Field and were greeted with the usual facetious remarks: "Look at the ears on 'em." "Where you fellers from?" "How do you stand in the draft?" and the like.

One of the recruits, hailing from the hard boiled district in the neighborhood of Sixth Avenue, New York, did not care for this sort of amusement, and the query

"Where you awl from?" proved particularly hard on his nerves.

That afternoon he went down to take his trade test and the large quantity of questions fired at him did not improve his already sadly ruffled temper. Just as he was leaving the building, he was greeted with: "Hey, where do you belong?"

Quick as a flash the infuriated East Sider wheeled about and snarled through set teeth: "Say, don't git fresh wit me, guy, or I'll change yer map, see? What the hell's it to you where I hang out?"

The questioner proved to be one of the Trade Test Board officers, who was lookng for an orderly to send a message and wanted to know if "Eats Nails" was available for the errand.

The hard boiled 'un was.

TIMES IS CHANGED

It was "Stunt" night at the upper "Y." A quartet (?) had gargled a few popular songs, and the crowd was calling for more.

"Smiles!" they shouted. The quartet sang "Smiles."

"Sing 'Mother Machee!'" pleaded another. 'Mother Machee" was rendered.

"OVER THERE!" suggested a "bright" one.

For a second there was a profound silence. Then a book sang through the air, and the "wit" crumpled up in his seat.

WALLINGFORDITIS

Now if Francis Meiers had only dreamed of $1,000,000 or a chest of Spanish gold or something specific instead of just plain money, this might have been worth a longer story.

As it is, Francis, who is assistant supply sergeant at the 145th Squadron, comes across with this in evidence that dreams come true:

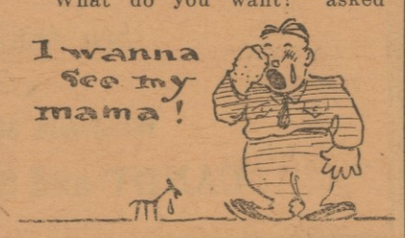
"The other night I dreamed of money at the post office corner on the Fio road. That following morning I walked out of my way to pass that corner for something seemed to tell me to go there. When I got to the corner, What should I find, but money—35 cents—a quarter and a dime."

C'MON LET'S PLAY

He was a husky, big truck driver, broad of shoulder, thick of chest and strong of arm. His mouth was firmly shaped and seemed to show grim determination. He was a type of man the movie director picks for a hero, the kind a poet raves about and the story writer makes the subject of a prose epic.

He stood before his commanding officer at attention—rest—attention—rest.

"What do you want?" asked



the officer, after sizing up the husky youth.

"Sir," began the truck driver in a piping voice, "I would like to get a furlough."

"What do want a furlough for?" the officer asked.

"I live in Kansas, sir, and I have been in the service five months and haven't seen my Mamma in all that time."

"And then he broke down and wept.

SWISH!

LISTEN C. O. F.
LAST FRIDAY night
I WAS a guest, I was
AT A dinner dance
GIVEN BY squadron K
AT THE St. Anthony
WHERE THEY had
COAT OF arms on
THE PLATES and
WHITE NAPKINS and
TABLECLOTHS AND
REAL SILVERWARE

AND EVERYTHING
AND I saw a nice
YOUNG CHICKEN—not
THE KIND you eat
BUT THE kind
YOU LOOK at—and
SHE WAS sweet—and
EVERYTHING
AND I thought I was
MAKING A hit and
SO I asked her for
A DATE—not the
KIND YOU eat either
BUT THE kind you
KEEP—OR break
SHE WHISPERED
SHE WAS married
AND I saw a nut
SITTING NEXT
TO HER—not a
NUT YOU could eat
BUT ONE you could
CRACK—GEE, but
HE LOOKED TOUGH
AND SHE was
SO—OOH!

M. E. L.

Extra! M. P. Speaks Truth

AT the Travis-Kelly football game a newspaper reporter was yelling his head off for the Aviators to score when along came an M. P. decorated with a blue hatcord. The two had battled verbally just previously as to the right of "Scoop" to follow the ball up and down the field, the latter winning the debate.

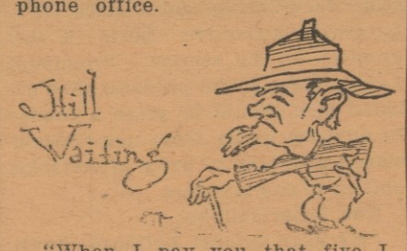
"Whater you doin' yelling for Kelly?" the guardian of the military peace wanted to know. "Thought yer said yer was a newspaperman."

"Well, I'm supposed to be," defended the Kelly fan.

"That old stuff don't go with muh. You get back in the stand with the rest of 'em," snapped the banded one. "Don't you think I'm wise enough to know all de newspapers is agin Kelly"

MAYBE NEVER

"When will we be discharged?" asked Sgt. Bill Anthony, telephone exchange chief clerk, of Sgt. Arthur Dee, also of the telephone office.



"When I pay you that five I owe you," was the hard boiled reply.

"And when will that be?"

"I don't know."

SOME DIFFERENT

This one is told on a bunch of negro recruits. The incident occurred the morning after they arrived in camp. They were startled from their sound slumbers by the sonorous and insistent notes of the bugler blowing reveille. None of them paid any attention to it except one darky who sat up and shouted: "You all bettah get up! Dat ain't yoh mothah callin' you up, boys; dat's yoh uncle talkin' to yoh now."

THE MAN'S RIGHT

TWO negro soldiers paused before the big merry-go-round which was operating on Houston street last week.

One wanted to ride, the other didn't.

The one who wanted to, did, while the other remained on the ground.

When the tourist returned after taking several rides, the other said, to him:

"Well, niggah, I spose youall is satisfied? You done gone riding a dollar's worth and you gits off at the very same place you got on at. Lissen, niggah, now you spent you' money, whah you been?"

YOU CAN'T LOSE 'EM

AN officer in the field was preparing to make recommendations for some of his men that worked in his office, when he happened on one buck private, and noticing that he wore no stripes, asked him if he didn't at one time.

The buck looked up from his work and said, "Yes sir, I did, but you remember when they ordered enlisted men not to wear leather "putts?" Well I was out and wore mine in the country one day and I never supposed I was within a 1,000 miles of an M. P. when all at once one yelled at me and I reported to him. Well when I got back to my squadron the C. O. knew about it, and he gave me corporal punishment and I lost my stripes."

Compliments of the

UNION MEAT CO.

BEEF AND PORK PACKERS

LARD AND OIL
REFINERS

SAN ANTONIO, TEXAS

Thrilling Experiences of American Airman on Raid

LIEUTENANT Frank S. Whiting of Chicago was recently returned to this country. He was Captain of Infantry at the first training camp at Fort Sheridan in 1917. He took a reduction to private to enlist as a cadet in the Aviation Corps and went to England to train. As an American pilot, attached to the Royal Air Force, he was on the Western Front flying in a day bombing squadron from May 1 to July 8, 1918, when he was wounded, and following his recovery was transferred to the American Expeditionary Forces as an instructor at the 7th American Instruction Camp, Clermont Ferrand, France. Lieut. Whiting's squadron made forty-six flights over the German lines and was engaged with the enemy planes in all but three of those raids. Besides action over Ostend and Zeebrugge, he was in the battle of the Marne and at Perrone. He was wounded three times and received all three wounds in one action. This was over Cambrai on July 8th as his squadron was returning from bombing objectives twenty-six miles behind the city.

He and five other DeHaviland day bombers from the British Squadron were attacked at the time by twenty-eight Hun pursuit planes who shot down two of the Englishmen. Four of the Huns went down in the fight that followed and in the thick of it eight other planes were seen coming up, as the English thought, to their assistance. The new comers, however, proved to be German reinforcements and the four English bombers continued a running fight against 34 Hun planes, most of which were single-seaters. Lieut. Whiting said none of them would ever have got home if six Bristol two-seaters from the English camp had not come to their rescue. The Bristols, despite the unequal number against them, immediately attacked and the Huns, turning for the moment to stand off the furious onslought of the new comers, let up in their fire on the bombers. The bombers thus broke through and put on all speed for home.

He Becomes Unconcious.

"It was then I lapsed into unconsciousness," said Lieutenant Whiting. "I don't think I was out very many minutes, for when I came too the old boat was speeding along on an even keel. I found I had been shot through one leg by a Hun machine gun, and hit twice in the head. one being under the eye, by a shell burst from the machine below. I turned to look at my observer but couldn't see him. I tried to call to telephone him but could get no answer. When we finally landed on the field at our hangar, he was picked out of his seat with the back of his head blown off. He was an Englishman and a fine fellow, who had volunteered as an observer that day, my regular observer being on leave.

"When the six Bristol fighters finally came down they reported that the Hun planes against them numbered fifty before the Germans quit and disappeared in the direction of the Rhine."

Lieutenant Whiting said that the German anti-aircraft gun battery at Westende, Belgium, which protected Ostend and Zeebrugge, was particularly strong and accurate in its fire, having by direct hit brought down English planes as high as 18,000 feet.

In another raid back of Cambrai Lieutenant Whiting said that as they were speeding on their course without an enemy plane in sight, he suddenly noticed lead breaking the instrument board in front of him. He glanced over head and behind but nothing was in sight. The bullets, however, kept on singing around him and just then his observer called through the tube:

"Hey; Whitey, I just got one through my breeches and through my blouse, two in one, but it never touched me! he's right under us."

Whiting said he looked over the combing of the cockpit and sure enough there was the Hun 100 feet directly under him, shooting like mad. Before he did any real damage, however, machine gun fire from another plane in Whiting's Squadron drove him off.

Air Service Clubs Show Spirit in New Membership

DECEMBER 20, 1917, a memorandum was issued from Kelly Field Headquarters calling a meeting of all officers of the post who desired to become members of a club then being organized to be known as the Officers' Aviation Club. This memorandum marks the beginning of the organization of the Aviation Club, which is located at the Flying Department in the Officers' Mess Building.

An executive committee, consisting of Major Jack W. Heard, chairman; Major Raycroft Walsh, and Captain J. M. White, was appointed. This committee formulated the original by-laws of the club, which, with few amendments, stand effective to date.

According to the provisions of the circular of organization it was necessary to have 250 members before the club could be amalgamated with the United Service Club. On February 2, 1918, there were but eighty members enrolled. Therefore it was necessary again to remind the officers of the post of the benefits to be derived from enrolling.

Amalgamation Complete.

Amalgamation with the United Service Club of New York City, which has headquarters at Hotel McAlpin, explained the circular of February 2nd, entitles members of the Aviation Club to the use of the finely equipped club rooms of that organization at the McAlpin in New York. This includes care of correspondence, cashing of checks, and other such small courtesies which a club can render members. Also, all members of the Aviation Club are permitted to give to their friends visiting New York Club privilege cards, which entitle them to the same consideration which would be given the member himself. These eards may still be secured from the secretary and treasurer.

The executive committee, at their first meeting, fixed the initiation fee at three dollars ($3.00) and this fee included the first months dues. Monthly dues thereafter were fixed at one dollar ($1.00).

Charter members of the organization, the executive committee decided, were those who had joined previous to and including January 10, 1918, and such officers were furnished with "charter membership cards."

February 26th, 1918, Lieut. Robert G. Elbert was voted Secretary and Treasurer of the Club, and at the same meeting the following officers were elected: The Commanding Officer of the post, president; Lieut. Col. G. V. S. Quackenbush, acting Commander, president pro-tempore, and Lieut. Col. G. E. Goodrich, Majors R. Walsh, P. E. VanNostrand and Jack W. Heard and Lieut. E. Robinson, as a board of governors.

At about this time motions were carried whereby extensive purchases of equipment were authorized and the Aviation Club began to take on some semblance of a real club. Soon Lieutenant Elbert had installed complete club fixtures and furniture, and subscriptions to leading periodicals were made.

Held Another Election.

August 19, 1918, another election of officers was held, with the following results: Lieut. Col. F. M. Andrews, Post Commander, president; Lieutenant Frank Cavender, secretary and treasurer; and Lieut. Col. L. H. Bauer, Captain H. H. Kendall, Lieutenants E. R. Becker and Tom Poe, as the board of governors.

It was now and had been almost since organization the custom of the club to give a regular Friday night dance, to which members and their guests only were entitled to attend. These dances have been continued and are now traditional in the club.

Another election was held September 6th, whereby Colonel James E. Fechet, Post Commander, was made president of the club and Lieut. Col. Louis H. Bauer, vice president. Also Lieut. Col. H. B. Clagett was elected to the board of governors.

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BEST SODA FOUNTAIN IN TOWN
SQUARE DEAL PRICES THROUGHOUT THE STORE
FULL STOCK OF
SHAVING MATERIALS AND TOILET ACCESSORIES
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Ice Capacity 100 Tons Daily. Cold Storage Capacity 275,000 Cubic Feet

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MERCHANTS' ICE & COLD STORAGE CO.

G. W. FICHTNER
Secretary-Treasurer and Manager

SAN ANTONIO, TEXAS

Compliments of the Season to all the boys in Uniform

Krueger Machinery Company

Jobbers and Retailers

PIPE BOILER TUBES
VALVES FITTINGS
STEAM AND WATER SUPPLIES
WIND MILLS
KEROSENE ENGINES
PULLEYS BELTING
ETC. ETC.

Corner East Houston and Chestnut Streets

We wish you a Merry Christmas and a happy and prosperous New Year

The suguar situation is relieved. This means a normal supply of **Jenner's Delicious Candies** for 1919. Hurrah!

Uncle Sam's boys forced peace in Europe. **Jenner's Candies** forces peace at home.

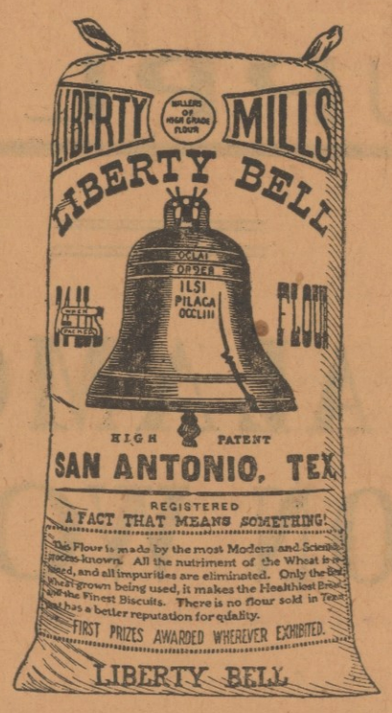
Now then; insist on **Jenner's Candies,** "The Good Kind."

It is made fresh every day in Great Old San Antonio,

Jenner Manufacturing Co.

Wholesale Candy Manufacturers San Antonio, Texas

GREETINGS



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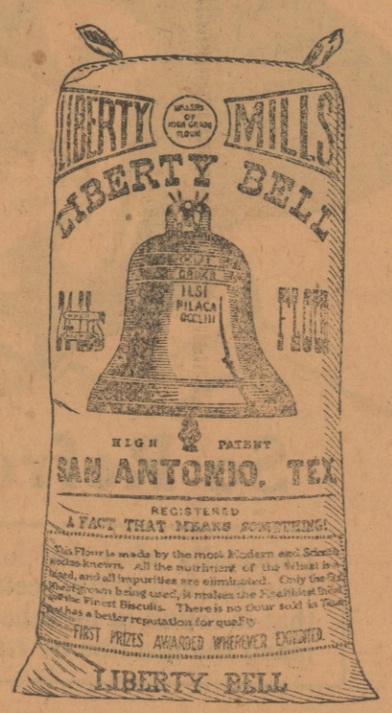

You are invited to inspect our mills at any time

Famous Gosport System wins Favor with Directors of American Aeronautics

(Continued from Page 38)

or not flying shall be continued in doubtful weather, and, in short, decide all questions pertaining to aerial instruction that might arise in the course of the day's activities.

He Is Chief Tester.

The Flight Commander of the headquarters flight is also the chief final tester. It is his duty, with the assistance of his staff to pass on all cadets before they are commissioned, and to pass on student officers before they are placed on flying status, and to test instructors occasionally as to their proficiency. Lieutenant Estill, headquarters flying commander and chief final tester at Kelly Field, has as his assistants, Lieuts. C. B. Smith, Walter Scott, A. M. St. John, A. H. Stanton. H. S. Kennedy and W. R. Spriegel. Also Lieut. Ben L. Sweeney, the official "joy-rider" who takes up all passengers, is assigned to this fight and from here all authorized passenger flights are made.

Every student, before graduation, must take a "check ride" with some member of the staff of the chief final tester. This ride is usually of about an hour's duration, and he is accurately graded on all maneuvers outlined in the various curricula of the school.

All special machines such as aerial ambulances and machines for the commanding officer and officer in charge of flying, are assigned to the headquarters flight. Student officers, or ground ofifcers undergoing flying instruction, are assigned to this flight invariably.

Incidental to the flying program an elaborate system of recording flights is necessary. This involves recording by the officer in charge of flying, the Flight Commander, and the Engineer Department.

The record for the officer in charge of flying is kept by a field clerk detailed from his office. This soldier enters on a special field report the names of pilot and passenger, time off, time of landing and a total of the minutes in the air with any necessary remarks.

Clerk Brings Report.

At the end of the day the field clerk for the officer in charge of flying brings his report to the office and from it a report is prepared which is sent to the Director of Military Aeronautics at the end of the week. This usually contains the total time flown, the number of graduates, the hours of flying lost because of inclement weather, and remarks by the officer in charge of flying as to weather conditions or anything unusual which may have occurred during the day. Also the Cadet Progress card and Pilot's Log Book are posted from this daily field report.

The flight commander has a field progress card which is kept by the flight clerk. This is a complete field history of the student and contains his rating or special qualifications, as bombing, pursuit, army corps, or instructing, by his last instructor, his last grade, in previous flight; previous time; date started in flight and date finished or probationed from flight with complete time in stage and to date. Every flight is entered on this card as well as the grade or the instructor's opinion on the aspirant's abilities.

The Engineer Department maintains records of the mechanical history of airplane as well as motor with which it is equipped. Their field report is made on a form called the Crew-Chief Report, which is made in duplicate and a copy sent to the Director of Military Aerouantics. From it the Records Section of the Engineer Department post the airplane ledger, which is a complete history of the machine, giving exact running time and the total time since last general overhauling. This airplane ledger also constitutes a history or log of the airplane, including it's cross-country flights, smashes, and like data.

The officer in charge of flying, who is Major C. W. Russell, J. M. A., has two assistants, Captain Robert B. McGill and Lieut. H. S. Kenyon, and an adputant, who is Lieut. M. B. Millard. Besides this administrative staff there is a commissioned personnel of 113 flying officers who constitute the staff of Major Russell.

Washington Univ. Defeats Nebraska

St. Louis.—Washington University's eleven a week ago won the Missouri Valley Student Army Training Corps championship by defeating Nebraska University, 20 to 7. Good teamwork, fast plays forward passes, drop-kicks and excellent generalship were responsible for Washington's victory.

The second period opened with Lyman catching a ten-yard forward pass from Dobson and scoring a touchdown. Howarth kicked the goal. A series of forward passes allowed the Pikers to get within four yards of Nebraska's goal, from where Evans plunged and scored. A few seconds later Evans received a ten-yard pass from Simpson and carrying the ball seventy yards, scored the second touchdown for the Pikers.

Simpson kicked both goals, and in the fourth period successfully executed two drop-kicks from the twenty-yard line.

McIntyre to Appear in Camps.

"Too Fat to Fight," a "movie" by Rex Beach, has just been completed by Frank MacIntyre and has been secured for the Liberty Theatres. Mr. MacIntyre has offered to appear in each theatre where the picture will be shown.

Lt. Rochester is Appointed Staff Salvage Officer

LIEUT. E. P. ROCHESTER, Summary Court Officer and Censor, has been appointed Staff Salvage Officer, taking the place recently vacated by the transfer from this station of Capt. Williard P. Fuller.

Appointments to this position are made by the Adjutant General of the Army. The position entails a great deal of work and responsibility as the Staff Salvage Officer works in conjunction with the Camp Salvage Officer of the Quartermaster Corps in expediting the disposal of all unserviceable material and preventing waste and is responsible for the enforcement by the unit supply officers of all rules and regulations pertaining to the salvage work.

Paintings Being Ruined Is Charge.

(Special to The Eagle by Radio)

Philadelphia, Pa.—More than 400 paintings valued intrinsically at $500,000 and priceless from a historical standpoint are being ruined in the store room of Independence Hall where they were placed when the building was repaired two years according to charges made by Pasquale Farina, well known artist. The city authorities have promised an investigation.

Gives Chorus Credit For Success of Show

Washington, D. C.—Authors and actors and managers and musicians may have their reasons why a musical show will or will not take with the soldiers, but the French idea of "Cherches la femine" is at the bottom of it all, according to one member of Uncle Sam's army, John W. Edelman, Company E, 73d Infantry. He says:

"The success of a musical show in a plain civilian theatre may rest on the knees of the gods, but in a Liberty Theatre, it certainly is poised on the toes of the maidens of the chorus. Even the applause keeps time to the step of the dances when a girl and music show play at the cantonment. The intrinsic quality of music counts for very little, the scenery may be perfectly crude and the humor fetched from afar off, but what puts the entertainment over is the fact that pretty women dressed in pretty dresses are performing."

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MACHINERY AND SUPPLIES

ALAMO IRON WORKS

Famous Gosport System Wins Favor with Directors of American Aeronautics

THE GOSPORT or "All Through" system of aerial instruction might well be called the "See-Em-Through" method.

The old progressive or stage system of instructing in flying is gradually being superceded here on Kelly Field by the more efficient Gosport and in the course of a few weeks all instruction at this post will be under that famous method.

Colonel Smith-Barry, of the British Royal Flying Corps, originated this system of instruction while he was in command of a small flying school at Gosport, England. He did not immediately publish his method, but experimented with it at the school which he commanded. Finally it was noticed that his school was turning out a more finished and better flyer than was usual, and an investigation was made as to the methods of instruction used by Colonel Smith-Barry; with the result that his system, since named the Gosport, was adopted in the British Army.

U. S. Makes Improvements.

The American application of the famous British method may be considered an adaptation rather than an adoption, as many and extensive improvements have been made. By means of this system of instruction one flying officer gives the cadet the entire course, in the American application beginning with a talk and extending on through the advanced acrobatics which are necessary to attaining a flying commission.

Formerly there have been a number of stages; dual, first solo, second solo, cross-country, acrobatic accuracy and many subdivisions even of these, and as the student became proficient in one stage he was advanced to another. There now remain at the Flying Department but five of these old stages, which are the Second Solo "B," in charge of Lieut. Joseph W. Benton, assisted by Lieut. Archie W. Swanson, Cross-Country, in charge of Lieut. Robert L. Copsey, assisted by Lieut. Fred H. Steil; Acrobatic, in charge of Lieut. Joseph L. Whitney, assisted by Lieut. John W. Schroeder; and Accuracy, in charge of Lieut. Chauncey M. Larsen. All of these are gradually being depleted by the graduation of students to higher stages and will be discontinued in the order in which they rank.

The Gosport system presents many salient advantages over all other methods of instruction, and chief among them is the use of the speaking tubes which is involved. This is a very efficient means of communication between monitor and pupil and enables the instructor at all times to correct small errors or the forming of bad habits by the student. For instance, the novice might have control of the machine and be flying with the nose too high or a wing might be too low. A word from the instructor would suffice to correct this and the embryo airman would immediately realize his error. Under the old system the instructor could but wait until they were again on the ground and then make his corrections, provided he remembered that long. If he had tried to correct him in the air by forcibly taking the controls and correcting the maneuvers there would have been a strong probability of destroying the beginner's self-confidence, which is necessary to a flyer.

How Instructor Works.

First on the curriculum according to the new method is a talk by the instructor. This is in order to become acquainted with the tyro's personal characteristics, temperament and disposition, and to gain an idea of his ability to learn. The instructor is at all times solicitous of this ward's welfare and looks to such small details as seeing that he is sitting comfortably, that his speaking tube is fast, and that he is safely bolted in the machine and makes the student feel that he is taking a personal interest in him and thus best results are attained. The instructor always disabuses his charge of any idea he may have that flying is hazardous.

If the student has never been in the air before the monitor gives him a "joy-ride," instructing him to follow the controls part of the time by keeping his hands and feet on them lightly. It is necessary that the candidate for the flying officers' wings have confidence in himself, his instructor, and the ship in which they fly. The impressions that he gains from his first flight will have an effect on his whole future training, and therefore the successful instructor refrains from stunts and acrobatics lest the student be bewildered or frightened so as to retard his future progress.

Next the effects of the controls are demonstrated. For instance, the cadet is taught that when he pushes the "stick" to the left the left wing goes down, to the right, the right wing, and that thus the ship is kept level laterally by means of the control stick. He is allowed to do this himself a few times while in flight. Also, he is taught that when the "stick' 'is pushed forward the nose goes down, and when it is pulled backward the nose goes up until it reaches the stalling point, after which, if the stick is undisturbed, it will drop until flying speed is again attained and the machine will right itself. Then the control of the rudder is demonstrated, and the beginner learns that when a left rudder is applied, with the foot on the principle of the bob-sled, the nose turns to the left, likewise with the right rudder, and that the machine is kept on a straight course by means of the rudder. In a turn, though, if the rudder alone is applied the airplane skids very much the same as an automobile would around a corner and the result is a nose dive is made necessary to regain flying speed. To prevent this it is necessary to bank the airplane by means of the ailerons whenever the rudder is applied. The student is always allowed to practice these maneuvers in order that he may be familiar with the effects of the controls.

Taught to Fly Straight.

The cadet is instructed that to fly straight and level a point should be picked on the horizon and the machine must be kept trained on it by gentle use of the rudder. To fly level the nose of the machine should be trained on the horizon and the machine's level corrected by the use of the ailerons. The instructor occasionally disturbs the course, always letting the student know that it is he doing it, and has his charge right the ship.

In climbing, the steepest angle is not necessarily the best for gaining altitude. The nose may be pointed at any angle above the horizon, however until it reaches the stalling point, when it will of itself come down again.

Gentle turns with power follow the climbs on the Gosport curriculum. This is at an angle of from thirty-five to forty degrees, and because the top wing has more speed and therefore more lift than the lower the machine has a tendency to overbank. To correctly make the turn a little bank and a little rudder are applied together, the extra bank is held off, and the nose is kept traveling around the horizon. When the required turn has been made an opposite bank and opposite rudder are used and, when out of turn, the 'plane is centralized and straight flying continued. The pupil is taught to do these gentle turns with power in both directions.

The novice then is instructed in glides. He is told that when the engine is cut off the stick must be pushed slightly forward to put the nose below the horizon and thus, by the action of gravity, flying speed is maintained. The controls, in a glide, are not so sensitive as when the engine is on. In nosing down, the student is informed, the nose should not be lowered enough to develop a dive and must not be elevated so as to cause the machine to stall, but should be kept at the right distance below the horizon to give a good feel on the controls. The same procedure is followed in turning with the engine off as with power, except that care must be taken that the machine keeps its proper gliding angle to maintain flying speed.

Landing a Hard Phase.

Landing is probably one of the hardest phases of the flying game for the learner to master, and this is next on the course. However, unless the cadet has proven that he has a good feel of the machine he is not allowed to commence landings. First practice is in judging height from the ground, distance from the field, and, in maneuvering machine and losing altitude, judging distance so as to be able to place machine in proper position for landing. Before a landing is started the motor is shut off, or, to be exact, idled. The machine is then put in a normal glide and care is observed to keep the machine on the lee side of the landing field. Height is lost by the use of gentle turns, the last of which is into the wind from about 100 feet, from which distance the machine glides until about ten or fifteen feet from the ground and gradually the stick is moved backward to raise the nose, the object being to hold the wheels about six inches off the ground by easing still further back on the stick until the machine loses flying speed and drops from that height, tail skid and wheels touching the ground at the same time.

After the novice is proficient in making landings he may be considered past the embryo stage and takes on added dignity as a flyer. Before he can fly alone or solo, however, he must be further instructed in take-offs, taxying, climbing-turns, stalls, steep banks, eights, steep spirals, forward and side slips, spins and forced landings; all of which is of the utmost importance. This complete dual course is a desirable feature of the system, and it is a radical departure from the old methods of aerial instruction. Thorough dual work has a tendency to develop self-confidence, which comes of familiarity with the machine in all positions, in the cadet.

Then Comes Solo Flying.

The student-aviator having completed this difficult course he is then allowed to fly solo. This solo or work alone in the machine is interspersed with flights with his instructor or dual flying, in order that there may be no small defects in his flying which his flight commander cannot detect from the ground, and which might become bad habits.

The course in advanced flying or solo embraces take-offs in cross wind cross wind landings, front seat work, cross-country flying, acrobatic formations, and the final test.

In Gosport instruction, for purposes of administration, flying is divided into flights, of which at Kelly Field there are five. The headquarters flight is, in a sense, the administrative unit, and is commanded by Lieut. Frank S. Estill, assisted by Lieut. Claude B. Smith; the second flight is commanded by Lieut. James E. Willingham, assisted by Lieut. Silas Page; the third by Lieut. Claude H. Welch, assisted by Lieut. Willis I. Stebbins; the fourth by Lieut. H. C. Roberts, assisted by Lieut. Byron E. Gates, and the fifth by Lieut. Glenn F. Russ, assisted by Lieut. Charles P. Mueller.

Each flight under this system has its own ships which number fourteen or sixteen, with the exception of the headquarters flight, it being augmentive and usually of but seven or eight regular planes for instruction and final tests, its own motorcycle and personnel. The ideal personnel is as follows: One flight commander, 7 to 9 instructors, each with not more than six students, 1 flight sergeant, 1 flight clerk, 2 trouble shooters, 2 riggers and 1 motorcycle driver.

Usually and theoretically the headquarters flight includes the best flyers of the school. It is the duty of this unit to establish the course for the day's flying, determine whether

(Continued on Page 39)

We want to extend
to the
Officers and Enlisted
Men of
KELLY FIELD
the Greetings of the Season, and a hope that when they return to civil life they will continue to progress and strive for as great a purpose as they have during their visit in San Antonio.

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Kelly Field Eagle

THURSDAY, DECEMBER 19, 1918.

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Flight Surgeon's Vital Problem on Kelly Field

FREQUENT Tests of Physical Characteristics of Cadets and Officers Acts As Great Safeguard Against Accidents on the Field.

THE FLIGHT Surgeon's Office, Flying Department, is equipped with the most modern and uptodate apparatus known to science, and the work done by its trio of experts is responsible in no small degree for the high record for efficiency and low accident rate enjoyed by the birdmen of Kelly Field.

All flying officers, ground officers taking flying instruction; cadets and enlisted men who frequent the ozone are re-examined every six weeks by either the Flight Surgeon or one of his assistants, and the test they are required to pass is just as severe as the entrance examination for the flying branch of the Air Service.

Home Ties Needed.

Mental attitude of the wife or mother of a flyer often plays a leading role in deciding whether the work of the bird is above par or otherwise. In many cases an unusually good pilot suddenly slumped in his work, worry over home conditions has been found to be the cause. This has often been the case even when the aviator in question was in perfect physical condition.

The flight surgeon acts a kind of big brother and confident to all flyers, regardless of their status, and all of them are urged to be frank when questioned as to just what is troubling them, and thus reacting on the quality of their work. Cheerful thinking, self-confidence, resourcefulness and tenacity of purpose are all very important adjuncts to successful flying and encouraged on all occasions.

Colds in the head, earache, indigestion and other apparently minor affections also seriously impair the efficiency of pilots and are closely watched at all times by the Flight Surgeon. It is the policy in all cases to endeavor to remedy such defects and men are dropped only when they have proved themselves unfit for further instruction. Frequently, a short rest restores the deficient pilot to his former high standard. In fact in the majority of cases this treatment has produced results little short of marvelous.

General appearance and all physical defects are noted and unusually exhaustive examinations of the heart and lungs follow. In testing the heart any changes in the rhythm of the pulse are noted, and if the organ is not properly located in the body the outlines are carefully recorded. After exercising, the time it takes for the heart to return to its normal beat is also considered of importance. The flyer is then instructed to hold his breath as long as possible and the effect on the breathing apparatus observed. Any cough, cold or other respiratory ailment is gone into further.

The Chair Test.

The equilibrium test is then given, the subject being seated in the chair with eyes closed and whirled around to the right ten times in 20 seconds. Horizontal nystagmus should occur within 26 seconds after eyes are opened. The same test is then given in the opposite direction. If the eyes do not focus on a given object in 56 seconds the man in question is in no condition to drive a ship above the clouds.

What is known as the "past pointing" ordeal comes next on the program. With the eyes closed the airman is required to raise his arm in a vertical direction and attempt to touch the hand of the examiner after being turned around 10 times in 10 seconds. This is given to determine the subject's sense of direction. The head is then inclined at an angle of 90 degrees and the chair whirled 5 times in 10 seconds. When turned to the right, the head should fall to the left and vice versa. As in the other tests, this is given in both directions.

The eyes are tested for visual acuity, muscle balance and the rapidity with which the pupils contract and dilate. The eye of a flyer who is not in tiptop condition will dilate to a considerable degree for the second time, after the pupil has contracted. Another peculiar test that has been worked out recently is well worth describing. A pencil, paper cutter, or other blunt object is drawn heavily across the skin. If the circulation is not everything it ought to be, irregular blotches will appear for a couple of inches on each side of the irritated surface shortly afterward. This denotes an unhealthy blood condition and has led in several instances to further search and discovery of serious defects, which had hitherto escaped notice.

Reaction After Solo.

Another detail that is considered to be of the utmost importance, is the reaction experienced by cadets after taking their first, second and third solo flights. Some men gain confidence from the success of their first trip and continue to improve the second and third time, while others get nervous and are more disturbed the second or third flight than the first. Some say that when ordered to "take the air" alone for the first time, they are so accustomed to obeying orders they climb into the ship and strike out without thinking of the danger, or that it is their maiden voyage.

The altitude test, which is given to enable the Flight Surgeon to classify the pilots, is administered with the aid of a tank, in which the amount of oxygen is reduced gradually. The result determines the ability of the aviator to withstand he higher levels of the atmosphere and still retain control of all his faculties. The birds are assorted in three divisions. Those that qualify for work above 15,000 feet are known as pursuit or combat pilots, those considered in good condition up to 15,000 are selected for bombing, and their less fortunate brethren, who cannot do efficient work above 8000 are picked for gun spotting, laison work with infantry, signaling of all kinds and taking photographs of the enemy's territory. Some few who still are conscious when the oxygen in the tank is reduced to 7 per cent are given Double A ratings and when sent to the battlefront are saved for especially dangerous and important missions. This examination is extremely trying and requires the services of 4 specialists and 5 assistants.

How Test Is Given.

The tank is first loaded with air containing the same ingredients as the outer atmosphere, or 21 per cent oxygen. A tube is placed in the mouth of the flyer and his nose clamped to prevent any outside air reaching his lungs. The breathed air passes out through another tube into a cylinder containing sodium hydroxide, which eliminates the highly poisonous carbon dioxide and otherwise purifies it. The purified air then returns to the tank. By slow degrees the amount of oxygen is reduced and careful observations made by the doctors as to the effect on the subject.

The birdman undergoing this ordeal is required to watch three different things during the process in order that there may be no mistake made as to the length of time he remains in possession of all his senses. For this purpose two rows of electric light bulbs, similar to those found in big power plants, are used. Whenever one of the examiners causes one of the lights to flash, the pilot is supposed to notice it and to press a button which connects with the corresponding light in the other row. If the contact is accurate a green light will show, but if any fumbling or nervousness is apparent a red light will expose the fault. A voltmeter, with arrow and numbers, which works very much on the order of a roulette wheel, is also brought into play. The subject is told to keep the indicator on one number, and many times during the examination one of the examiners will try to move it, by using an electric current, without attracting the attention of the patient. The third and last task is a motor, which is geared for two speeds fast and slow, and stationed entirely out of sight of the bird. He is expected to distinguish at once whenever an examiner "shifts" gears, and to return the motor to its former status. While this examination is rather trying, it is not carried so far as o prove unpleasant to the men tested.

Take Blood Pressure.

During the altitude test the blood pressure is taken every three minutes; the pulse every sixty seconds and a third doctor watches the eyes closely. It is the aim of the Flight Surgeon to make this test more severe than anything the pilot will have to experience in actual warfare, in order to prevent him from losing his life as the result of physical lack of endurance. Besides the flyers stationed here, all birds coming in and leaving the field, are required to pass through the hands of the Flight Surgeon.

The questions relating to the man's personal history are searching in the extreme, and when they are all answered it is doubtful if the soldier in question, should he go to confession, would have very much to reveal. The queries include requests for information as to his residence, name, age, rank, organization; the birthplace and nationality of his parents; when and where he entered the service, and in what capacity; whether ever sick in his life and from what; whether ever operated upon or injred in accident; education and athletic training; in what sports most proficient, speed with hands; occupation in civil life and success attained; whether addicted to the use of tobacco or alcohol; habits of eating, sleeping, and whether subject to dreams. Reason for entering Aviation Service and progress made; whether ever benched or in accident; standing at ground school; hours in air, length of longest flight and highest altitude reached. These and many more questions are asked and truthful answers required.

Flight Surgery is a scientific and beneficial outgrowth of the great strides made in aviation since 1914 and the vital need for something o reduce the fatality rate and prolong the usefulness of airmen. It is one of the leading contributions of the medical fraternity to the successful conduct of the Great War.

Cause of Many Mishaps.

French and British statistics for the years 1914 and 1915 showed that 90 per cent of all airplane accidents were, strange to say, not caused by the bullet of the Hun, or mechanical defects in motors and planes, but resulted from physical shortcomings of the flyers themselves. Of the remaining 10 per cent of the crashes, 8 were blamed on engines and faulty construction, and only two per cent credited to well directed German lead.

It was declared that it was exceptional for an aviator to last more than two or three months, which hardly repaid for the trouble and money expended in his training. Upon further investigation, three principal causes were isolated, which accounted for this deplorable condition. The first was that the habits of the air fighter were far from exemplary, numerous instances being cited in which the aces of both nations went to Paris and started on a "rampage." On one occasion, Lieutenant Nungesser, one of France's most famous cloud kings, was jailed for a too lavish indulgence in wine and women, after he had run down about a dozen policemen. Another factor that was blamed to a considerable extent was he fact that the daredevils never obtained any exercise, and were often in

Kept in Trim by Flight Surgeon

GROUP of prominent fliers on Kelly Field whose physical condition is constantly looked after by the Flight Surgeon. Each man's record is kept in minute detail and if slightest indications of illness turn up, the flyer is immediately placed under special treatment which will guarantee his speedy recovery.

WHOLE System Fully Explained in Illuminating Article Tells for First Time Lengths To Which America Goes To Protect Her Aviators.

poor condition, making their task doubly dangerous. The practice of never examining a man after he was commissioned unless he had fallen was found to be the very height of folly. Mental depression was also found to be a powerfully detrimental influence, despite the fact that it was often only some imaginary ailment or premonition of disaster resulting from a dream.

U. S. Studies All Problems.

When Uncle Sam threw down the gauntlet to the Kaiser, he determined that all American youths who volunteered for aviation should be given all the safeguards possible, and with this end in view called on all specialists of the heart, lungs, eye, ear, nose, throat and nervous diseases to enter the service. As soon as the Air Medical Department was organized, the Medical Research Laboratory was established at Mineola, Long Island, to study all problems affecting flyers, besides profiting by the experience and mistakes of the Allies. Since that time, hundreds of highly trained men have been sent out to the flying fields all over the country and scores to France, where their services have doubtless saved many lives.

One form of insanity, for which particularly strict watch is kept by flight surgeons, is known to the medical profession as "manic depressive lunacy." The victims of this malady cannot be detected by casual examination, and often appear unusually brilliant in conversation, at other times being subject to fits of melancholy. They are very unreliable regardless of their mood, and not only endanger themselves, but are a menace to the lives of their comrades. Exhaustive physical examinations have sometimes failed to reveal this serious defect and not until something exceptionally "nutty" was staged were the delinquents discovered.

One of these "bugs," without any warning, started up at Mineola with a companion last summer and began swooping over East River. When asked what he was doing he informed his mechanic he was "looking for subs." Naturally, with such a pilot, the machine came to grief. After recovering consciousness in the hospital several hours afterward, and being asked for information as to the cause of the accident, he said that "the last thing I remember, I looked around and saw Joe on his knees in the cockpit praying."

As a rule cadets are very reticent regarding anything hat may may be worrying them, fearing that they will be taken off of flying or thrown out entirely. These men when commissioned change their attitude entirely and talk quite freely, admitting in many instances that they have been unfit for first rate flying for some time past.

The Kelly Field personnel consists of Major Charles W. Kollock, flight surgeon; Captain Martin H. Urner, and First Lieut. Charles E. Holgate assistants. Major William McLake, an authority on nervous disorders acts in an advisory and consulting capacity and the physical welfare of the flyers is entrusted to First Lieut. L. H. Field, director.

Gen. Cabell Inpects Brooks Field.

Major Gen. De Rosey C. Cabell, commanding general of the Southern Department, inspected Brooks Field the other morning when he examined 52 airplanes and the several hundred officers and enlisted men.

Immediately after inspection, General Cabell was given a ride in an airplane by Inspector Croft of the field. Following this he was taken up in an observation balloon by Lieutenant Bruce of Camp John Wise. Lieutenant Isaacs, son-in-law of General Cabell, accompanied them in their balloon ascension.

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Is made to please the palate. Boys—it sure is good. You know the fruit cake mother always bakes about six weeks before Christmas, so it seasons—well that is the "Riegler" kind. Pastry—that light, dainty, appetizing kind.

Boys, Don't Forget

After the show or before—"Rieglers" Fountain is the place to get the dish or drink that YOU want. Or when it turns a little chilly out doors a hot cup of "Riegler's" coffee or chocolate certainly does warm you. Also at noon when you are in town you can get a luncheon here—that real Home-cooking flavor.

As a Reminder

When you leave—remember that you can always get "Riegler's" Original Mexican Pecan Candies—wherever the mail man goes. Send us your mail orders.

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WE HAVE SUPPLIED THE BOYS IN CAMPS FOR THE PAST TEN YEARS WITH EXCHANGE AND MESS SUPPLIES

This business relationship with the Aviators, Infantrymen, Cavalrymen, Artillerymen and every branch of the service has been so pleasant and profitable we hope we may enjoy this patronage for many more years. Wishing all the boys in Khaki a Merry Christmas, a Happy New Year and a safe home-coming.

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Fire as a Weapon of War Used in Crusaders' Time

ANCIENT Greeks Used It As a Means of Naval Warfare When They Hurled It From Machines in the Prows of Their Ships — Used Lion's Heads As Guns.

The feasibility of bringing up to date all the hellish methods of ancient and medieval warfare, to which mankind thought it had bidden farewell permanently, was amply demonstrated by the Germans. Hand-thrown missiles, evil-smelling vapors, flaming liquids — all have been as much in evidence on the western front as they were in the era of the Crusades. The historically inclined are now busy tracing back the history of these interesting devices, and some of them, such as the use of fire as a weapon, have been found to antedate recorded history. H. H. Manchester, writing in The American Machinist (New York, October 24,) notes that the use of fire in war is represented in a bas-relief found at Nineveh and believed to have been made in 800 B. C. It showed besieged soldiers hurling fire-brands. The ancient Greeks, as frequently recorded by their historians, were familiar with this method of warfare. The Romans used "liquid fire"—doubtless burning bitumen or naphtha; and a Chinese warbook of the fifth century B. C. gives recipes for certain inflammable mixtures to be used as weapons. Says Mr. Manchester:

"A picture by a Chinese artist, dated perhaps 1000 A.D., shows that such inflammable materials were frequently made up in tubes of bamboo, which were cast at the foe. Tubes of this sort were at times thrown by engines of war having bows or springboards after the fashion of the artillery employed by Roman armies in ancient times. The greatest development of liquid fire took place in the Middle Ages. The Emperor Constantine VII. in his directions for the administration of the empire, written for his son, has the following account of its introduction: 'Know that during the reign of Constantine Pogonatus (668-685 A. D.) one Kallinikos, who fled from Heliopolis to the Romans (at Constantinople) made a wet fire to be discharged from siphons' (probably a form of springe—Editor) 'by means of which the Romans burned the fleet of the Saracens at Kuzikos and gained the victory.' This battle took place during the first siege of Constantinople by the Mosiems. The records state that the Saracens came down upon the city in 1,800 ships, most of which must have been small. Constantine removed the chain guarding the narrows, and when the ships were crowded into a small space he sent boats carrying Greek fire against them."

Regarding the exact nature of this "Greek fire," which some think was a precursor and near relative of gunpowder, there has been much controversy. Anna Comnena, the daughter of the Eastern Emperor Alexis, familiar to readers of Scott's "Count Robert of Paris," reveals to some extent the method of using it. In her narrative of a battle between the Greeks and the Pisans, near Rhodes in 1103 A.D., she is quoted by Mr. Manchester as saying:

"In the bow of each ship he put the heads of lions and other land animals made of brass and iron and painted so as to be frightful to look at, and he contrived that from their mouths, which were open, should pour the fire which should be delivered by the soldiers through the flexible apparatus."

He proceeds:

"The Princess Anna does not state what this 'flexible apparatus' was, but the term would fit in very well with the siphon mentioned by the Emperor Constantine if it were a hose for the wet fire, for it will be remembered that the Romans had long used a siphon, and even a double siphon, or forcing pump, as a fire-engine to throw a stream of water. • • •

"The tremendous psychological effect of such fire, as well as some of the methods of using it, is brought out in de Joinville's memoirs of St. Louis IX in his crusade, 1249 A.D. Near Damietta in Egypt the Turks brought up against the camp an engine called la perriere, 'from which the Turks flung such great quantities of Greek fire that it was the most horrible sight ever witnessed. • • • Sir Walter cried out, "Whenever they throw any of this Greek fire, cast yourself on your knees and cry to our Lord for mercy." This Greek fire in appearance was like a large hogshead and its tail was like a long spear; the noise which it made was like thunder, and it seemed a great dragon of fire flying through the air, giving so great a light with its flames that we saw our camp as clearly as in broad day.

PSYCHOLOGICAL Effect of Proceedure Was One of Its Chief Virtues As a Weapon of Destruction, Says Noted Authority—Romans Used Burning Liquid.

Thrice this night did they throw the fire from la perriere and four times from crossbows. Each time that our good king Saint Louis heard them discharge the fire he cast himself on the ground and prayed.' Twice the Saracens with this fire burned the castles protecting the camp.

"An interesting medieval picture illustrates a great throwing-machine hurling a hogshead of fire in much the same way as described by de Joinville. In this case the throw was accomplished by hauling down the long, light end of the beam to which the sling was fastened, inserting the hogshead in the sling and letting go, whereupon the falling of the tremendously heavy end of the beam whirled the sling up and over and cast the hogshead against the enemy.

"In a later battle, according to de Joinville, "their infantry ran toward our men and burned them with Greek fire, which they cast from instruments made for that purpose.'

"The use of fire continued for some time after the discovery of gunpowder. Konrad Kyeser, for example, in 1405 illustrated man on horseback, above whom floats a fiery dragon similar to those used by the Chinese in comparatively recent times. A rather quaint medieval cut depicts a cavalryman who has in front of him a hollow statue from the mouth of which issues the fire. In the foreground four other men are pushing a cart upon which is the figure of a fire-breathing steed. As late as 1647, Nathaniel Nye, in his work, 'The Art of Gunnery,' included an engraving, which illustrated the throwing of wreaths of fire against the besiegers."

Pershing Tells How America Won

(Continued from Page 25)

through a tunnel; of how the 2nd and 36th Divisions got their chance in October by being assigned to aid the French in the drive from Rheims and of the splendid fighting of the 37th and 91st Divisions sent to join the French army in Belgium.

Over 2,000,000 Men Abroad.

Of the total strength of the Expeditionary Forces, General Pershing reports:

"There are in Europe altogether, including a regiment and some sanitary units with the Italian army and the organizations at Murmansk, also including those en route from the States, approximately 2,053,347 men less our losses. Of this total there are in France 1,338,169 combatant troops. Forty divisions have arrived of which the infantry personnel of ten have been used as replacements, leaving thirty divisions now in France organized into three armies of three corps each."

Of their equipment he says:

"In aviation we were in the same situation, and here again the French government came to our aid until our own aviation program should be under way. We obtained from the French the necessary planes for training our personnel, and they have provided us with a total of 2,676 pursuit, observation and bombing planes. The first airplane received from home arrived in May, and altogether we have received 1,379. The first American squadron completely equipped by American production, including airplanes, crossed the German lines on August 7, 1918. As to tanks, we were also compelled to rely upon the French. Here, however, we were less fortunate, for the reason that the French production could barely meet the requirements of their own armies.

"It could be fully realized that the French government has always taken a most liberal attitude and has been most anxious to give us every possible assistance in meeting our deficiencies in these as well as in other respects. Our dependence upon France for artillery, aviation and tanks was, of course, due to the fact that our industries had not been exclusively devoted to military production. All credit is due our own manufacturers for their efforts to meet our requirements, as at the time the armistice was signed we were able to look forward to the early supply of practically all our necessities from our own factories."

American Aviator Wins French Cross For Bravery

LIEUT. Walter V. Barnebey Left Work in Canal Zone To Enter Air Service and Won Recognition for His Remarkable Exploits on French Front.

LIEUT. Walter V. Barnebey, a young flyer of the A. E. F., before joining the Air Service was employed in the Panama Canal Zone on underground conduit work. His superior officers in the Air Service feared he would not make good as a flyer, as he learned slowly, but he persevered and finaly won his wings. Then he had to be reprimanded for taking chances. His first technical offense was looping the loop ni a machine not designed for that work. When asked why he did it, he said the French told him it could not be done and he wanted toshow them that Americans could do it. Barnebey's work over the lines in bringing back niformation was remarkable and it was while starting on one of these trips on May 22, that he was killed. He had reached an altitude of 4,000 feet when the machine was seen to go into a tail spin. He succeeded in righting it and was flying level, but crashed into the side of a hill. He failed to regain consciousness. An American officer of the 3rd French Corps, to which Lieut. Barnebey was attached, pinned the Croix de Guerre with palm on the dead flyer who had been previously recommended. The letter follows:

"It was raining yesterday so there was no flying, and as it was Sunday I went down to the village church for a change. It was a beautiful service and all in French, of course, so I understood very little. There was an organ, and the girl of the village played the violin, and there was good singing, too, all of which sounded so good after listening so long to nothing but the roar of motors and the booming of guns. The old priest, before he began the sermon, read the French communique and his eyes glowed as he read it. The young priest, who was here before the war, is now in the trenches and the villagers say he is some scrapper. I understand that many of the priests of France enlisted as privates and they all have made splendid records for themselves.

Must Be Careful.

"Now, I'll tell you a little of aviation at the front. Young fellows who think no more deeply of this subject than of stepping into a machine before a crowd of admiring girls and cutting capers over a flying field should be discouraged. To make good at the front, a flyer must have no yellow in his makeup. His machine is a complicated thing of wonderful power. He must watch over it carefully, and when in the air sit in it as though it were a part of himself, fly it instinctively, thinking only of the mission he is sent to perform.. On account of the constant publicity of chasse work, most people are under the impression that the little fast fighting planes are the only ones to be considered by the elite of the air, while from a purely utilitarian standpoint for the army it is of the least value.

"It is the observation planes that do most of the hard work and get the least credit for it. They are the eyes of the modern army and their work is by far the most important, and with the single exception of the low flyers who attack and bomb troops at a few meters heighth when a general attack is going on, is the most dangerous of all aviation. The pilot of the observation plane has one or more lives other than his own in his keeping and his plane is one that has cost a great deal of labor to produce. However, chasse is indispensable and requires exceptional daring.

"Many of the new big machines are more complicated and more difficult to fly than the smaller chasse planes, for when the big observation plane is loaded with an observer, extra machine guns, ammunition, and cameras with plates, etc., it in many cases may land at twice the landing speed of a chasse machine To explain further, a plane must glide to earth at a certain relative speed as to load in weight per square unit of its supporting surface. The greater that weight the faster must be the speed, and consequently the landing of the machine or bringing it to rest on the earth will be more difficult. Also in maneuvering in the air a big fast machine heavily loaded, loses flying speed more easily than a small light machine and without warning, so a pilot must always be more careful in his flying and be sure he has plenty of air space between himself and the earth.

Requires Brainy Flyer.

"Flying a photo machine is the most difficult and 'brainy' flying of all. I cannot explain in detail, of course, but the conditions are such that it demands the most of a pilot, while it is of such importance that the enemy spares no expense or trouble to bring him down. His machine is always the objective of all enemy chasse machines who can reach him, and a target for the anti-aircraft batteries, for he has to fly a straight and even course, always. He cannot vary his line of flight to avoid the inferno of anti-aircraft shells that are belching forth from dozens of guns. The only time a pilot on a photo mission will leave his course is when enemy machines attack him and when he fights on the defensive. If he can drive off the attacking chasse planes, he sticks to his aerial post and continues his mission. Nothing matters to him except those pictures he must take and deliver to his home station, behind the lines, where the plates are rushed in, and by forced processes all the way through. the prints are delivered in a very few minutes to the experts who go over them with a microscope, thus enabling headquarters to know exactly of changes and movements. There is that well known case where an aerial pilot showed the German second line and support trenches to be packed with men. The French artillery immediately pounded them into dust and nipped in the bud one of the big Boche attacks. All the German drives since have been started under cover of darkness or of fog.

"Here I want to explain about anti-aircraft shells, 'A. A.'s' or 'Archies' as we call them. There are several varieties of them, and each one worse than the other. They go off with a sharp bang, or a short, sharp, dry bark might better describe the sound. A big shell fired on a target on the ground goes through the air with a big healthy whine, and goes off with a big boom at a distance, and at close quarters it is a lond bang. An 'A. A.' shell exploding close by sounds more like two big dish pans coming together. At a distance an 'A. A.' shell sounds like a gas shell exploding on the ground, a sort of a dull thud.

"The sound is, of course, by far the least disconcerting feature. When the blooming things get too close they rock the ship around as though an Oklahoma cyclone had hit it. The Huns usually fire their Archie shells in bunches of four; eight is the greatest number I have ever seen at once, but these bursts come so fast that, to a pilot just making his first few trips over the lines, it seems as though the entire output of Krupp is concentrated in his immediate vicinity. But he soon gets accustomed to them and does not mind them much. When the shells burst they make a dense white or black smoke, the color depending on whether they are shrapnel or high explosive, which hangs together in a small dense cloud for several minutes, thus enabling the gunner to get a better line on the plane. When the gunners have timed their shells at too great an altitude and the aim is fairly accurate so that some of the shells come whizzing past very near, the plane gets a jar that sends the pilot up in his harness, then bang, back into his seat again. Sometimes they shoot up a bunch of "Onions," burning balls of chemicals strung together on a wire. The balls can be dodged, if the pilot is quick, but if he ever runs into one of the wires, which can't be seen, there will be slow, sad music the next day and he will not hear it.

Regulate Artillery Fire.

"Regulation of artillery fire by airplane is another important work of the observation squadron. In this the observer regulates artillery fire on a point concealed from observation balloons and signal stations, and naturally, the enemy tries to keep an important group of guns, etc., where only an airplane can see it. Some pilots do not like this sort of work, as it is long and tiresome circling around between battery and target. Yet there are some pilots who like it the best. The observer is a highly trained specialist who watches the fall of the shells on the target and sends wireless messages back, ordering the necessary corrections. By cooperating properly with the observer, the pilot can help make the work comparatively easy and swift. He flies back of his own front lines as much as he can, for just as soon as he comes in reach of them the enemies Archies open up on him. So every circuit he makes is irregular and at varying altitudes, to keep the gunners guessing.

"I know a little pilot who really enjoys playing with the Archies. He flies out to where he knows they will shoot, and as they burst near by he thumbs his nose at them, then side slips his machine down toward the guns, outmaneuvering the gunners' calculations. Then he spirals around, dips and climbs, always thinking just a fraction of a second ahead of them.

"Artillery regulation is carried on at a comparatively low altitude (about 1,200 meters) the heighth depending, of course, on the size of the guns, and the distance the target is back from the lines, so that the horizontal visibility must be good. In reconnaisance work an observation plane goes into enemy territory, sometimes a long distance back, and gathers information of enemy positions and movements. In this work, as well as in all other observation work, the pilot and observer must be a perfect team so that four eyes can see as two, and two brains can act as one. And they must know just how to fight together, for their machine is the special object of all chasse of the neighborhood and they are nearly always attacked by more than one machine, so each must know just what to do to meet every rapid maneuver of the many planes that sometimes attack him.

Another Important Phase.

"Now we come to the last phase of aerial observation, 'Infantry Liaison,' contact between the advancing infantry and the supporting artillery and headquarters. This kind of work does not happen very often, fortunately for us, as the mortality is very high, indeed. It happens only when an assault is being undertaken, and it calls for the most experienced observers and the most skilled pilots. It is often necessary to fly very low, so low that the enemy chasse planes make no attempt to bother the enemy depending on their machine guns on the ground to bring them down. These planes are the means of communication between the advancing infantry, which is sometimes so isolated as to have no other method of sending back word to the artillery in the rear and headquarters. They also keep headquarters informed of any new and unexpected development.

"This class of flying in clear weather is very interesting indeed, as one can see the whole battle being waged below. In foggy weather or rain it is just plain hell. It is then the most nerve straining of all flying. Aerial observation is very complicated and in a group can be found many specialists so that the commanding officer must be a flying encyclopedia. He must be a man of open mind with an inimate knowledge of all phases of the work, but first of all he must be a pilot and he must be able and willing to go out and fly any mission that comes under that class of work. One of the best commanders on the Western Front says: 'I never send a pilot on a mission I am not willing to undertake myself.' Naturally he never has to ask for volunteers for a perilous mission, for every man in his outfit is always a volunteer.

"Just before General Foch took over the command of the Western Front, through lack of unity of action, a big gap was made in the allied lines, and a German army was marching toward that unoccupied territory. The British Air Service saw it and sent every plane available over with hand grenades, explosive bombs, and machine guns. They flew almost wing tip touching wing tip as wide as that gap, and row after row, as fast as each row of planes would reach the enemy, they would pour their ammunition into the advancing masses, make a wide circle and return to their bases, load up with gas and oil and ammunition and return to the assault. They lost many planes, but what of it, they held that gap until it was closed and shattered a German army.

"American observers have made good at the front. They are a cool, nervy, wide awake bunch of young chaps. I hope that all the pilots being trained in the states are as good as the young pilots we have over here, they can't be better. One outfit of chasse I know so well brought down six Boche machines their first week at the front."

HAD To Be Reprimanded Several Times for Taking Chances — Officers At First Thought He Would Never Become an Experienced Flyer.

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THE KELLY FIELD EAGLE.

Unique is the History of Concentration Brigade

Kelly Field Concentration Brigade Is the Only Division of Its Kind in the United States Army

THE history of the Concentration Brigade in Kelly Field, is probably the most unique of all organizations in the military program of the United States army.

Nowhere else in the entire history of the army can such a plan as set forth in the organization of this single unit be found. The only similar divisions in the service are the depot brigades in the other branches of the army and a concentration camp at Mineola, New York.

To various men who have been connected with the Concentration Brigade from the time it was first introduced into the field, is credit due for the work accomplished, but according to others who have had a hand in the affairs of the brigade from time to time, to Major S. S. Hanks, recently appointed Demobilization Officer for the entire field, must the greatest credit be given. Major Hanks came to Kelly Field from Washington and was soon put in command of the brigade and held the position until relieved about a month ago to assume his new duties.

Never Formerly Recognized.

Although the Concentration Brigade has been used in this field for months, and the fruits of it have proven beyond a doubt that it is the only system that can be adopted and used in the Air Service, it has never been formerly recognized by the officials in Washington. The brigade is simply a depot brigade in the Air Service, but due to the fact that it has never been regarded as such, orders pertaining to the depot brigades in other branches of the service have had no effect on the brigade here. There is not another field in the Air Service that has an organization that works so smoothly as the one here, although they have been modeled from it.

Plans for caring for the great influx of drafted men who were to report here starting November 12, but who were ordered not to entrain as the report that the armistice had been signed was made public the morning of November 11, were made by the officers in authority of the brigade and all work pertaining to them was to be handled by it. In fact minute details had been so worked out, that the brigade was as well prepared to handle 30,000 men as it was 1,000. The officers who are now in charge of the brigade are as follows: Lieut. Col. Bruce D. Buttler, commanding officer, Lieut. Seward C. Simons, personnel adjutant, Capt. Charles H. Austin, executive officer and Capt. Horace Soule, adjutant.

One of the essential features of the brigade is to insure immediate handling of men as fast as they are received, so that they can be assigned, fully equipped and cared for upon arrival, without the delay necessary in organizing a squadron; hence in the plan worked here a Provisional Aero Company has been established, instead of a squadron unit, to which men will be assigned. The companies are brought together in a wing which as regards size and administrative character, closely corresponds to a regiment.

As at present organized, the Concentration Brigade includes all of the Kelly Field Air Service personnel except the Flying Department and the Mechanics Schools. The brigade itself is organized into wings. The first of these wings at present contains 11 squadrons which comprise the permanent personnel for the operation of Kelly Field. For the purpose of administration there are three groups in the wing, each group under a commander who supervises the squadron in his command. Each wing according to the plans drawn up should have commissioned personnel qualified to perform duties commensorate with the ranks of one major, one captain, two first lieutenants, and one second lieutenant. Each one of the 10 companies should have a captain, one first lieutenant and one second lieutenant, making a total of 35 officers in each wing. The plans set forth to care for the men, provide that each company in the brigade should contain 200 men. Companies No. 1 to No. 5 in each wing, constitute the first group and companies from No. 6 to No. 10 constitute the second group. An officer to be in command of each group.

System is Explained.

Probably the best example of how the brigade was to be handled and additional wings were to be formed from time to time, is displayed in the plans laid for caring for the thousands of drafted men who were expected to fill the field by this time. As each company in the wings was filled to the strength of 200 men, a new company was to be organized and so on until the 10 companies in the wing were credited with a strength of 200 men each. When the wing was filled to 2,000 men, the next wing was to be formed and so on, until all the men were in organizations.

Through the Supply Officer of each company the men are provided with the proper clothing and other necessary material they need. Rations and other necessities are drawn through the quartermaster corps in the field.

As the men are brought into the field and assigned to the Concentration Brigade, they are sent through the Receiving Office, and here they obtain what clothing they need. From here they report back to where they are located, and in time assigned to companies. After a time each man is given a trade test, which is to determine where he will fit in best in the service. It is while in the "rookie lines" in the brigade that men are usually selected for special duty work in various departments over the field. As time goes on, and the service receives calls for men in different lines, scores are selected from the different companies, and put in squadrons. It is but a matter of time, once the work of handling the men is underway, till the officials in charge of the brigade through the excellent organization, are constantly in touch with everything that takes place and can place any number of men called for in a very short time.

An Aerial Battle With Lieutenant Fonck

TO take part in an aerial battle in which Lieut. Peno Fonck, the famous French ace was also participant, is an honor to any aviator, but to have the good fortune to bring down a Hun plane which the French ace himself was anxious to demolish is a still greater accomplishment. This good fortune fell to Lieut. Park P. Jones, of the 35th Aero Squadron who has just returned to his home at 50 V st., Washington, D. C., after nearly a year's service in France.

He was assigned to duty at the front. Describing his experience with Lieut. Fonck he said: "Just about dusk one evening during the latter part of June, four French aviators and myself flew over the line in formation, Lieut. Fonck in command. We were flying at a height of about 3,000 meters a short distance beyond our line, when we encountered an equal number of German Fokkers. They put up a game fight—one of the pilots in particular. Lieut. Fonck maneuvered around him, I being a short distance ahead. Suddenly the Hun pilot apparently realizing that he was up against an extra skillful opponent, darted in my direction. As he sped past me I was able to splash him with machine gun bullets and he fell to earth."

Lieut. Jones spoke in glowing terms of the work that was being accomplished at the training fields in France when the war ended. He said that the enthusiasm of the American boys was unbounded.

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Marshal Foch Tells His Theory on Winning the War

BATTLE Is Lost Only When One Gives Up, Allied Generalissimo Declares in Interview With Correspondent — Had War Figured Out Mathematically.

"One Who Knows Him" gives a sketch of Marshal Foch in the London Sunday Pictorial, which explains why the retreating Germans were unable either to understand or withstand the attacks of the great French commander. It reveals a character rather different from that which the newspapers have impressed upon the public mind, but the picture is none the less interesting and soul-filling. His theory of war, translated into Yankee terms, seems to be that the army that "never knows when it is licked" will always be the winner. To quote:

"A battle won is a battle in which one will not admit oneself vanquished."

The author of this aphorism was a slimly built man of middle height, who had been quietly smoking cigars throughout a memorable February day just three years ago.

"And a battle is lost?" I ventured.

The gray-blue eyes twinkled into a smile.

"A battle lost," he said, "is a battle which one believes to be lost, for battles are not lost materialy."

There was a pause, and the speaker's cigar-ash flickered to the ground.

"My friends," he contiuued, "it is therefore true that battles are won morally."

It was General Foch who addressed us. General Foch, who is today in supreme command of the allied armies, the elected champion of civilization against Hindenburg and his Hunnish hordes.

Foch Can Only See Victory.

"That is Foch all over—Foch always," said an old and intimate friend when the general had left us for a few minutes. "He was born a mathematician, but he has the temperament of a philosopher."

And this idle, smoking-room description adequately fits the man to whom the world in its hour of agony today looks for victory. He has always regarded with philosophic doubt the wisdom of applying to war the exact science of mathematics.

At the battle of the Marne, which his brilliant strategy did so much to win, the forces of General Von Hausen smashed in both wings of Foch's army. By all the rules of military mathematics he should have withdrawn his center. Instead, with instant decision, he struck at the enemy's center, and von Hausen's legions fell back in dismay.

When three years ago I had the honor of staying with General Foch at his northern headquarters—a delightful old house, built by some old Flemish architect for the arts of peace rather than the arts of war—he frequently elaborated this view.

War, he told me, was not an exact science. The developments of science had, indeed, but increased the mental and moral effort required of each participant. It is only in the passions aroused in each man by the conflict that the combatant gains strength of will to face the hell of modern war. In the end the more enduring passion prevails.

The man who talked like this in the old Flemish house in the winter of 1915 has studied the mere mathematics of war all his working life. About the same age as his chief mental antagonist, Ludendorff, he was as a youth a gunner.

At the outbreak of the present war Foch, although already famous as a writer on military strategy, was simply a corps comamnder at Nancy. Then, as now, a great German army of maneuver under the eyes of the Kaiser was seeking a swift decision. Foch's remarkable strategy cheated

BETWEEN Cigars He Asserts Battles Are Won Morally Just As Much As By Violent Overcoming of Opposing Forces — Applies Distinctive Tactics Always.

the Germans then, and he woke up one morning to find himself in command of an army.

Afterward came Ypres.

Foch's Strategy Wins at Ypres.

It was at two o'clock in the morning of November 1 that Foch met French when the tide of battle was running strongly against us. It was suggested, for the sake of prudence, that the British should retire. The development of this suggestion was scattered by Foch's interruption, uttered in those stirring, machine-gun-like sentences of his which I know so well. This is what he said:

"The Germans have sixteen corps. Very well. We have only ten, with yours. If you retire I shall remain. Remain! The British Army never drew back in its history. As for myself, I give you my word as a soldier that I will die rather than retreat. Give me yours!"

The soldiers round him listened in silence. It was Lord French who stepped forward and grapsed Foch firmly by the hand. In that handshake the doom of the Germans at Ypres was sealed.

A single incident will often illuminate a character more than pages of description. That memorable incident at Ypres explains General Foch.

"Gentlemen, you have a great general," said Lord Roberts to the staff of General Foch when the British veteran visited the front after the battle of Ypres.

I believe that Britain, France, America and Italy will vie with each other in echoing Lord Robert's words when the full story of the greatest battle of all time aomes to be written.

Yankee Slang Charms Belligerents

"Sammy's appearance, social conduct, and conversation, to say nothing of his military prowess, have endeared him to all classes in France and England. French newspapers tell of his chivalrous attitude toward the fair sex generally, and his kindly, paternal way with children in war-racked villages; the English dailies print columns about his alert, military bearing, and the charm of his native slang. This last characteristic draws forth the following letter on "What Sammy Says," which is taken from the London Daily Mail:

Sammy is in my ward, and I like him. His face he describes as "one of the sort that only a mother could love," but somehow, lantern-jawed and high-cheeked as it is, it appeals to me.

Even more than his face I like his conversation. His experiences during the war are, I suppose, much the same as those of other men; his mode of relating them is peculiarly his own. The picturesque imaginery with which he adorns his speech may be an old story in "God's conntry"—to me it is a thing of wonder and a joy forever.

He came over the big drink some months ago. He had a pleasant voyage, saw no "tin fish," and had plenty to eat—"six meals a day, three up and three down." On arrival at the port they got into "the dinkiest little train ever." Before it started, the captain asked for a key to wind it up with. Sammy says that personally he intends to take one home as a charm to hang on his watch-chain.

They went into camp where they spent their time "hiking" about the countryside. The "eats" here were not overgood. They were given tea "which tasted like the last water Noah kept afloat in" and fish "that was never caught but must have given itself up." However, they made their motto, "Work like Helen B. Happy," and stuck it out bravely. The one thing that really "got their goat" was having to sleep on terra firma. That, Sammy says, is Latin for "terribly hard."

Yankee Vernacular Interesting.

Ultimately he and his companions crossed to the front. The country pleased Sammy, but he found the language difficult and the French people slow of comprehension. On one occasion he wanted a pair of dark shoes, so he went into a bootmaker's and quacked—but he couldn't get the old dame "wise" to it.

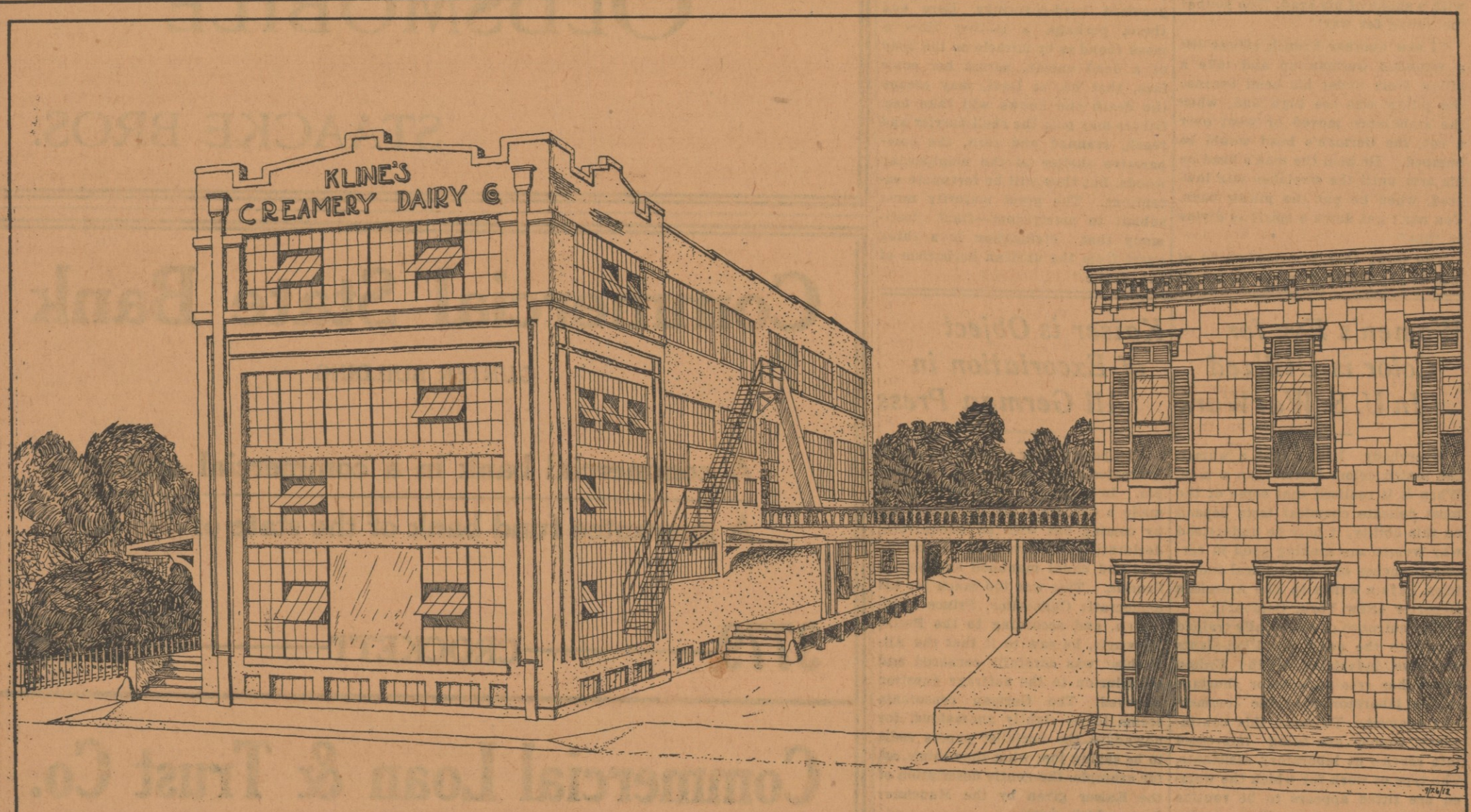
For the fight that put him out of action. Sammy says his lieutenant was responsible. "He was sure tired of his position and crazy on becoming a captain or an angel." Sammy was ready enough to help, but a Boche shell intervened and insisted on sending in his name with an application "for immediate transfer to the Flying Corps."

Hence his presence in hospital.

It is my duty to give Sammy his letters, and today, as he read a voluminous epistle his face brightened to such an extent that I was forced to inquire what good tidings had arrived. He hesitated, then grinned. "I don't mind telling you, nurse," he said. "It's my wife writing, and from what she says I calculate when I get home there'll be something besides a fence running around my little place in Seattle."

Sammy goes tomorrow, and I shall miss him badly. He himself is all anxiety for an early return to a front where he anticipates a real good time for the Yanks and a correspondingly bad one for Jerry. The latter is assuredly up against the "straight goods" at last. Anyway, whatever happens to the English, for the U. S. A. forces it is going to be "heaven, hell, or Hoboken by Christmas."

Sammy says so.



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Soldier's Lack of Hate is One of War's Peculiarities

Cases Where Allies Have Gone Out of Their Way To Help Wounded Enemy Are Plentifully Cited

How the soldier views the enemy is one of the paradoxical but cheering manifestations of the war. Though he has seen hell let loose he can speak of his brutal foe with a calm that is bewildering to the civilian. The blood has often boiled as we have read of wanton destruction of property and pitiless cruelty to people helpless in the German's hand. An intimate picture of the French soldier's attitude toward the German is given by Dr. Karl Reiland, of St. George's Church, New York. Dr. Reiland was asked by the Red Cross to go before the men in the cantonments here and present particularly to them the assurance of the care their families would receive from the Red Cross while they were absent in France. He felt, says the New York Sun, that "it was not right for any man to appear before men who were going into the inferno of the battlefield unless he, too, knew something of what they were to go through." So he has visited the battle-line from Soissons to Rheims, and his testimony on the particular point we mention is valuable for those who hold bitterness in their hearts toward a defeated foe, particularly those of them who were helpless instruments in the hands of ruthless leaders. He says:

French Element With Hun.

"In spite of what France has suffered at the hands of Germany, her soldiers have the least hatred in their hearts and display the most kindness toward the German prisoners of any of the allied soldiers. Why, when I was talking to the little Boche in the hospital a French general who was passing through the ward came up, looked down at him, patted his blond head, and sighed with a shake of his head, 'Too young! too young for war!'

"I saw another French officer lift a wounded German up and take a pillow from under his head because the pillow was too high and, when the ambulance moved or went over a rut, the German's head would be bumped. He held the man's head on his arm until the stretcher was lowered, when he put the pillow back. You can't put down a spirit as divine as that."

The thing that is overpowered at last is not changed, as is shown in the dispatch dated November 11 to the New York Times by Walter Duranty, concerning the fate in the very last hours of the struggle of the city that had been the Kaiser's headquarters:

"Even in its death agony German militiarism clung fast to its principle of hideous savagery. All this morning the German batteries have been pouring a deluge of high explosives and poison gas on Mezieres, where 20,000 civilians—men, women, and children—are penned like trapped rats without possibility of escape.

German Atrocities Continue.

"Words can not depict the plight of the victims of this crowning German atrocity. Westward the broad stream of the Meuse cuts them off from an army of their countrymen, whose soldiers, maddened to frenzy, are giving their lives without a thought in the effort to re-inforce under the pitiless hail-storm their scanty detachments on the eastern bank. For the moment no other succor is possible. * * *

"At six last night the torment of Mezieres began. Incendiary shells fired a hospital, and by the glare of a hundred fires the wounded were evacuated to the shelter of the cellars in which the whole population was crouching. That was not enough to appease the bitter blood-lust of the Germans in defeat. Cellars may give protection from fire or melinite, but they are worse than death traps against the heavy fumes of poisonous gas.

"So the murderous order was given today, and faithfully the German gunners carried it out. In a town that has been protected by miles of invaded territory from war's horrors there were no gas masks for the civilians and no chemicals that might permit them to save lives with improvised head-coverings. Here and there, perhaps, a mother fixes a mask found as by miracle on the body of a dead enemy, across her son's face, that he, at least, may escape the death she knows will take her. Others may pass the shell-barrier and reach, stunned and torn, the comparative shelter of the neighboring woods, but they will be fortunate exceptions. The great majority must submit to martyrdom—final testimony that civilization is a thing apart from the unclean barbarism of the Boche."

Women's Eye for Color is Utilized In U. S. War Work

Everybody knows that a woman can match colors better than a man. When it is realized that some of the most delicate chemical tests depend on this ability, it may be understood why women are making good in certain branches of the chemical industries. Says a writer in The American Exporter (New York, October):

"The entrance of chemically trained men into the army munition-plants and dye industries of the United States has created a labor shortage in the laboratories of the commercial chemist. To meet this contingency, women are being impressed into service as laboratory assistants. The type of work for which the women are fitted appears to be routine determinations such as silicon, evolution sulfur, and color carbon. At one leading plant all tests are run in duplicate until sufficient confidence can be placed in the ability of the women to do accurate work. By observing the results of numerous duplicate determinations which have extended over a period of several months it appears that the new coworkers are extremely accurate in the use of the analytical balance. The same applies to filtering and titration. The results obtained for color carbon were fully as good. In titration work the women are able to distinguish the end points with ease. This is equally true in matching colors. Their work is characterized by neatness and order."

Kaiser is Object of Excoriation in All German Press

The poor Kaiser is being very badly treated these days by his own people. In a recent speech at Essen he made a desperate bid for popularity by coming out with an unequivocal declaration in favor of promoting free and equal manhood suffrage in Prussia. This was too much for his democratic Chancellor, Prince Maximilian, and according to the Berlin Vorwartz, he saw to it that the All-Highest was carefully censored and all allusion to the suffrage question removed. The German censorship seems to be sightly anomalous, for nowadays the Socialist papers seem to be saying just what they think, as, for example, the gentle description of the Kaiser given by the Munchner Post, which runs:

"William II. has now ruled over Germany for over thirty years, but the soul of the German people, in good and evil, is closed to him, who is connected abroad with a thousand ties, family and social, and even related by blood to England, and the German soul remains to him a book with seven seals.

"In the nations of the Entente he sees only enemies yellow with envy. He is convinced that the enemy is determined to crush and destroy us, although Germany's greatest enemy —Lloyd George—has spoken quite otherwise. All his senses appear to be blind and dumb, even to the stirring and critical conditions surrounding him in Germany."

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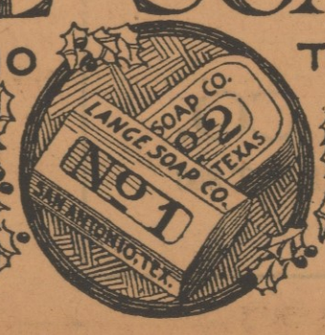

Submarines Evolved From Equipment of Sea Divers

EXPERT Traces Uboat Back To Early Days and Asserts That the Diving Uniform Finally Resolved Itself Into Boat.

The idea of the submarine, like that of some other ultra-modern devices, is very old. The necessary materials and the means of realizing their ideas were not in the possession of the early inventors, but some of them did surprisingly well with those at their disposal. In The American Machinists (New York, June 27) H. H. Manchester traces the idea of the submarine to the efforts of divers to remain under water longer than nature had furnished them the means of doing. When those efforts took the form of vessels containing air and large enough to hold the diver himself, he may be said to have evolved the germ of a submarine. With some means of propulsion added, even of the rudest form, the resemblance went a good deal further. Mr. Manchester tells us that the romances about Alexander the Great gave free vent to the imagination in describing his exploits beneath the sea, and several of the manuscripts contained pictures illustrating them. He goes on:

Submarine as Early as 1320.

"In one of these miniatures, the date of which is about 1320, we see a large glass barrel resting on the bottom of the sea and occupied by the King. Chains for lowering and raising the barrel are visible, but there is no sign of any air-tube leading to the surface. While this illustration is very quaint, the idea of a water-tight vessel was a distinct advance, and marks what might be called the first step from diving apparatus to submarine.

"A direct application of this conception was made by Robertus Valturius in 1460. The design he showed was for a boat of the form of a cylinder with a pointed prow and stern. Both the prow and stern were detachable, so that the boat could be easily transported. It was intended for crossing rivers without being seen by the enemy, and for this purpose it was made water-tight all around so that it could be sunk below the surface. Two cranks, which drove two paddle-wheels, were also used to guide the boat. It was said to be capable of holding twelve men for the period necessary to cross a river. The two other designs at the top of the same plate are for different boats, but suggest an approximation to broken screws to be used in driving these vessels or the submarine. In the next century there were several allusions to diving apparatus, including a rigid tube by Leonardo da Vinci, about 1490, and a diving-bell experimented with at Toledo, Spain, in 1538. But leaving diving operations aside, the next notice taken of submarines seems to be the one by Olaus Magnus, the Bishop of Upsala, in his 'History of the North,' published in Latin in 1555. He declares: 'Half-way to Greenland there is found a kind of pirates that use leather boats. By a method of navigation not so much above as below the water, they creep up in ambush and bore holes in the ships of merchants below the pump. I saw two of these leather boats in the year 1505 on the west wall of the cathedral, dedicated to Saint Halvard, and hung up so as to be seen. These boats Haquinas, king of the same country was reported to have taken while passing near to the coast of Greenland with a fleet of war, when the pirates sought to have drowned his ships. The inhabitants of that country get no small profits by such treacherous acts, through boring holes secretly, as I have said, underneath the sides of ships, letting in the water, and, presently, causing them to sink.'

"Although the text seems a little obscure, this passage may possibly be considered to mark the earliest employment of submersibles.

Made Subs of Oiled Leather.

"The next important advance toward the principles of the submarine was probably made by William Bourne, of England, in 1578, and consisted of the method he proposed for lowering and raising the vessel. His plan was to have the sides of the vessel in part double, but connected by a flexible membrane, such as oiled leather, so that they could be drawn apart or forced together by means of handscrews. There were to be holes in the outer shell of the vessel through which the water would enter when the second shells were drawn inward. This, of course, would sink the vessel. When it was desired to raise the vessel, the screw was used to force the inner shells tight against the outer one and drive out the water. This was a rather clever adaptation of the crude power available in those days for the purpose at hand, and it involved principles of displacement that have been applied ever since.

"A somewhat similar construction was proposed by Magnus Pegelius in 1605, and Lorini in 1609 describes a rigid column and a caisson for submarine work.

"The next noteworthy effort in submarine building was by Cornelius van Drebbel in 1620 and subsequent years. He built several boats for submarine use, which he made water-tight by stretching oiled leather all over the outside * * * Besides what was then considered the remarkable success of his vessel. Drebbel claimed credit for an even more important invention in 'the composition of a fluid that would speedily restore to the troubled air such a proportion of vital parts as would make it again, for a good while, fit for respiration.' Possibly he had some recipe for releasing oxygen from water, but he died in 1634 without disclosing this part of his secret.

"In 1634 Mersenne proposed a submarine with a metal hull which should be spindle-shaped, so as to allow progress in either direction. His plan was also to have cannon with lids at the mouth which would open at the moment of discharge, and fall back into place immediately afterward.

"A few years after this there came upon the scene a submarine builder who had all the imagination of the most enthusiastic inventer. This was de Son, who constructed a submarine at Rotterdam in 1653. It was said that with his vessel he guaranteed to destroy a hundred ships in one day."

David Bushnell's "turtle" submarine is familiar to students of our revolutionary history. In a letter to Thomas Jefferson, Bushnell wrote:

"An oar formed on the prinicple of the screw was fixed in the forepart of the vessel; its axis entered the vessel, and being turned in one direction rowed the vessel forward, but being turned in the other rowed backward. It was constructed to be turned b ythe hand or foot."

Its adventures are related as follows:

"A torpedo with a clockwork time discharge was fastened at the stern of the Turtle, and the idea was to bore a hole in the bottom of a ship, fasten the torpedo, and get away.

Used First Torpedo in 1776.

"In 1776 Sergeant Ezra Lee attempted in the Turtle to torpedo the English 64-gun frigate Eagle, which was lying in New York Harbor. It is asserted that he got underneath the ship, but failed to fix the torpedo, and after he left the torpedo floated to the surface of the water and blew

DIRECT Application of Method Was Made in 1460 by Robertus Valturnus Whose Design Was Cylindrical With Pointed Prow.

up sometime afterward to the astonishment of the British.

"From the considerable descriptions of the period, Lieutenant Barber, of the United States Navy, later attempted to reconstruct the designs of the Turtle. These show a man inside in the costume of the later period."

The evolution of the underwater rraft went on steadily:

"In 1780, de Valmer made a proposal for a barrel-like submarine with uointed cones on each end and oars at the sides. The first plan for a steam submarine seems to have been by Armand Maiziere, who laid his design before the Committee of Public Safety in 1795. His oars, or paddles, were to be shaped like the wings of a bird. One set was to be used for propulsion and the other to assist the vessel to submerge, probably the first use of power for this purpose.

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THE VERY WORD fills us with joy this year. THIS Christmas has a NEW meaning for all of us. It is a different day from those that have gone before—a Christmas of new hope, new thought and new life. The transition of a year—from war to peace—has been a transition from madness to gladness—a change from grim determination to blissful smiles and cheerful satisfaction that at last has been achieved real "peace on earth—good will to men."

With our hearts filled with gratitude to those who have borne war's heavy burden, we turn to the new day and new tasks at hand and wish everyone a genuinely

Merry Christmas

SAN ANTONIO PUBLIC SERVICE CO.

Crockett 315

Aviators Relate Three of Most Thrilling Stories

ENGLISH and American Flyers at Base Stations Join Campfire League and Spin Yards of Exciting Experiences. All But True Stories Barred.

WHAT is the most thrilling air story ever related and known to be a fact?

Rex. H. Brittain of the London, England office of the Curtiss Aeroplane and Motor Corporation, who sends the following accounts of great adventures that have come out of the great war, offers them for the most thrilling story honors. There may be others just as exciting—who knows?

Here are three stories told by flyers themselves one night when Mr. Brittain visited the base of American and British aviation stations.

We are a group of flying men, seated round the mess table at our base and in a reminicent mood, for the day had been productive of an unusual crop of exciting incidents in the air.

Presently a young lieutenant, looking up form a newspaper he was reading chimed in with the question: "I say you chaps, what do you consider as the mose exciting air story yet recorded? I mean a true story; not one of those flights of fancy, from an arm chair."

Attacked by Eagle.

One recalled that he had read, but couldn't for the life of him remember all the details, how, in the early days of aviation, an airman while flying in the region of the Andes was attacked by an eagle, which he shot with his pistol.

But the story was ruled out by the mess on the grounds that although it might have appeared in the newspapers, it was highly improbable that an aviation pioneer would go up armed with a pistol.

The company was settling down to recall their stories, when a flight commander who had been turning over a bundle of papers in his box, exclaimed, "Here is is. Here's the story which I think gives the best answer to the question. And what more, it is an official one. It was recorded by Major Swinton, in the early days of the war, when he wrote a series of Eyewitness descriptions of the Western Front for the British government. It is told in bald language in all conscience. I cut it out at the time and stuck it among my papers because I thought it was so extraordinary. Here it is:

"While in pursuit of a German machine, an airman on a single-seater lost control of his steering gear while trying to reload his machine gun and the airplane turned upside down. The belt round his waist happened to be loose and the jerk of the turn almost threw him out of the machine, but he saved himself by catching hold of the rear center strut, the belt slipping down round his legs.

"While he hung thus, head downwards making desperate efforts to disengage his legs, the airplane fell from a height of 8,000 feet to about 2,500 spinning round and round like a falling leaf. At last he managed to free his legs and reached the control lever with his feet. He then succeeded in righting the machine which turned slowly over, completely "looping the loop," whereupon he slid back into his seat.

"As the narative was being read someone in the mess gave a low short whistle of astonishment at the story, which by general consent was voted one of the best.

Acts as Lifebelt.

"It brings to mind a dramatic affair that happened to my friend Hodges," chimed in one of the company. "Hodges, a flight commander, would never have disclosed it. Like most brave men he is very modest, but it came out at an inquest, for unhappily it had a tragic ending. I might call my story, if I were writing it, "How an Airman Acted as a Lifebelt." It was like this:

"Some airmen had to do some scouting work off the coast of Scotland—it was early in 1917—spotting submarines, or something of that sort when one of the machines piloted by an officer named Fedden, a young sporty chap, nose-dived and fell into the sea, but remained afloat tail up. Fedden tried to swim ashore (he was not very far off)' but he found the current was too strong for him, and he struggled back to his derelict machine. Then up came a couple of aeroplanes and dropped some life-bouys, but these were swept away out of reach by the tide. It was a bitterly cold February afternoon, and Hodges who was on one of the rescue machines, saw that Fedden could not hold on much longer, so steering his machine right over the wreckage dropped into the ice cold water. Away went his own machine, flying off alone to Kingdom Come. Hodges clung to the wreckage with one arm and placed the other around the exhausted Fedden to hold him up. Fedden soon lose consciousness and Hodges pressed him tightly against his own body for warmth. Would you believe it—you will find it all in the evidence—Hodges held that chap like that for three-quarters of an hour, when some fishing boats hove too and rescued them. Fedden was too far gone, however, for he died soon after getting ashore."

Hodges Gets Decoration.

"Good luck to Hodges," said one round the mess-board. "And so say all of us," came out in chorus. "Well, Hodges got a decoration, and jolly well deserved it," added the narrator.

"But have we really got the best story of the air yet," remarked one of the company. "He had been sitting apart in a corner propped up against a couple of shell boxes which did duty for an arm chair. "I think

PRIZE Goes to Airman Who Tells of Daring Aviator Who Buoyed up Companion Who Had Fallen Into the Sea. He Is Rescued by Fishing Boats.

the 'Cruise of Death" the best one."

"The Cruise of Death?" chimed in the mess, "what is that?"

"Well, I thought every one in the corps knew it; it happened recently enough," he replied, as he watched the smoke curling from his pipe. "If it were not so well authenticated, I should have been inclined myself to dismiss it as a yarn, but you may take it from me that the details are as I tell it:

"One four two-seater artillery observing machine while at work near Arras was attacked by six German aerial scouts. It was long odds, but our machine pluckily offered fight, and one of Jerry's planes was sent hurtling down to earth. Just then another of our machines, seeing the unequal fight, came to the rescue. It was two against five, but after a short and hot fight the scouts were driven off.

hot fight the scouts were driven off.

Return for Fresh Stock.

No. 2 machine returned to its aerodome to get a fresh stock of ammunition, leaving the other flying apparently allright. But No. 1 did not return to its base that day, and nothing more was heard of it until the following night. Then the startling news that the machine had been found in a field 50 miles back in an air line from the scene of the combat. Both pilot and observer were sitting dead in their seats. It was proved conclusively that the men must have been killed instantaneously, and most probably almost simultaneously. The machine had then flown itself in wide circles, drifting with the wind for some hours until the petrol ran out, when it came down in a steep glide, and landed without completely wrecking itself as might have been expected."

British Establish Aerial Ferry

First Lieutenant Harry A Schlotzhauer of Terre Haute, Ind., who has just returned from overseas, described an air ferry operated by the British over the channel for their returning ferry pilots. Every day a number of planes are delivered from England to France via the air and it is necessary to get the ferry pilots, as they are called, back home as soon as possible. To this end an aerial ferry for the returning pilots was established. Handley-Pages, which are the "ferry boats," leave a little port in France called Marquise three times a day; one in the morning, one about noon and one about four P. M. This line has been operating since June and is said to save the returning pilots about 24 hours time. From twelve to fifteen men can be taken over the channel at a time, and while most of them are returning ferry pilots, some of them are officers on special trips, whose time allotment is short. The English end of the ferry is at Lympue near Folkstone.

Lieut. Schlotzhauer received his first training in this country at the ground school at the University of Illinois, and then went overseas where he compleed his work with the British. He was finally attached to the 206th British Squadron, and the 91st American, Vavincourt, Meus.. The British Squadron was originally a land squadron attached to the Naval Flying Corps, but in April, 1918, became a part of the Royal Air Forces.

In one of the fights he had witnessed, Lieut. Scholtzhauer mentioned a group of 103 which he saw over the lines. They were only a part of a gigantic formation of British, French and American planes sent out on account of the Commanding Officer of the Third Corps then on the west bank of the Meuse.

Hearty Christmas Greetings

To Our Boys at Kelly Field and Camp Normoyle

In the past you have always found that we were endeavoring to please and satisfy you, and it is our keenest desire at all times to supply the wants of the uniformed man. In less than two years, we have established for your convenience—

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Grocery Stores — Meat Market

and hundreds of cozy, comfortable cottage bungalows, furnished and unfurnished apartments. Practically every industry represented in the City is within walking distance of the camps.

RECREATIONAL

We know that you enjoyed the cool plunges in "Ye Olde Swimmin' Hole" last summer and we are looking forward to the next season in pleasant anticipation of meeting you there again.

During the last month through the War Service Community Board a Community House has been established at Main Street and Quintana Road.

We have also a high-class moving picture show with vaudeville and musical comedy here which obviates the necessity of your going to the city for this amusement. We have provided these for your enjoyment and hope that you will spend many pleasant hours there.

These great camps are permanent structures, there will always be a large standing army maintained here.

WHY NOT MAKE YOUR HOME WITH US? THIS IS THE HOME-BUILDING TIME. Make the Dreams of your Sweetheart and Wife come true.

Start the New Year right — make a small payment down and an installment each month—you will not miss it—you cannot lose—the industrial attractions of this little City are growing and will continue to grow and each addition adds to the value of your investment.

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The Use of a Mirror Prevents Many Air Accidents

EUROPEAN Practice Has Resulted in the Elimination of Many Fatalities Due To Fact That Machines in Rear Are Now Readily Distinguished.

THE practice in Europe of using mirrors is front of single-seater airplanes, so that the pilot can see machines approaching from behind, has prevented many accidents. The imperative need of this precaution was again demonstrated a few days ago by an incident that occurred at one of the Texas flying fields.

A young cadet flying in formation near San Antonio had been instructed to swerve his plane and fly a meandering course, in order to lose ground, in case he found himself approaching too close to the machine in front of him. This boy looked down for a moment and upon looking up again saw he was entirely too close for comfort to another ship, which had swerved across his bow without seeing him at a distance of only fifty feet. It was a trying moment, but retaining his head the cadet zoomed over the other boat and thus escaped a fatal collision. If the other pilot had had a mirror on his plane he would have been able to keep his eye on the ship behind and the incident, which came so near causing two deaths would not have occurred.

Loses Right of Eye.

Last fall an aviator was in a dual control machine with a pupil sitting behind him. The cadet took the ship from the ground and landed after making a short trial flight. The instructor noticed that his pupil had not made a very good getaway and also found it necessary to straighten him out a little in making the descent, but thinking it all in the day's work at first did not attach any importance to the faulty work. Then glancing in the mirror, he saw the student pass his hand over his eyes in a peculiar way. He thought that the cadet was signalling him that he had not yet adjusted his goggles, so he took the controls and left the ground. After flying around for about 20 minutes he saw that the cadet had put on his goggles and signalled him to take over the "stick." Again, much to his surprise, the pupil shook his head and passed his hand over his eyes. Then he understood there was something the matter with his companion's eyes, although there was no injury apparent. He completed the patrol flight and upon coming down, learned that the cadet had struck his head against one of the struts while climbing into the cockpit. He discovered, upon getting into the air, that he had lost the sight of one eye and that the other was slightly affected. In the course of a few weeks the injury entirely passed away, but this only serves to emphasize the importance of the mirror as an adjunct to flying. In this instance the looking glass undoubtedly saved the lives of both men.

On another occasion, a member of the Aero Club of America, with two other young flyers, lost his life in France by a collision in the air; and many such accidents have occurred in the past few weeks, in most cases resulting fataly, the great majority of which could have been prevented by the presence of a mirror.

Mirror Was Needed.

At an Illinois flying field recently one machine came down right on top of another, grazing it and seriously damaging both ships. Fortunately, neither pilot was hurt because of the close proximity to the ground. Again a mirror would have prevented the trouble.

In this connection attention is called to the fact tha nearly all planes constructed in Europe are built so that the pilot has an nuobstructed view overhead. This is accomplished by cutting awy the airfoil above the birdman's head in the majority of cases, but in some instances the same effect is gained by building the cockpit either wholly in front of the wings or wholly behind them. Much danger would be averted if the rule was observed in this country, where the reverse is generally the case.

If a pilot with his view unobstructed overhead has in front of him an automobile mirror with a curvature of 45 degrees, the glass would reflect an arc of 90 degrees and could be fastened to the fuselage in such a position that it would give warning of the approach of

CASE of One Airplane Coming Down on Top of Another in Illinois Is Cited As One Reason for the Adoption of This New System in American Aviation.

any machine directly from behind vertically overhead are anywhere between these two points. With such an arrangement, the aviator, without for a second losing sight of what is going on in front of him can be aware of any plane coming from behind; can watch his tail controls and note any damage that may result and has a good range of vision in all directions except diagonally above and directly below, which can be easily gained by leaning over the edge of the body of the ship.

It is very importnt that such mirrors should be introduced in training planes in this country, for in the first place it enables the pilot to avoid collisions and in particular, to watch, when flying in formation, both the man in front and the one behind.

Kelly Photo Hut of Great Value to Development

BESIDES Taking Pictures of All Buildings on Field, Its Great Value Is in Laying Out Map Work Through Aid of Aerial Photography.

AERIAL Section No. 39, better known as the "Photo Hut," with headquarters in the Flying Department, is a remarkably efficient organization and is doing a work that is second to none on the field, the importance of which it would be difficult to exaggerate.

The Section was organized last March and since that time has not only photographed everything of interest on Kelly Field, but has also taken care of the wants of the adjacent army posts, including Brooks Field, Camp Stanley, Fort Sam Houston, Camp John Wise and Camp Travis. In addition to this every foot of ground within a radius of one hundred miles of San Antonio has been snapped from the air and it is estimated that in this work alone more than 100,000 exposures have been made.

Took Motion Pictures.

Besides taking pictures of all buildings on the field, both inside and out, viz: Hangars, machine shops, Y. M. C. A. huts, K. C. Halls, the various headquarters and barracks of the personnel, both enlisted and commissioned, this unit recently took motion pictures of formation and stunt flying for the Committee of Public Information, which will be exhibited in all the large cities of the United States. These films were made under the supervision of an expert from Washington and were an exceptional success.

The most important and interesting feature of the work done by the "Photo Hut," is the aerial map making of the surropnding country, the snapshots being taken from an airplane flying at a height of from 7,000 to 10,000 feet. They are made on a plate 4x5 inches and after being developed and printed are enlarged to twice their original size.

When the enlargements are completed, an expert in this line is set to work putting the numerous prints together, very much as a child assembles a Chinese puzzle. When the fact is taken into consideration that these maps contain anywhere from 180 to 4,000 separate and distinct prints, it can be readily seen that this step is quite a complicated one. As the various exposures resemble each other very closely, it would be almost impossible to tell one from the other, if the system used in taking the pictures did not result in each one of the many units overlapping its neighbor about half an inch, which simplifies the task of uniting them to a great degree.

Maps Served Two Purposes.

These aerial maps serve two purposes. They prove a valuable aid to pilots on their cross country trips and copies are sent to the United States Geographical Survey at Washington for the permanent records of that scientific bureau.

The exposures are usually made when the photo plane is traveling at a ground speed of 70 miles per hour. When the altitude is 7,000 feet about one-eight of a square mile can be snapped in one exposure, while at 10,000 a slightly larger quantity of terrain can be included. The exposures are made at the rate of one every ten seconds in the majority of cases.

The views of the various points of interest about the field are copied and duplicates sent in to Washington to the Committee of Public Information by the Department Aeronautical Officer along with his weekly report.

In addition to the photo plane, the Section is provided with a powerful motor lorry and trailer, fully equipped and capable of not only doing work in the field independent of its base, but also furnishing food andlodging for the entire party.

Whenever a new map is to be made the lorry leaves headquarters for the scene of activity and remains away from 10 to 20 days. without being supplied in any particular. It carries besides food and bedding equipment for the men accompanying it, all the necessary chemicals and photographic apparatus. It is the boast of the Section that a completed print can be handed to the commanding officer eight minutes after the film has been handed in.

The lorry is capable of providing its own electricity, for working, cooking and heating purposes, but also carries an acetelyne gas

HUT Here Has Its Own Lorry Which Is Capable of Providing Its Own Electricity for All Purposes—Gas Generator Is Also Carried.

generator, which can be used in case anything happens to the electric plant.

Upon arriving at its destination and the pictures being snapped, the ship descends. A motorcycle is sent out at once from the lorry to the scene of the landing and the exposed films at once rushed to the developing room. It is said that this method of working with fresh negatives only produces unusually gratifying results.

—The work is naturally very dependent on the whims and fancies of thhis changeable climate and therefore no definite time limit is set for any particular job. Because of the unusually inclement conditions encountered recently outside work has been held up for the past two or three weeks and it is estimated by those in a position to know, that it will take at least six months o clean up the work now on hand.

The picture taking aggregation of experts, which is under the command formerly Head Instructor in Map Interpretation at Cornell University, of Second Lieut. Joseph H. O'Connell consists of 9 non-commissioned officers and 19 privates as follows:

Sgt. Boleslaw Melkowski, in charge of hut and general supervisor of laboratory work; Sgt. Leon A. Grant, camera repair; Sgt. Fred C. Krug, development; Cpl. Floyd H. Grubel, portrait artist; Cpl. Adolph Smolka, ground photography; Cpl. Frank M. McCoy, motor repair; Cpl. Thomas J. McGrath, records and publicity agent; Cpl. Walter W. Nase, laboratory; Cpl. William J. Lynch, Acting sergeant-major and supply sergeant; Pvt. George A. Copeland, chemist; Pvt. Herbert S. Crolly, in charge of cross country work and chief lecturer; Pvt. William T. Duernberger, development and printing; Pvts. Gabriel Gluck, James Griffin, Reid J. Hannes, George C. Jayne, Louis M. Kastner, Alfred S. Levy, Ernest E. Lundgren, Albert A. McGahy, Victor S. Matson, James J. Ryan and Conrad Wenstrom, laboratory and darkroom of map interpretation, mosaics and map interpretation, mosiacs and aerial photography; Pvt. Oscar S Heide, mosaics; Pvt. Harland Leighton, lecturer; Pvt. Carl G. Lindhult, draftsman, and Pvt. Joseph Miller, camera repair.

The unit sent six of its members to France last August to join the photographic forces of the American General staff and from all accounts these Kelly Field camera sharks have more than made good in their new field.

A Greeting

WE extend to every reader the compliments of the season, wishing him a very Merry Christmas and a Happy, Prosperous New Year.

At the same time we thank you for your good will and patronage of the past, and hope that our friendly relations will continue in the future.

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Third Section
Special Christmas Features

Kelly Field Eagle

THURSDAY, DECEMBER 19, 1918.

Third Section
Special Christmas Features

Pershing Tells How America Won War

COMMANDER in Chief of American Forces Tells Graphically of Victories Won By Yankee Fighters—Report Is Remarkable Document.

THE MEASURE OF DEFEAT experienced by the Central Powers and Germany in particular is best illustrated by the fact that submission to the Allied belligerent armistice terms was complete. Prussian pride, long one of the chief bugaboos set up by the Junker Jingoists, has been humbled by a crushing blow delivered with the advent of American Forces on French battlefields at the psychological moment.

America arrived at a time when the whole civilized world was in the depths of misery and fear. The German military machine which for four years had plunged the world in blood had not been conquered and, in fact, even the most enlightened of our leaders had come to believe that such a deliverance was impossible.

Then Pershing came with his Crusaders.

How America stepped in and turned the tide of battle is best recorded by the official report of General Pershing himself of his stewardship of our forces in France. No more illuminating and inspiring document in American history has ever been unfolded for human consumption than this.

Here it is:

The first crisis of the German drive had been reached in Picardy.

Offered Troops to Foch.

"The crisis which this offensive developed was such," General Pershing says, "that our occupation of an American sector must be postponed. On March 28, I placed at the disposal of Marshal Foch, who had been agreed upon as commander in chief of the allied armies, all of our forces to be used as he might decide. At his request the First Division was transferred from the Toul sector to a position in reserve at Chaumont en Vexin. As German superiority in numbers required prompt action, an agreement was reached at the Abbeville conference of the allied premiers and commanders and myself on May 2 by which British shipping was to transport ten American divisions to the British army area, where they were to be trained and equipped, and additional British shipping was to be provided for as many divisions as possible for use elsewwhere.

"On April 26 the First Division had gone into the line in the Montdidier salient on the Picardy battle front. Tactics had been suddenly revolutionized to those of open warfare, and our men, confident of the results of their training, were eager for the test. On the morning of May 28 this division attacked the commanding German position in its front, taking with splendid dash the town of Cantigny and all other objectives, which were organized and held steadfastly against vicious counter-attacks and galling artillery fire. Although local this brilliant action had an electrical effect, as it demonstrated our fighting quilities under extereme battle conditions, and also that the enemy's troops were not altogether invincible."

There followed immediately the German thrust across the Aisne toward Paris.

"The allies," General Pershing says, "faced a crisis equally as grave as that of the Picardy offensive in March. Again every available man was placed at Marshal Foch's disposal and the Third Division, which had just come from its preliminary training in the trenches, was hurried to the Marne. Its motorized machine [illegible] battalion preceded the other u[illegible]d successfully held the bridge-h[illegible] the Marne, opposite Chauteau Thierry. The Second Division, in reserve near Montdidier, was sent by motor truck and other available transport to check the progress of the enemy toward Paris. The division attacked and retook the town and railroad station at Bourresches and sturdily held its ground against the enemy's best guard divisions.

"In the battle of Belleau Wood, which followed, our men proved their superiority and gained a strong tactical position, with far greater loss to the enemy than to ourselves. On July 1, before the second was relieved, it captured the village of Vaux with most splendid precision.

"Meanwhile our Second Corps, under Maj. Gen. George W. Bead, had been organized for the command of our divisions with the British, which were held back in training areas or assigned to second-line defenses. Five of the ten divisions were withdrawn from the British area in June, three to relieve divisions in Lorraine and the Vosges and two of the Paris area to join the group of American divisions which stood between the city and any farther advance of the enemy in that direction."

By that time the great tide of American troop movements to France was in full swing and the older divisions could be used freely. The 42d, in line east of Rheims, faced the German assault of July 15 and "held their ground unflinchingly;" on the right flank four companies of the 28th Division faced "advancing waves of German infantry" and the 3rd Division held the Marne line apposite Chateau Thierry against powerful artillery and infantry attack. "A single regiment of the Third wrote one of the most brilliant pages in our military annals on this occasion," General Pershing says. "It prevented the crossing at certain points on its front while, on either flank, the Germans who had gained a footing, pressed forward. Ou[illegible]n, firing in three directions, met the German attacks with counter-attacks at critical points and succeeded in throwing two German divisions into complete confusion, capturing 600 prisoners."

How The Stage Was Set.

Thus was the stage set for the counter-offensive which, beginning with the smashing of the enemy's Marne salient, brought overwhelming victory to the allies and the United States in the eventful months that have followed. The intimation is strong that General Pershing's advice helped Marshal Foch to reach his decision to strike. General Pershing continues:

"The great force of the German Chateau Thierry offensive established the deep Marne salient, but the enemy was taking chances, and the vulnerability of this pocket to attack might be turned to his disadvantage. Seizing this opportunity to support my conviction, every division with any sort of training was made available for use in a counter-offensive. The place of honor in the thrust toward Soissons on July 18 was given to our Second Divisions in company with chosen French divisions.

"Without the usual brief warning of a preliminary bombardment, the massed French and American artillery, firing by the map, laid down its rolling barrage at dawn while the infantry began its charge. The tactical handling of our troops under these conditions was excellent throughout the action. The enemy brought up large numbers of reserves and made a stubborn defense both with machine guns and artillery, but through five days' fighting the First Division continued to advance until it had gained the heights above Soissons and captured the village of Berzy-le-sec. The Second Division took Beau Repaire farm and Vierzy in a very rapid advance and reached a position in front of Tigny at the end of its second day. These two divisions captured 7,000 prisoners and over 100 pieces of artillery."

The report describes in some detail the work of completing the reduction of the salient, mentioning the operations of the 26th, 3rd, 4th, 32nd and 28th Divisions. With the situation on the Marne front thus relieved, General Pershing writes, he could turn to the organization of the First American Army and the reduction of the St. Mihiel salient, long planned as the initial purely American enterprise. A troop concentration, aided by generous contributions of artillery and air units by the French, began, involving the movement, mostly at night, of 600,000 men. A sector reaching from Port-sur-Seille, east of the Moselle, westward through St. Mihiel to Verdun and later enlarged to carry it to the edge of the forest of Argonne, was taken over, the Second Colonial French, holding the tip of the salient opposite St. Mihiel, and the French Seventh Corps, on the heights above Verdun, being transferred to General Pershing's command.

The combined French, British and American air forces mobilized for the battle, the report says, was the largest aviation assembly ever engaged on the western front up to that time in a single operation.

St. Mihiel Reduced.

Of the reduction of the St. Mihiel salient, General Pershing says:

"After four hours' artillery preparation the seven American divisions in the front line advanced at 5 a. m., on September 12, assisted by a limited number of tanks manned partly by Americans and partly by the French. These divisions, accompanied by groups of wire cutters and others armed with bangalore torpedoes, went through the successive bands of barbed wire that protected the enemy's front line and supported trenches, in irresistible waves on schedule time, breaking down all defense of an enemy demoralized by the great volume of our artillery fire and our sudden approach out of the fog.

"Our First Corps advanced to Thiaucourt, while our Fourth Corps curved back to the southwest through Nonsard. The Second Colonial French Corps made the slight advance required of it on very difficult ground, and the Fifth Corps took its three ridges and repulsed a counter-attack. A rapid march brought reserve regiments of a division of the Fifth Corps into Vigneulles in the early morning, where it linked up with patrols of our Fourth Corps, closing the salient and forming a new line west of Thiaucourt to Vigneulles, and beyond Fresnes-en-Woevere.

"At the cost of only 7,000 casualties, mostly light, we had taken 16,000 prisoners and 443 guns, a great quantity of material, released the inhabitants of many villages from enemy domination, and established our lines in a position to threaten Metz.

"This signal success of the American First Army in its first offensive was of prime importance. The allies found they had a formidable army to aid them, and the enemy learned finally that he had one to reckon with."

The report shows for the first time officially, that with this brilliantly executed coup, General Pershing's men had cleared the way for the great effort of the allies and American forces to win a conclusive victory. The American Army moved at once toward its crowning achievement, the battle of the Meuse.

The general tells a dramatic story of this mighty battle in three distinct phrases, beginning on the night of September 27, when Americans quickly took the places of the French on the thinly held line of this long quiet sector. The attack opened on September 26 and the Americans drove through entanglements, across No Man's Land to take all the enemy's first line positions. Closing the chapter, General Pershing says:

"ON NOVEMBER 6, A DIVISION OF THE FIRST CORPS REACHED A POINT ON THE MEUSE OPPOSITE SEDAN, 25 MILES FROM OUR LINE OF DEPARTURE. THE STRATEGICAL GOAL WHICH WAS OUR HIGHEST HOPE WAS GAINED. WE HAD CUT THE ENEMY'S MAIN LINE OF COMMUNICATIONS, AND NOTHING BUT SURRENDER OR AN ARMISTICE COULD SAVE HIS ARMY FROM COMPLETE DISASTER.

Used 40 Divisions.

"In all forty enemy divisions had been used against us in the Meuse-Argonne battle. Between September 26 and November 6 we took 26,059 prisoners and 468 guns on this front. Our divisions engaged were the 1st, 2nd, 3rd, 4th, 5th, 26th, 28th, 29th, 32nd, 33rd, 35th, 37th, 42nd, 77th, 78th, 79th, 80th, 82nd, 89th, 90th, and 91st. Many of our divisions remained in line for a length of time that required nerves of steel, while others were sent in again after only a few days of rest. The 1st, 5th, 26th, 42nd, 77th, 80th, 89th and 90th were in the line twice. Although some of the divisions were fighting their first battle, they soon became equal to the best."

The commander in chief does not lose sight of the divisions operating with French or British armies during this time. He tells of the work of the Second Corps, comprising the 27th and 30th divisions, in the British assault on the Hindenburg line where the St. Quentin Canal passes

(Continued on Page 35)

Where the War Ended

THE WATCH ON RHINE.

THE VICTORY FOR allied arms carries with it the occupation of all the vital points along Germany's river fortress, the Rhine, and this excellent map reprinted from the Literary Digest will give our readers an ample opportunity to see just what Germany surrendered when she acceded to Marshal Foch's Armistice terms.

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The Soul of a Shoe

by The Cobbler

A marching shoe
Met another shoe
On a wintry zero day;
One was worn out,
The other was not.
"How, how did they get that way?"

"HOW did you get that way?" said the good looking shoe. "You seem to be all in and on your uppers for fair." The bedraggled shoe braced itself to answer. His tongue was almost gone and it was hard for him to speak above a whisper. He had evidently lived a hard, fast life and his health had been sadly neglected.

"When I came out of the warehouse I was healthy and brown as a berry. I was strong and full of pep and had a shape as nifty as Anetta Kellermann's. I was indeed good to look at and was a 'shoe enough' fine looking cover for Rookie's pedaling propensity."

"When Rookie took me out of the box I was instantly aware of the fact that I was up against it because I could see by his appearance that he was the kind of a fellow who was going to neglect me. The civilian shoes he had on were cracked and unpolished and the heels were all run over. I could see where my Anetta Kellermann shape would soon look like a drink of water (two gulps). Well, I started on my journey by first going on Rookie's foot and oh, boy, I thought I was gassed. Rookie didn't wash his feet very often, you see, and his sox were swedt soaked, so it was almost a knockout then and there for me. But I had to get used to it, and did. However it was only the beginning of my hardships."

"Rookie had a fine box of shino polish and I pleaded with him in my squeaky way to rub some on my chapped and burning skin, but he paid no attention to me. If I could have a drink of neatsfoot oil, fish oil, oeline or any other suitable shoe oil I wouldn't be in the shape, or ratner out of shape, I am today. The edges of my sole cried for oil, but nothing doing."

SO ROOKIE wore me everywhere and anywhere. I stood up pretty well under the strain for a while, but soon I began to weaken and could feel myself slipping from the shoe health I once enjoyed. Finally the time came when an operation would have prolonged my life and restored my health, but Rookie paid no attention to the big holes coming in my sole and neglected sending me to the shoe hospital. Then one day we went on a hike through the rain and mud and when we got back I was soaked clear through. Instead of letting me dry out gradually in a reasonably warm place he put me right up against the fire and in a very short time I began to blister and burn. It was the grand final and the thing that ended my life as a good, useful, friendly shoe and sent me to the kingdom of scrap leather. The last words to my owner were:

"'You made me what I am today
I hope you're satisfied,
You wore and wore me down until
My sole beneath me died:
You failed to give me decent care
Though I was good to you:
Please give better care to your next pair.
That's the curse of a worn out shoe.'"

There were tears in the eyes of the good looking shoe after he heard the story.

"I 'shoe' enough feel sorry for you old top. It's too bad you must have such an uncalled for and untimely death. I guess I am as old as you are, but look at me! My sole is as good as a preacher's and my uppers as smooth and soft as a maiden's cheek. But my Rookie gave me good treatment and never neglected me. He seemed to be proud of my appearance and kept me looking fine all the time. The reason my skin is so soft and velvety is because I was oiled twice every week without fail. when a fellow treats me with so much consideration I will do the same for him, and I have. Of course this is a new sole, but see how my life has been prolonged by my getting it. I'm surely proud of my owner, and the other day on a hike when he was marching happily along whistling 'Over There' I was thinking!"

" 'Never wear, never wear
Any pair, any pair, beyond repair.
If your shoes need mending
Be sure of sending
For reclamation then and there
Give 'em care, treat 'em square,
Every pair, anywhere, everywhere.
You're going over, you're going over
And you'll want some shoes when you're over there.

SHOES WORN OUT BY ABUSE IN AMERICA WILL NEVER WALK THE STREETS OF BERLIN.—S. O. S.

Oil Industry in Mexico Is Close to San Antonio

The oil fields of Mexico, among the largest in the world, at present in an untenable condition due to guerilla warfare and lawlessness on the part of bandits and outlaws, will, when peace has been established, prove one of the greatest fuel assets the world has. Thousands of barrels of oil flow daily from wells which are practically neglected due to lack of proper direction on the part of their foreign owners.

Also the mineral resources of Mexico are the greatest in the world. Iron ore is dug at a very trifling cost and several large steel plants have been established with American capital in Monterey. Copper mining is carried on extensively. A good quality of silver ore is also mined.

Cotton of a high grade grows abundantly in the agricultural sections. Here also is produced the Tampico fibre which is imported into the United States to the extent of several million dollars worth a year.

The resources of this wholly undeveloped or commercially exploited country are limitless and the soldier returning to civil life cannot benefit himself more than to investigate this territory as his future business home.

To all this untold wealth San Antonio is the natural gate way. It has but two rivals for this business. They are Houston and El Paso. Trade reports issued by the government indicate that San Antonio has the lead over these two cities due to the fact that it is a larger city and that it is more accessible to both Mexico and the states.

What part San Antonio will play in the future of the Army is unknown but it is a practical certainty that she will be a most important factor in the lives of individual soldiers, who through their stay here have been enabled to realize what rare opportunities are offered the man of ability and vision in the vast empire to the south of the United States.

Love of Heroic Emblems Gets Fake Hero "In Dutch"

Charles Jean Drosser of the "foreign legion" is to be in again. While Drosser, in his natty French army uniform, was gracing Judge Windes' court in Chicago recently with extradition proceedings pending, war intelligence bureau officers were before United States Commissioner Mason getting a warrant charging him with being a "bunk hero."

In the federal warrant Drosser, who pposed around the Blackstone and at the Ritz-Carlton in New York, is accused of unlawfully wearing a French uniform, a Croix de Guerre, and a distinguished military medal. The case is the first one brought brought in this district under the act passed July 5, 1918, prohibiting phony heroes from parading in uniforms of regalia of our allies.

Drosser, whose arrests have been frequent of late, was before Judge Windes for a hearing on extradition proceedings involving his removal to Baltimore, where he is wanted for passing worthless checks.

Noe Now at Camp Wise.

Paul A. Noe has been transferred to Camp John Wise where he has been appointed general secretary for the Knights of Columbus War Activities Association. Noe has been building secretary at the hut in the Flying Department for the past month. He succeeds M. G. Wetherll at the balloon school, the former secretary having been assigned general secretary at Camp Bayard, New Mexico.

Fox Leaves for El Paso.

Jay Elmer Fox, divisional supervisor of the Knights of Columbus War Activities Association of the Central Southern Department, and who was present for the dedication of the two K. of C. buildings in this section last week. has gone to El Paso, Texas. While here, Mr. Fox said he was more than pleased with the way activities are being carried on by the association in the camps about San Antonio.

Major Leaguers Back By Spring

New York, Dec. 7.—The news indicates that when the major baseball leagues get under way again next spring virtually all of the star players of both leagues will be on deck once more in their usual positions Relatively few of the men in the big leagues are in France, for only a small proportion of them enlisted in either the army or navy before Secretary of War Baker upheld Provost Marshal General Crowder's promulgation of the work or fight order. There is no doubt that if the war had gone on the big league players would have been sent to France in large numbers, but with the signing of the armistice, coming only two months after the ball players were ordered to get into the army, it was not to be expected that there would be many of them overseas. Walter Pipp of the Yankees and Tris Speaker of the Cleveland Indians are the first of the big league stars to apply for discharges. Both are in the naval aviation service, but under the orders of Secretary Daniels, it is probable they will have received their papers of discharge before many days have passed. Both are eager to get back into baseball, and will report to their old clubs for the regular spring training trip in the South.

Propose Airplane Passenger Service.

Special to Eagle by Radio.

Chicago, Illinois.—An airplane passenger service for Lake Michigan and points surrounding Chicago has been announced for next summer with retired army aviators as pilots. Already one outlying summer hotel has engaged the services of two machines to transport male guests to and from the business centers.

Discontinue Aviation Club Dances.

Friday night dancing at the Aviation Club, Flying Department has been discontinued for the duration of the present rigid quarantine on San Antonio.....

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"They Led the Way to a New Journalism"

THE Kelly Field Eagle, one of the original army camp newspapers of the country, this week is offering the zenith of its newspaper achievement to its legion of friends in the Air Service, as well as its thousands of patrons and readers outside the pale of the army and scattered throughout every nook and corner of the nation.

The first issue of The Eagle made its appearance on Kelly Field, April 25, 1918, and immediately met the whole-hearted approval of the soldiers on the Field and the acclaim of the civil population of San Antonio and other cities.

It was organized for the purpose of keeping soldiers of Kelly Field informed on events of vital interest to their welfare and at the same time to bolster the spirit and morale of the Air Service. An earnest endeavor has been made by those in charge to disseminate all the important and essential happenings of Kelly Field and the Air Service and act as a check on certain "wild rumors," which arise from time to time.

How well the Kelly Field Eagle has fulfilled its purpose is up to the individual opinion of the reader. Judging from expressions, both verbal and otherwise, those responsible for The Eagle have every reason to believe that their efforts have met with success in their field of endeavor.

First Aerial Delivery.

One of the early achievements of The Eagle in the world of newspaperdom was the fact that it became the first newspaper in the world to have an aerial delivery service. Through the co-operation of the officer in Charge of Flying, The Eagle has been delivered weekly to Austin, Texas, by airplane since shortly after its initial issues. Every Thursday morning approximately 500 copies were carried on the cross-country trip of Kelly Field aviators to Austin and left at Penn Field.

Prior to the organization of The Eagle, news of Kelly Field was handled through the Publicity Department and had its outlet in the newspapers of San Antonio. This proved ineffective, however, as only a small portion of the soldiers on the Field read the San Antonio newspapers.

In April, Howard Russell Bangs arrived on Kelly Field, fresh from his newspaper endeavors in New York City, where he was with the New York Tribune, one of the country's greatest newspapers. After a short conference with Lieut. Tom Poe, then in charge of the Publicity Department of Kelly Field, Bangs convinced him of the needs of a camp newspaper and in one day had made arrangements with the Alamo Printing Company of San Antonio for the publication of The Eagle on the following Thursday. It has been issued every Thursday since April 25.

Original Staff.

The original editorial staff included: Lieut. Tom Poe, Publicity Officer; Sgt. Howard R. Bangs, New York Tribune, managing editor; Lieut. Louis E. Capron, Albany Argus, associate editor; Sgt. Robert N. Dixon, Elmira, N. Y., Herald, city editor; Sgt. Roy C. Elmendorf, Elmira, N. Y., Star-Gazette, sporting editor; Sgt. Frank L. Savage, San Francisco Examiner, rewrite; and as reporters, Pvt. Ashley W. Cooper, Philedalphia Ledger; Cadet Jesse S. Butcher, New York Times; Pvt. Wayne K. Otto, Elmira Advertiser; William E. Shea, Albany Knickerbocker-Press; Pvt. Emanuel Diamond, Brooklyn Eagle; Sgt. Harry W. Carmody, Jersey City Herald; Pvt. Joseph Croom, Oklahoma City. A month after the first issue, Chaur. William H. Nugent, New York Mail, was added to the staff as news editor.

The art department was capably handled with Sgt. Dennis B. McCarthy, Chicago Herald, as Art Editor; Pvt. Mitchell Moon, Chicago Art School, as assistant art editor; and Cpl. Benjamin H. Statter, Baltimore Sun, as artist for the advertising service. Pvt. George B. Barnill, a New York advertising expert, was advertising manager and Sgt. First Class George T. Overton of Little Rock, Ark., business manager.

With this staff, The Eagle prospered and made a name for itself throughout the nation and achieved the reputation near and far of being "the best army camp newspaper." It is said, "imitation is the sincerest flattery" and judging from the number of other army camp newspapers which have copied the make-up and style of The Eagle, the admiration in the other camps has been most general.

Special features of The Eagle attracted wide commendation and were copied extensively.

Sgt. McCarthy's cartoon strip, "Squads Wright" and his editorial page cartoons were an immediate success. Sgt. Bang's editorials and excerpts from his column, "Snapshot Bill" also were copied by numerous other papers throughout the country. Another attractive feature was Sgt. Elmendorf's column of humor, "Side Slips and Tale Spins," and his "girlie" stories in the magazine section. The "Caught on the Fy" page edited by Sgt. Frank Savage, with drawings by Pvt. Mitchell Moon, also had a host of admirers.

The Eagle flew along on the crest of success and ever-increasing popularity. August 29, Lieut. Poe was ordered to Washington and was succeeded by Capt. Fred J. White as Publicity Officer.

With the September 29th issue, a number of The Eagle staff left Kelly Field for officers' training camps and a general reorganization took place. The reportorial staff was wiped out in its entirety. The art department remained intact, but the editorial staff was organized as follows: Sgt. Howard R. Bangs, managing editor; Sgt. Frank L. Savage, news editor; Sgt. Roy C. Elmendorf, sporting editor; and reporters, Pvt. Edmund C. Bechtold, Pvt. Will R. Feder, Pvt. J. G. Leach, Pvt. Ashley W. Cooper, and Pvt. Howard Melson. A few weeks later Sgt. Savage was called to ground school at Austin and Pvt. Melson was made news editor. Sgt. First Class Thomas Gillen was added to the reportorial staff at this time.

On the occasion of the reorganization, the late Sgt. First Class George H. Righter was made business manager. He proved most capable until his death by pneumonia. Cpl. Benjamin H. Statter was advertising manager, but later was succeeded by Cpl. Frank A. Roth, so that the former might devote his entire time as the advertising artist. Pvts. D. B. Rhinesmith and C. F. O'Donnell have been attending to the intricacies of make-up for some time past. Pvt. Ralph Bunto and Cpl. George M. Green have made efficient circulation managers.

Widely Read Newspaper.

The Christmas edition of The Eagle is the largest yet attempted with its 52 pages of interesting reading. Ordinarily it is of 20 pages. With its circulation of 30,000 copies and the fact that the soldiers in camp almost all send the paper home each week, The Eagle is without a doubt the most widely read army camp newspaper in the United States.

Trail Drivers a Factor In Texas' Development

(Continued from Page 15)

tion and too much credit cannot be given them for the impetus they gave to business at a time when everything was in a deplorable condition, and the future gave little promise. It is hard to estimate the extent of the debt owed these old heroes by the present generation. History will forget the facts, however, and will rate them at their true worth.

The Trail Drivers Association, which was organized for the benefit of those interested in this phase of the state's history, now has 500 members and sons of the veterans are eligible to membership. The society plans to write a history of the epochmaking activities of its members, showing the picturesque life as it really was and not as it is so often pictured by authors of a Bertha Clay turn of imagination, most of whom spend a few days on a ranch and then attempt to write "cattle," with weird results.

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AND A
Happy New Year

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Army Engineers Do Great Work at Kelly Field

(Continued from Page 13)

and H. G. Hawks were in turn at the head of the woodworking department and at the present time Lieut. C. G. McCarn is in charge, assisted by Lieutenant Hawks.

Every wooden part necessary in the Curtiss JN-4 airplane is manufactured from the raw material on the field. Each part as it is turned out is stamped with the inspector's name; and unless it is so stamped no use is made of it for the rebuilding or repair of parts, as all precautions are taken as to grain and tensile strength of members.

An Important Section.

The Airplane Division is a very important section of the Engineer Department. At one time the production of one fuselage a day was considered excellent. After experts had given the matter of scientific production serious thought, though, and had worked on the specific case, a special alignment table was built and tried out and then another added. With these improvements it was possible to turn out six fuselages a day!

From January 1st to May 1st, 1918, there were forty-five planes totally wrecked, one hundred and fifty badly damaged, and two hundred and fifty slightly damaged which were all rebuilt. The necessary salvaging and repairing was of course done by the Engineer Department, and in addition every plane that has been flown more than three hundred hours and every motor that has run more than seventy hours is completely overhauled, whether or not trouble has developed.

In order that this time limit for ships and motors may not be exceeded a careful record is kept by the Records Office. This is a very important adjunct to the department, as it furnishes data for numerous reports required by Washington daily. A corps of clerks keep careful and complete records of motor and airplane time to the very second, the history of each motor since being on the field, a record of the time spent on every job the shops have turned out and the workman responsible, the material used, forty or fifty daily reports for each ship on the field, and all crew reports.

It was generally understood at the time production was at its maximum here that the Curtiss Company were producing four hundred motors monthly. At Kelly Field three hundred and fifty motors were completely built over! This involves as much labor and time as does the building of a new motor complete.

New Planes Are Built.

One of the hardest engineering problems undertaken here was the building of new 'planes from six JN-4s so badly wrecked that nothing remained but the Signal Corps numbers painted on the lines covering. These six ships in the course of a few days were soon flying regularly.

It is interesting to note that only about ten per cent of the ship and rigid inspections are required daily. These inspections are made at night, as a rule, and the crew-chief or man in charge of the ship does not leave until he is satisfied that both ship and motor are in perfect condition for flying the next morning.

The Experimental Department has also played an important role in the making of Kelly Field. They have at their disposal a plane in which they try out all new devices and fixtures to improve the airplane for this climate and atmospheric conditions here. Extensive experiments are made that flying may be made safer.

The immensity of the repair and rebuilding facilities of the Kelly Field Flying Department shops is staggering to the mind of the uninitiated and few officers and men have a full realization of the work being done here. With the exception of wires, linen, steel and instruments it is possible to make every piece and part of an airplane at Kelly Field. This is also the case as to the motor with the exception of large castings, such as crank cases and shafts, cylinders and cam shafts.

The Engineer Deuartment primarily is divided into two distinct sections ;the Airplane Division and the Motor Division.

A damaged ship is hauled to the wrecking and order department where it is dismantled and the parts of the airplane distributed in parts to the several shops of the Airplane Division. The motor goes to the Motor Division, where the different members are sent to the various shops, each piece to the shop equipped especially for its repair.

Fuselage Is Rebuilt.

In one shop of the Airplane Division the fuselage is repaired or rebuilt and the many small but essential wires installed and adjusted. This shop is a vital part of the division for unless the wire and fuselage are in perfect condition the ship is not safe to fly. The wires are adjusted to the most accurate diagrams, and by the use of plumb bobs they are corrected to the minutest fraction of an inch.

In the linen covered surface shop the wings and body of the ships are recovered. They are then sent to the dope shop where the linen is given six coats of varnish, after which it becomes as hard and taut as the head of a drum.

Shops in both divisions keep an ample supply of parts on hand so that if there is special need for haste in rebuilding the machine it is not necessary to wait until repairs have been made separately. Sooner or later, however, each part of the wrecked machine will be repaired or new parts made so that the supply is never depleted.

When the airplane, piece by piece, has made the rounds of the various shops and the motor has received similar treatment in the motor division it is sent to the Final Assembly Shop, where it is assembled. Ship and motor, after completing this process, are now practically new.

Sent to Be Tested.

The 'plane is then sent to the testing and inspection department. Experts take it up for a test flight and if it is found to be in good condition it is brought back to the hangar, the engine and propeller are covered with canvas, and a white cloth tied into the rigging to signify that the ship s ready for use. If the slightest defect is discovered, a green cloth is tied in the rigging to denote that it is not ready for use by the flying ofifcers and cadets.

The testing stage is in charge of Lieut. E. W. Franklin, assisted by Lieutenant Highley. Because of the delicate nature of the duties required in this department expert flyers with decided mechanical ability are employed. Monsieur Mathieu has been the monitor of the present officers who make the intricate adjustments on all ships, even though they have been assembled according to the most accurate diagrams, and their work has been worthy the master.

Major S. M. Deckar relieved Major Drennan as engineer officer on March 31st. In his administration, due to the increased efficiency and the superiod training of the enlisted personnel in the engineer department, it was possible to shorten the hours of labor somewhat and to eliminate Sunday work, which had been necessary during Major Drennan's command in order to maintain the flying schedule of a thousand hours a day.

Considerable welfare and athletic work was instituted under Major Decker, which reached its climax in the engineer department picnic to Medina Lake on May 26th. This picnic was a reward to the men for achieving a record unequaled at any other field n the United States and was a mark of appreciation to the mechanics of the Engineer Department who made possible the total of 1032 flying hours for one day.

Lieutenant Cane then assumed the duties of Major Decker as engineer officer, Decker having been ordered elsewhere, and he was soon promoted to a captaincy.

A great deal was accomplished during the month of August in the making of special jigs and fixtures which furthered the efficiency of the department as a whole. An order has recently been received from Washington directing the engineer officer to prepare blue prints and photographs of all such appliances in use at this field. This will probably result in the general use of Kelly Field jigs and fixtures.

Radical Changes Made.

A radical change was made necessary at this time because of the loss by transfer of eleven hundred men. The majority of these men were from the motor shops and it was here the situation was gravest. This shortage of mechanics was met by the installation of the progressive system in the motor shops. The system is a plan for efficient shop production and schooling similar to that employed in the Ford plants. This important work was under the direction of Captain W. R. Crandall, assisted by Lieutenant F. P. Coyne.

Captain Crandall, in charge of the motor shops, with his assistant, Lieutenant Coyne, left on November 1st to take the course in Liberty Motors at Detroit, Michigan. In their absence Lieut. L. S. Crane took charge of the motor division. This efficient officer handled the work without commissioned assistance in a highly satisfactory manner. Under his direction, with the assistance of J. C. Hoskins, an expert from the Director of Military Aeronautics, the Progressive System was further expanded.

The success of an enterprise the caliber of the Kelly Field Engineer Department depends primarily upon the executives in charge. This field's engineer department has been fortunate in that respect, and particularly so in its present officer in charge.

Capt. Bernard M. Cane came to this field a first lieutenant, having been in civil life an automobile engineer, and in attaining his present rank he has progressed through the various stages of military training, including duty as an instructor, supply officer, and battalion commander. He is never so busy that his men can not approach him on any subject, and because of the consideration which he has shown the enlisted men of his department he is one of the most popular officers of the post. This spirit of interest and concern has resulted in close cooperation and gratifying results, and has contributed in a large part to the success which Captain Cane has met in his office as engineer officer.

Wheeler Is in Charge.

Capt. C. F. Wheeler is the assistant engineer officer and during the recent absence of Captain Cane to the Liberty Motor School at Detroit assumed that officer's duties. Captain Wheeler, because of his tact and diplomacy, is known throughout the department as "the great pacificator."

Lieut. John M. Loeblein is the officer in charge of the test department. He also acts somewhat in the capacity of adjutant of the engineer department, and to him much of the present success enjoyed is due. Lieutenant Loeblein attended ground school at Kelly Field and was here commissioned. He has since been promoted to the grade of first lietenant. Previous to his enlistment he was a civil engineer.

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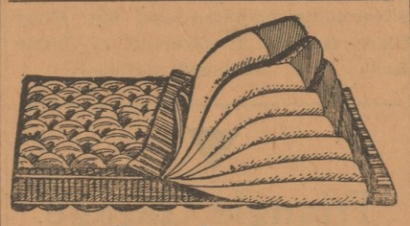
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History of San Antonio's Greatest Relic the Battle-Scarred Old Alamo

SAN ANTONIO truthfully boasts of points of interest and spots of beauty peculiarly her own, but when all is said and done it is "The Alamo" which towers head and shoulders above all the rest, drawing stranger and native alike to its sacred portals with the power of a magnet.

Its bullet-scarred walls give ample testimony to the grimness of the fight put up by Travis and his devoted little band of 188 Texans, against Santa Anna and six thousand blood thirsty Mexicans. They scorned to surrender and died to the last man, giving the Lone Star State her slogan of liberty, and glorious immortality to their souls.

After being attacked by overwhelming numbers on February 22, 1836, the little band of patriots retreated within the friendly stone walls and prepared to make their last stand. When the sun came up the next morning it revealed the church surrounded by serried ranks of brutal Mexican soldiery, and found the inmates of the sanctuary on their knees for the last time, but with no thought of surrender, well knowing the treachery of the despised foe. The siege continued without respite for forty-eight hours, the unerring aim of the Texas riflemen, led by Travis, Bowie, Crockett and other border celebrities, proving too much for the stomachs of the cowardly attackers.

It was then that the commander of the gallant garrison sent out an appeal, which will live as long as men worship and lay down their lives for the right. It said in part:

"Am besieged by thousand or more Mexicans. The enemy has demanded our surrender, or the garrison will be put to the sword * * * have answered the summons with a cannon shot and will never surrender or retreat * * * I call on you in the name of liberty of patriotism, of everything dear to the American character to come to our aid with dispatch * * * Though this call may be neglected, I am determined to sustain myself as long as possible and to die like a soldier who forgets not what is due his own honor, and that of his country—victory or Death.

"W. BARRETT TRAVIS,
"Lieutenant Colonel Commanding."

About two hours before sunset on evening of March 3rd the bombardment suddenly ceased, indicating a new plan was being discussed by the Mexican leaders. Travis, taking advantage of the respite, gathered his heroes about him and gave them the choice of surrendering at their own risk; trying to cut their way through the cordon of enemies, or remaining inside the church and selling their lives as dearly as possible.

Taking his sword, he drew a deadline on the earthen floor, every man present knowing without explanation what he meant. His high confidence was not misplaced—with a bound Tapley Holland "crossed the Rubicon," followed by every man in the party, except one, Colonel Bowie, who was confined to his cot, but pleaded with his companions to carry him across the line.

The fighting continued at spasmodic intervals, but later died down and as day approached an ominous silence prevailed. At 4 o'clock, just as the first rays of the sun appeared above the horizon, the Mexicans, to the number of 4,000, advanced on the doomed stronghold. Contrary to their usual noisy preparations, they moved in silence which only served to accentuate their grim determination. Scaling ladders were placed on the walls and as fast as they were tumbled down others took their place. Despite the desperate defense, the disparity of numbers was too great and the end was inevitable.

At the end of an hour of fierce fighting, General Castillion and a party of his followers gained lodgment i nthe northwest corner of the convent, which marked the beginning of the end. The Texans continued to resist with deadly effect, but this success encouraged the Mexicans and by 9 o'clock all was over.

Travis was slain on the walls; Bowie and Crockett in the chapel; Bonham sold his life dearly from a vantage point, and Evans was butchered in the act of exploding the powder magazine, with the intention of destroying his foes by blowing down the walls around their heads.

The Alamo was erected in 1718 and originally consisted of the presidio of San Antonio de Bejar and the mission of San Antonio de Valero. The presidio was designed to protect its inmates from the hostile Indians and to safeguard the flag of Spain, while the mission was built to house the monks who labored among the natives to convert them to Christianity.

Today it is the mecca for thousands of tourists, who softly tiptoe through the vaulted chambers with bared heads and go away with a reverent awe and wholesome respect for the heroes whose idol was liberty and whose lifeblood flowed freely in defense of their rights.

You can talk of Balaklava
And the dauntless British square
Of Waterloo and Custer too
Its nothing but hot air
The story of Thermopelea
Sounds like Edgar Allen Poe
But even then it don't compare
With the sacred Alamo.

Those blokes at Balaklava
You know most of them returned
Might as well have stayed at home
And learned to milk and churn
They say that Athens got the news
From the plains of Marathon
The rest—they all had messengers
But our Alamo had none.

"The Ally of the Allies"

The war has brought out some great little truths. One is that Wrigley's—the lasting, delicious, refreshing, chewing sweet is a mighty aid to men enduring the hardships of rough work, rough weather, long marches and lack of comfort.

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Baseball Methods Undergoing Change

Chicago.—Reconstruction by advanced methods has hit baseball as it has other industries, and was emphasized by an announcement of action taken by the board of directors of the Cubs baseball club. Not only was it announced that Fred Mitchell, manager of the team, had been formally elected president of the club to succeed Charles Weeghman, resigned, but also that William L. Veeck, long identified with the game as a writer in Chicago, has been lected vice president and treasurer, and John O. Seys, also a former newspaper writer, but last year traveling Secretary had been given the official position of secretary.

Absolute authority to conduct the entire business and playing end of baseball at the Cub park has been put into the hands of the three new officials, all experienced men in the game. Veeck succeeds William Walker as vice president, while Sey takes the place of Adolph Spielman as secretary.

It is the purpose of the directors to lose their own identity in the club and have no part in its operation, vesting authority in the elected officers to act entirely as they see fit with the one fundamental principle of conducting baseball as a game for the enjoyment of the public and keeping the dollar sign out of it.

Provide Chaplains Quarters.

Quarters in the Air Service Mechanics School, Knights of Columbus building are being prepared for the chaplain and within a few days, Lieut. O'Leary will be located there to look after the religious welfare of the soldiers. Two masses will be said each Sunday and one every week day. Until Father O'Leary is permanently quartered there masses on Sunday will be held as heretofore at nine o'clock.

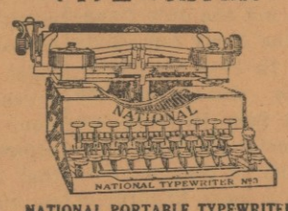
Salt Pork and Ham For Griders Table

The United States Naval Reserve School here, where ensigns are turned out by the hundred, has one of the best football teams, if not the best in the West. Folks have been wondering what made the bluejackets so formidable. Now the secret is out. It's salt pork and ham. Eastern coaches, attention!

Three days before each game the chief steward loads the training table with ham and pork, briny as the sea itself. He explains it this way:

"Salt ham is fed to the men on Wednesday of each week. And they get a taste of salt pork, too. It keeps them from going stale. It relieves the monotony of steak and forces the men to drink large quantities of water, and thus brings their system back to normal. This gridiron success has largely been due to their perfect condition."

THE ARMY MAN'S TYPEWRITER



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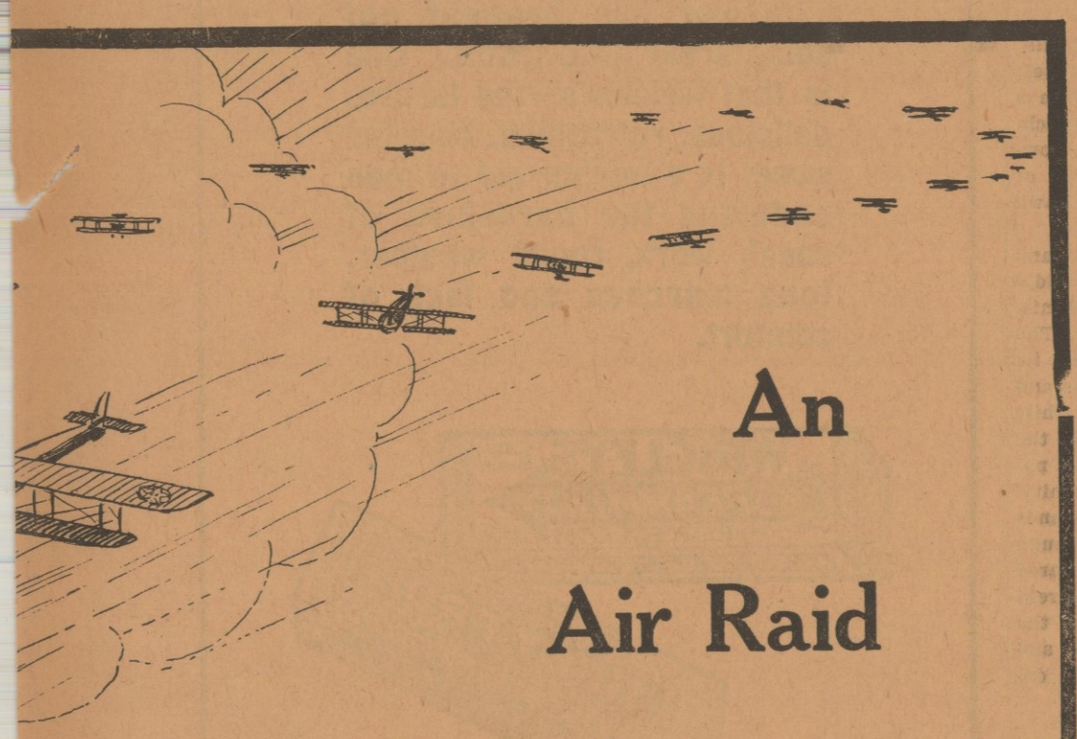
to the Soldier Who Trained Here



An

Air Raid

Every Thursday

The Kelly Field Eagle

HISTORY and vast work accomplished through means of Square Deal Association is outlined---Work of War Community Service and countless other agencies described---Campaign against the itinerant profiteering merchants who have infested every great training camp centre is set forth clearly in exhaustive treatise on the subject.

price. This demand was partly stimulated by the government when it offered to take over the entire output of some of the products produced in this territory. Castor beans, which grow readily in this climate and soil, were badly needed by the government for oil for airplanes. To encourage the raising of this bean the government agreed to take over the entire production at $3.50 a bushel. Thousands of acres were planted in castor beans as a result. With no definite price on cotton established the raising of this product has been greatly encouraged and it forms one of the principle crops of this part of the country. Live stock raising is also of paramount interest in this region.

Resources Not Wholly Developed.

In 1915 the total value of live stock and agricultural products, raised in the territory from which San Antonio draws its trade, was over $2,000,000,000. During the past three years these have almost doubled. The cotton crop alone is annually worth about a million and a half dollars. And less than 15 per cent of the tillable land in this section is under cultivation. Approximately 25,000,000 acres of agricultural land southwest of San Antonio are still unbroken. The agricultural resources of this vast area have but begun to be developed.

Since 1912 the building of three short railways into this region has done much to induce settlers to purchase land here and settle down to the work of developing this untouched country. With the advent of each new settler the retail and wholesale trade area of San Antonio grows, for it is the natural source of supplies of all kinds needed by the settler.

Has Always Been a Trade Center.

San Antonio has always been a trade center. From the very earliest days when white men first invaded the sacred precincts of the Indian and trading in furs and hides and beads became a popular pastime the traders flocked to the village near the protection of the Army fort and the monasteries. Long before the winding streets of San Antonio were laid out along the banks of the San Antonio river and the parallel cow paths leading to the commons near the historic Alamo, this same commons had become known to the rangers of this part of the country as a trading post.

Owing to the expansiveness of the territory, over which huge herds of buffalo ranged wild, the country first suggested cattle raising as a profitable enterprise requiring little capital except a pony or two and an inexhaustible supply of grit. Soon thousands of long horn cattle were ranging the upland and valleys, grazing at will. The cattle required little or no attention all the summer long and usually not until fall came with the round up and branding of calves did the rancher know definitely how many head of cattle he possessed. Cattle grazing with its wild and exciting adventures has always been popular among the settlers of the plains country.

Great Cattle Exchange Market.

The cattle grazing business has rapidly passed into its more dignified and scientific form known as stock breeding. An intensive study of breeds of cattle adapted to this country which will produce beef rapidly has occupied the attention of the men at the agricultural schools of this state until at present the purest strains are being raised and command fancy prices at the cattle pens in Kansas City. As the cattle must pass through San Antonio on their way to the great packing centers of Kansas City and Chicago, San Antonio naturally has become a great center for cattle exchange. Not only is this brokerage business limited to cattle, but hogs, sheep and goats are among the varieties of live stock offered on the San Antonio market. Of these last three, sheep and goats predominate. Some of the finest Angora goats in the world are raised in this section of the country. Fancy horse and mule raising has also received attention from stockmen in this district and one of the biggest horse breeding stables of the country is located in this territory.

As a natural product of the stock raising business follows the production of wool and mohair. Thus the territory produces the three leading cloth materials: Cotton, wool and mohair. A tremendous amount of wealth is represented by investments in these products, both on the hoof and in their shipping state. Packing has gotten to be an important industry in this city. At present two packing houses compete with the central state packing houses for the meat business of the south and Mexico. The marketing of hides, both green and tanned, has naturally received considerable impetus with the growth of the packing industry.

A Hospitable City.

The question has often been asked what does San Antonio do for the soldiers stationed near this city. To each individual soldier the city means something different. To some it has meant nothing but a good place in which to spend what might have been an otherwise unpleasant winter in a more rigorous climate. But to the vast majority it has meant far more, for many have been the attachments formed here by the soldiers. The extent to which the soldier will recall his days in training at San Antonio with pleasant recollection depends solely upon the individual. What the soldier has missed here he may have missed in any other town, not his own home town. Much criticism, frequently quite thoughtless, has been directed at the civilian population of San Antonio for their lack of interest in the soldier by men who through some misfortune were unable to get into the circle of society in which they would most be at home. This can scarcely be called a fault of San Antonio. The same thing might have happened in many other army towns. In fact, a great many of the men who have been stationed at Kelly Field wrote back from camps to which they were transferred advising their friends not to complain about the city near which they were stationed as other cities were even worse.

A single explanation is sufficient to dispose of this criticism and settle the argument concerning the merits of the various Army towns. San Antonio may not have done all that other cities did for the soldiers and some of the complaints may have sufficient grounds to constitute them as just ones, yet this fact stands out paramount and deniably true—San Antonio citizens did their best in trying to entertain a huge family of soldiers far greater in size than the whole population of the city.

Citizens Condemn "Wild Cats."

Any argument concerning fairness of merchants in business dealings must rest upon the merits of the individual case. There has been a great deal of profiteering on the soldier on the part of individual concerns of this city. This fact is denied by no one. Yet it is true that a great many of the firms who have been convicted of profiteering are operated by people not really citizens of San Antonio. The majority of these firms have sprung up since the location of the camps and have no interest either in the soldier or in the welfare of the city. They belong to the class of profiteers which makes a virtue of every necessity. They are what has been termed the parasites of war. Their existence and practices have been regretted and condemned by the real patriotic citizens of San Antonio as heartily as by the soldiers.

Soldiers Spend Millions.

In return for what San Antonio has attempted to do for the soldier, the soldier, in turn, has done a marvelous lot for San Antonio. Through the establishment of the huge concentration camps in this territory the city has received millions of dollars worth of publicity. By far the greatest thing for San Antonio has been the fact that each month the greater part of the pay roll of the Southern Department Army has been spent here. The size of the pay roll has varied from month to month, but it is conservatively estimated that it has averaged over half a million dollars monthly for enlisted men alone. The officers pay roll will add almost another half million. And it is a known fact that the greater per cent of this million dollars was monthly spent with the merchants of San Antonio.

The pay roll is not the only financial asset which the Army represents in San Antonio. In 1917 the Chamber of Commerce stated that the Army Post, Fort Sam Houston, represented a financial asset of $10,000,000 to the city of San Antonio. At that time but a mere handful of men was stationed here compared to the number which has subsequently been quartered in this district. And it is but a handful when compared to the number which will be stationed here after the war. Just recently it was authoritatively stated from Washington that about 50,000 troops would be stationed at the Post, Camp Travis and Kelly Field after the war. If 10,000 troops can represent an asset of $10,000,000 to San Antonio, the value of 50,000 permanent troops would of necessity be five times as great. And what the hundreds of thousands of troops which have from time to time been stationed here have meant to the city cannot be estimated in money terms alone. There is no doubt that $70,000,000 is a very conservative estimate of the value of the financial asset of the camps in the past year.

Men in Army Spend Freely.

In figuring the amount of the financial asset which the Army has meant to San Antonio it is wrong to base one's estimate wholly or even to a great extent upon the amount of the pay roll. It is an open secret among Army men of all classes that the majority of them live far beyond their income. Privates receiving a monthly compensation of thirty dollars, have been known to spend an additional $50 monthly received from home. The younger officers have saved nothing of their monthly pay and in the majority of the cases have been obliged to draw upon their savings at home to meet their monthly bills.

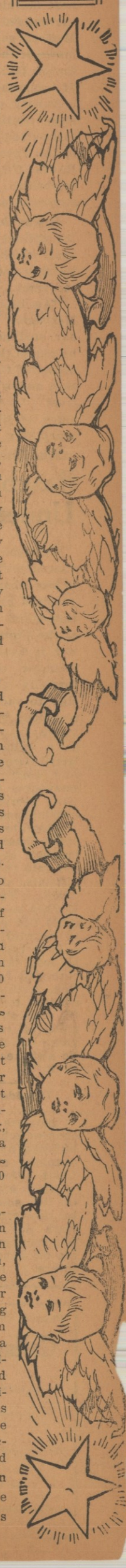
The increase in retail business, which has been tremendous in the past two years in San Antonio, is not the only measurement of the value of the troops stationed here. The establishment of the camps represents an aggregate expenditure on the part of the Government of approximately $40,000,000. Naturally labor received high wages for building and constructing these camps. This money was turned loose in this community. This money as well as that of the pay rolls is especially valuable to San Antonio as it is new money, brought in from the outside, and not merely funds circulating within the community which had already been here. Bank deposits have risen tremendously since the Army has been stationed here in large groups. To maintain the Army it has been necessary to employ many hundreds of civilians. Each of them adds his or her share to the common wealth of the community and stimulates money circulation.

Outsiders Increase Wealth of City.

Not only have the soldiers and civilians connected with the Military spent their pay here, but outsiders only indirectly connected with the Army have been induced to move to San Antonio and thus the monthly exchange of cash has grown. It is estimated by theWar Camp Activities that approximately 40,000 relatives of soldiers and officers have moved to this city in the past 18 months.

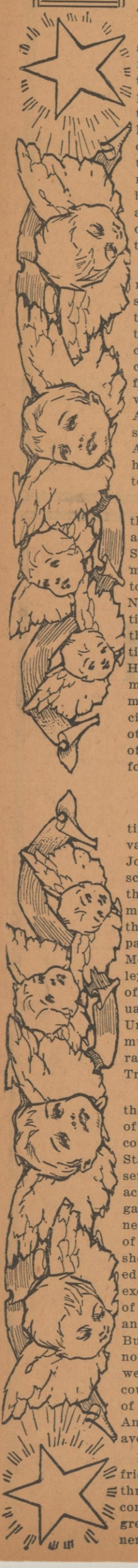
During the five years previous to the advent of the national emergency the Chamber of Commerce of San Antonio spent $125,000 in advertising to attract a few thousand winter tourists who represented in bulk but $6,000,000 or $7,000,000 a year in additional money circulation, San Antonio made strenuous efforts to convince these tourists that this climate was the ideal one in which to winter, and without doubt it is. Yet in three months after the beginning of the war, without any expense to the Chamber of Commerce in the shape of advertising, the Government brought the city a total of business which exceeds their tourist business by about 900 per cent.

Due to personal and business relations established their stay in San Antonio many soldiers will remain here as civilians. To these men, provided they are above the laboring class, this city will offer great inducements. The selling game offers untold fortunes to him who is able to go to South America and Mexico and there sell the articles manufactured in America and more especially dispose of the articles manufactured in the South. It is not at all improbable that when the Mexican situation has been satisfactorily settled that large cotton and woolen mills will be established in and near San Antonio to supply the unlimited demand for such products in Central and South America.



San Antonio and Her Relation t

PROBLEMS that have arisen handled in masterful fashion by Military and Civil authorties whose co-operatlon has done much to make this Texas City favored as a training camp site by men in Washington---This article written by a Soldier who has been here for many months gives the soldier point of view as no other article could.



WHEN the national crisis demanded the recruiting and training of an army of millions of men, where before there had been but thousands, the most paramount question that perplexed the Secretary of War and the General Staff was not where and how shall we get them. For they had clear and correct visions of the nation's strongest and bravest young men rallying to the country's needs by the tens of thousands. But many and long were the conferences to decide where this army should be trained.

It was not wholly by accident or a matter of courtesy to the largest state of the Union, territorially, that the War Department decided to place three of its largest National Army cantonments, two officers' training camps, and eleven flying and balloon fields, including Kelly Field, the world's largest flying field, in Texas. Added to this, Texas already possessed the mere trifle of seven Regular Army forts scattered over its several hundred thousand square miles of territory.

Nor was it wholly unexpected when the War Department decided to locate a fair share of these camps about San Antonio, the industrial and commercial hub of Texas. Thus it came to pass that San Antonio became the National Capitol of the Army. Theoretically it was correct and logical that this city should carry this unique title. Is not Fort Sam Houston the Headquarters of the Southern Department, the largest territorial department of the Army, located in this city? Rapidly one camp after another appeared, almost in the suburbs of San Antonio, and at present the following are located here.

Many Camps Located Here.

Kelly Field, with its several distinct fields, Brooks Field, an advanced flying instruction field; Camp John Wise, one of the three balloon schools of the country; Camp Travis, the largest National Army cantonment of the South; Camp Normoyle, the repair shops of the Southern Department and the headquarters of the Motor Transport Corps; Camp Stanley, from which thousands of officers of infantry and cavalry were graduated; the Remount Station, where Uncle Sam recruits his horses and mules, and Camp Bullis, the target range for the doughboys at Camp Travis.

Thus it happened that hundreds of thousands of men from every state of the Union traveled across the country for training in the Lone Star State, before engaging in foreign service. Some of them did not go across, but were, nevertheless, engaged in service. In the quaint old-new city of San Antonio mingled men of every clime and extraction. The shops and theaters were crowded with men in uniform, and, except for the pleasant variety of feminine apparel, presented an altogether draf appearance. But the drabness of the uniform was not transmitted to the spirit of the wearers. Probably no city in the country has witnessed so many scenes of gaiety and soldier-fun as has San Antonio, and the civilians were not averse to joining in the fun.

Here soldiers met and established friendships which will continue through life. Many men were even convinced that here, as nowhere else, grew girls petite, with lisp and manner sentimental and sweet, and have chosen to remain here or on leaving to take a part of Texas with them.

Climate a Deciding Factor.

Undoubtedly the climate of San Antonio was the greatest and deciding factor which brought a quarter million troops here. A climate, where sunstroke is unknown and the rigors of winter in the northern states are read about while the San Antonian basks in the warm sunshine of the February afternoon, such a climate was urgently demanded for the training of men whose native states represent every extreme of heat and cold.

Though the summer afternoons are warm, there are no extreme rises in the thermometer recorded by the United States weather observation bureau in the past ten years. The average summer temperature is 82 degrees. Throughout the warm afternoons there is a constant breeze, seldom rising in velocity to a wind, which tempers the air and fans the moist brow of the soldier at drill. All summer long tens of thousands of troops did "squads right" from morn 'til night under the cloudless sky of Texas, and yet none of them suffered from sunstroke, and despite perspiration and the dust, put on weight. In northern camps drill was suspended during the hours following the midday meal, because soldiers could not stand the excessive heat and humidity.

The evenings are wondrously cool. The gulf breezes always regulate the warmth of the late afternoons and at nights light coats and blankets are always popular. Last summer men complained in August that their issue of three blankets at Kelly Field was insufficient to keep them warm at night.

Climate permits Winter Flying.

Kelly Field has frequently made the boast, and has ample proof to sustain it, that the cadets in training here accomplish more hours of flying than at any other field in the country. A good part of the credit for this accomplishment, outside of that due the excellent organization of the Flying Department, is due the mild winter climate of San Antonio. Scarcely once all last winter were there more than three consecutive days without sunshine. Even though the heavy rains made the flying field a puddle of mud, it invariably dried up sufficiently in the course of twenty-four hours to make a continuation of flying activities possible. Aviators here did not suffer from the excessive cold experienced by pilots elsewhere in establishing altitude records.

While cities but a few hundred miles to the north of San Antonio were held in the grip of a terrific blizzard and snow storm on Thanksgiving Day, eight thousand soldiers and civilians of San Antonio sat overcoatless for over an hour, witnessing the Kelly Field-Camp Travis football game in the brilliant sunshine of a southern clime.

Excellent Health Record.

Sickness, the army's most dreaded enemy, was given a terrific blow when this climate was chosen for the concentration of many troops. It has been the sad story of every campaign in which armies have ever engaged that death through disease did more to deplete the ranks of fighter than did the bullets. This statement even holds true in the face of the fact that millions were slaughtered in combat on the fields of Flanders. While the Eastern cantonments reported deaths by the hundreds and thousands during the recent nation-wide epidemic of influenza, Southern Department cantonments counted their dead in units and tens.

Pneumonia has a natural enemy in the warm dry air of this part of the country. The government has even seen fit to send returned wounded soldiers to the Base Hospital at Fort Sam Houston for recuperation.

The third great consideration in laying out an Army Camp is the water supply. Manifestly it would not have been advisable to place large camps in such localities where the supply of drinking water was taken from rivers, whose flow varied with the seasons and into which all the refuse and waste of many cities was dumped. San Antonio met the demand for clear, pure drinking water with its series of artesian wells. Wells sunk to a depth of 800 to 1,600 feet anywhere in this part of the country produces large streams of water sufficient to supply all the demands of a city five times the size of San Antonio. At present this city has 14 such wells, which supply about 50,000,000 gallons of water daily.

Geographic Location Ideal.

The Army Camps as well as larger hotels and manufacturing plants of the city have their private wells which it is estimated flow approximately 150,000,000 gallons a day.

Though it is not likely that the strategic situation of San Antonio was greatly taken into consideration by the War Department in choosing San Antonio for the home of so many soldiers, yet no city in the South has a situation which excels it from a military standpoint. Without doubt this factor was of serious import at the time of the establishment of Fort Sam Houston here. The city lies on the dividing line between what is called the Edwards Plateau and the great coastal plains. The Edwards Plateau is really more a low hill country than a flat high stretch of territory. The gradual manner in which the terrain slopes off to the South, down to the Gulf of Mexico and adjoins the rougher territory of New Mexico, places San Antonio in a prominent geographic position. Due to this naturally high situation this place was a point of defense in the very early history of this great southwestern country. The old monks who settled far from the protetcing shelter of civilization realized the advantages of a terrain of this nature as a natural defense against the Indians and equally savage Mexican hordes. Here they built four of their most famous fortified monasteries.

It was natural that the primitive highways for wagon travel should choose a route that lay across high flat country, with the protection of mountains in the rear and the sloping country, so easy to overlook from horseback in the foreground. And so it came that the trails which traversed the continent from north to south and from east to west crossed at the point later destined to be known as San Antonio. Following close upon the days of overland travel came the day of steel highways and fast transcontinental trains. As the outposts of civilization and the forts for protection of the early sattlers against Indian raids had been built along the line traveled by the stage coach, it was a natural sequence that the railroads should be built along the same trail. Now great railway systems route their trains so as to enter San Antonio and the wealthy land surrounding this city.

Recently San Antonio was named by the General Army Board as one of the four great strategic points in America, considered purely from a military viewpoint. The other three are New York, Chicago and San Francisco.

Commercial Gateway to Mexico.

Important as the location of San Antonio is to the nation as a whole when considered from the military standpoint, it is of far greater importance commercially. Here stands San Antonio at the very gateway to the vast Southwest of Texas, Arizona, New Mexico and what is destined to be of even greater commercial importance than all these—old Mexico.

Even a most casual glance at the map of Texas at once discloses the fact that San Antonio holds the key to a vast trade area. All lines pa ing to the Southwest must p through San Antonio. Naturally wholesale and manufacturing fir of this city can get cheaper frei rates to this territory than firms cities which have to ship their go through San Antonio.

Advertising is the greatest f in the growth of a city. Throu its climate, ideal for the winter to ist, and through the establishment the nation's military capitol here, S Antonio has become known the co try over. With the spread of its fa by the stupendous influx of soldi the population of San Antonio w up in leaps and bounds, until it now double the size it was bef the war. Added to this, San Anto has attracted thousands of peo who have settled here to engage the business of catering to the s dier trade.

With the rapid increase in the p ulation of the city came an increa demand for housing facilities. To ists, attracted by the mild clim came in thousands to spend the w ter here, adding greatly to the di culty of getting proper housing commodations. To cope with t situation it became necessary for t city to encourage building of ev sort and the boom in real es which has taken place the past ye and a half in San Antonio ha ne been equaled in any city of t South. Building permits w issued by the thousands. La apartment houses and family hot for the accommodation of touri have also been erected and have been filled and the demand for roo and homes is still far in excess of t supply. Real estate values rose rap ly and recently real estate purcha as investment, sold for more th $5,000 a front foot on Houston Str And as this city grows there is doubt that these extraordinary v ues in a city of this size will contin to rise.

Values of land in the territory s rounding and contributive to S tonio have not risen as rapidly property in the city itself, but th has been a decided increase in demand for land at an unusually hi

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Kelly Field Phone Exchange a Masterpiece

EXPANDING from a system which boasted of only a 25 line board, to one centralized exchange with a 600 line board and one outstanding board in the Main Hospital with 100 lines, within the course of a little more than a year is the remarkable growth attained by the Kelly Field Telephone Exchange. In addition to this great stride, every cable and line in the field has been placed underground with the exception of those past the squadron barracks on the Frio City Road and in the vicinity of the quartermaster buildings in the south part of the field.

To Lieut. C. D. Price, post signal office, is credit due for the needed improvement and his staff of telephone workers and operators that he has selected from the enlisted personnel in the field. According to Lieutenant Price, he can tell a telephone man as soon as he sees one, and it is due to this that he has maintained the high standard of the exchange. During the construction period, Lieutenant Price has had as many as 35 men connected with the signal supply office, but due to the completion of the system he has cut the force down considerable. Several men who have made good have been sent out on detacments to other army camps and fields in different sections of the country to install new systems. Besides the men who are with the office, 15 "hello" girls are also employed.

Started in Spring of 1917.

It was way back in May in the spring of 1917 that the first telephone exchange in the field was inaugurated. The board installed contained but 25 lines, and it was located in the little building to the north of the Officers Mess in the Training Brigade. As time went on, and the field grew to immense proportions and the service of the exchange constantly increased, two 100 line boards were installed in what was then Kelly Feld No. 2 but is now the Flying Department. A short time afterwards a 200-line board was purchased and took the place of the 25-line board in this field. A 50-line board was then put in the Lower Field, to accommodate the service in the old rookie lines, and this was followed by a 100-line board in the Main Hospital and a 50-line board in the Aviation Supply Depot.

As the number of calls grew into the thousands each day, it was soon apparent that a more centralized system would have to be installed so that the service could be bettered and the work connected with the office more easily handled. It was at this time that Lieutenant Price was assigned to the Post Signal Office and it was through him that the system was centralized. Preparations for installing the new 600 line board which now takes care of the business in the field in a most satisfactory manner, were started shortly after the first of the year, and were completed the latter part of August. It was then that the change was made from soldier operators to girls.

During the time the exchange was cut up into the many boards all over the field, it took nearly 30 soldiers to handle the work on the boards, but now 15 girls can take care of all the calls with ease and have proven just as efficient if not more so than the men. Although Lieutenant Price has no complaint to make against the soldiers who acted as operators, he said that the girls were more patient than the men and would not get "sassy" as the men did at times. He has also found that the girl operators give better service in many other ways.

The inauguration of the new board took place the morning of September 9, 1918. Up to that time the practice had been to call for different offices or officers by name, but with the change from male operators also came the more business-like number system, a camp telephone directory having been compiled and issued. The simultaneous introduction of the fair operators was conducted by Col. D. J. Carr, Signal Officer of the Southern Department. Each one of the girls was forced to take the oath which all men in the service of the United States take. The girls came from San Antonio and other Texas cities at that time, but most of them now employed have homes in the city. They all have passed a civil service examination, and are employes of the government. They work in shifts of eight hours each, and every day handle thousands of calls. Before the armistice was signed, the load ran about 15,000 calls every 24 hours, but for the past six weeks it has been between 9,000 and 10,000. Rainy days increase the number several hundred above the average.

Nearly 100 Per Cent Now.

When the new exchange was installed it was hoped by the officers in charge that the service would be as near 100 per cent as possible, and their expectations have been nearly completely realized. It is doubtful if another exchange anywhere in the country maintains as good service as does the one here. It has been found that courtesy has played a prominent part in maintaining the excellency of the system. "Treat 'em rough," is all right for the Tank Corps but will never increase the efficiency of any telephone exchange.

The 600 line board now used by the exchange cost $38,000 last spring, and on account of the high cost of material used in its construction it is doubtful if it could be purchased at this time for $45,000. When asked as to the entire cost of the system in the field, Lieutenant Price said, "To make an estimate on the cost of the exchange, with all its wires and other material is the best I can do for I have no idea what the exact outlay represents. But it is my opinion that everything connected with the exchange is worth approximately $150,000."

The system is an exchange that can be found in any town or city in the country, and connections can be made with any other system in the nation. Officers and enlisted men in the field have talked over the wires from here to the state of Washington, Washington, D. C., and different points in Canada. There are about 600 phones connected to the system in the field at the present time.

Service Has Relaxed.

The load on the exchange now is not as great as it was a few weeks ago before the armistice was signed and the 25 pay telephone booths were put in the field. The peak of the service about the latter part of October was early in the evening when hundreds of social calls were made from the field to San Antonio. In order to care for the continued increase, Lieutenant Price had requested the Signal Supply office in Washington, D. C., to authorize an expenditure for more trunk lines to the city, but when the matter was investigated and it was found that hundreds of social calls were the cause of the great load, an order was issued in the field that no phone in any of the many offices and connected with the exchange in the field would hereafter be used for this purpose. It was then that the 25 pay telephones were installed by the San Antonio exchange, and since then have been the source of much revenue to the company.

The work of the entire system was handled exclusively by men in the field, and according to Lieutenant Price it is the largest telephone system in any army camp or field in the world that was constructed by soldiers. The men who did the work were picked out from various organizations over the field and were for the most part old Bell Telephone Company, General Electric Company employes. The only "all soldier" board in the world that comes anywhere near rivaling the system is one in the Philippine Islands that was built a few years ago, but it in no way compares with the one here in modern apparatus.

The entire plant of the exchange is a most novel place for the uninitiated in the mystery of such an institution, but probably the most wonderful room of the entire plant is the terminal room where all the wires from the many trunks in the field come in underground and are connected with the other apparatus which in turn is aligned with the switch board. The many little delicate metalic instruments and connections in the terminal room are a source of wonder to the stranger that they have such great power and are so essential in the working of a telephone.

The switch board is modeled on the same order as has been used for several years by exchanges throughout the world, a tiny light appearing when a receiver is taken from the instrument. As soon as the operator sees the light, the number desired of the party is asked and connection is made between the two parties by means of plugs.

Col. W. E. Gillmore Will Not Return to Kelly; Advices Say

Col. W. E. Gillmore, recently ordered to Washington for duty at the office of the Director of Military Aeronautics, will not return to Kelly Field according to late advices received here.

Colonel Gillmore has been placed on the Peace organization board of the Air Service and these duties will detain him in Washington for some time.

Mrs. Gillmore and her daughter, Mrs. F. W. Huntington, leave Sunday for Washington where they expect to spend the Christmas holidays. Mrs. Gillmore is having her household goods stored here for the present.

Lieut. Col. H. B. Claggett is the new commanding officer at Kelly Field. He has been serving in this capacity since Colonel Gillmore's departure two weeks ago.

St. Louis Provide Landing Stage

The aerial mail service from Chicago to Kansas City to Oklahoma City to Memphis will be in operation by the middle of January it was stated last Saturday by Mayor Henry W. Kiel of St. Louis. St. Louis has authorized the expenditure of $25,000 which will be spent in levelling a landing place in the west end of the city for the airplanes.

LARGEST IN THE SOUTHWEST

SAN ANTONIO and CORPUS CHRISTI

The Steves Sash & Door Company

Wishes the men of Kelly Field and the Army everywhere

A Merry Christmas

AND

A Happy New Year

It is not pleasant to be away from home at this season of the year. We are sorry we can't invite you all to take Christmas dinner with us in a good old home-like way, but there's only one of us and many of you, and our table isn't big enough. :-: :-:

Best wishes to you all, and may you soon be back where you long to be---HOME

To Be Home Builders

The Sacred Privilege

To be builders of homes—not merely sellers of lumber—is the God-given heritage of the lumber industry, and should be treasured as such. Not merely to traffic in the barter and sale of boards; not merely to labor with the desire to turn virgin forests into profits; none of these things are the heritage of the lumberman. A higher and greater gift has been given them—and the time of their awakening to that splendid and inspiring fact is at hand.

The dearest thing to the hearts of any right-made man or woman—next to cherishing each other and the little ones that Providence has sent them—is the desire for a home. It is a charm that creeps into the hearts of rich and poor alike; it is a bond of kinship between those who labor and those who are blessed with this world's goods. To own a home. To say as you return from your day of labor—whether it be from field of waving corn, or from mahogany desk—"this is my hearthstone," brings a satisfaction so filled with goodness and so free from alloy, as to deserve the name of blessed.

Now is the time to build that home. You can build any type of building without restrictions. Command of us any information you may desire in your building problem.

Ed. Steves & Sons, I. & G. N.
Ed. Steves & Sons, Sunset

MAGAZINE SECTION

Out Door Sports Abound in San Antonio

Golf, Tennis and All Aquatic Sports Indulged in, the Year Around. Game Fish Plentiful at Medina

THE fishing and hunting inducements offered to the lovers of these outdoor pastimes by San Antonio and its vicinity are unsurpassed anywhere in the world, and those followers of the rod and gun who have been fortunate enough to try their luck here return again and again.

Lake Medina is one of the most beautiful bodies of fresh water to be found on the American continent and its black bass are noted for their size and gameness. It lies about thirty-five miles northwest of the city limits and covers an area of 448,000 acres, its elevation of one thousand feet above sea level making it cool, even during the hottest summer weather.

The lake, which has been created by the damming of the Medina river, is located in a beautiful setting, surrounded on all sides by mountains; is as large as Lake George, the famous New York resort, and contains 98,000,000,000 gallons of nature's sparkling beverage.

This huge reservoir was built primarily as an irrigation project by a British syndicate and represents an expenditure of seven million dollars. Its constructors own 60,000 acres of land adjoining the lake, on which they expect to realize a handsome profit when the irrigation system is finished.

Black Bass Plentiful.

Black bass and other large game fish are found in its waters in plentiful numbers, many specimens of the former weighing as high as nine pounds having been snagged. In fact the bass at one time proved such easy victims of the hook that it was necessary for the legislature of the state to pass a law limiting the number of fish allowed caught by each person. It is not unusual for local followers of Isaac Walton to reach their limit by noon. The open character of the lake makes it an ideal spot for fly fishing, and the well-known fighting disposition of the bass adds greatly to the pleasure of the sport offered.

In addition to the bass Medina's clear waters also abound with sunfish, better known as perch to the natives. Blue catfish, some of them weighing as high as fifty pounds, also make their home here in large quantities and can be hooked every few minutes in the day.

Ample provision have been made for the comfort of the visitor, and in case he does not prefer to run his own camp, which is quite the rage, accommodations satisfying the most exacting can be had at reasonable prices. For this purpose a large number of tents, screened and floored, have been erected and can be rented, and restaurants boasting attractive menus abound.

In summer, the altitude makes even the warmest day seem delightful and the large number of springs, which feed the lake in addition to the river, save campers the trouble of having to contend with the ice man. The bubbling, never failing springs furnish all with cool, pure water and the circle of big hills, flanked by clouds of ever shifting color, make Medina a thing of beauty as well as a haven of rest for the tired business man, seeking to escape for a few hours from the turmoil of the seething city below.

All Aquatic Sports Flourish.

Besides the fishing, aquatic sports of all kinds flourish, rowing, sail boating, canoeing and bathing heading the list. A plunge into the delightfully cool waters of the lake on a hot sultry day is a thing to be remembered.

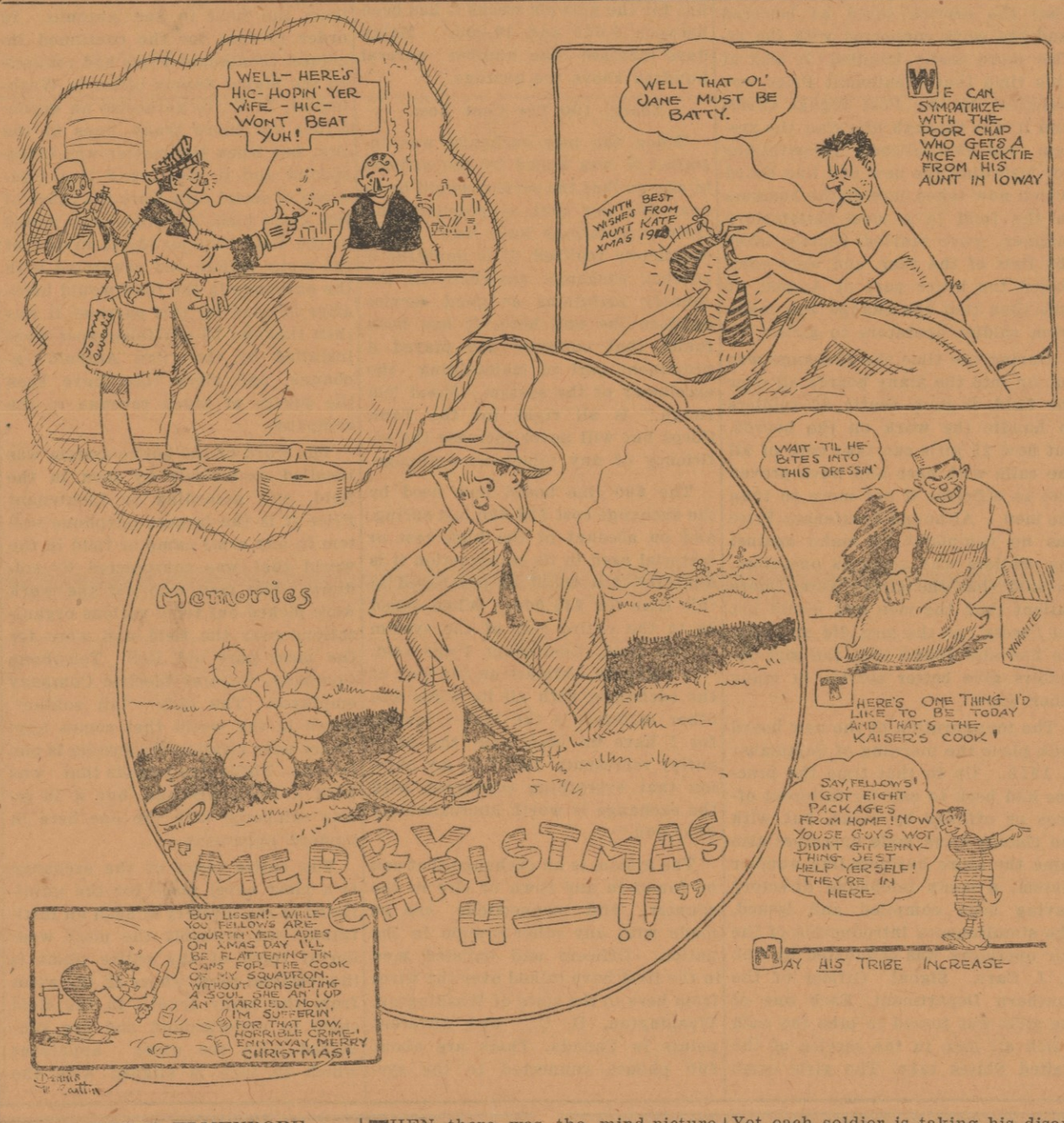
The approaches to the lake, of which there are four, are all drives of surpassing beauty. It can be reached by auto from San Antonio via the Castroville road, Culebra road, Gallagher Ranch road and Bandera road. The greater part of these highways are splendidly constructed and in the near future it is planned to extend the macadam the entire distance.

In the fall, wild ducks can be found in and around the numerous little creeks and bayous bordering Medina, the luxuriant grasses growing in the locality having proved a temptation they were unable to resist while flying over the country. Many of these inlets are natural blinds and the quality of the sport exceeds all expectations.

The hill country beyond is the haunt of the elusive white-tailed deer and intelligent wild turkey, and the lowland valleys to the South are crowded with quail, it being a poor hunter indeed who cannot bag his quoto of fifteen birds in a morning's shooting. Doves, squirrels and other small game can also be found in abundance.

Another Yuletide on Kelly

"Merry Christmas to Ye Sold-yers" And the Sold-yers Answered---"Hell!"



BY ROY C. ELMENDORF.

ANOTHER Christmas on Kelly Field! Ugh!

Such is the present outlook for a majority of the men in the Air Service here. But they are a happy, go-lucky lot and will take it with an optimistic spirit as they have all other trivial hardships of the past. They merely will grab li'l, ol' guy Kismet by his royal mit and say: "Thas all to the tobasco, Kis, ol' kid, you've gyped me on the home coming this time, but it'll only be a short while after the 'Merry, Merry' when I can slip you the ol' Ha! Ha! and tuck my new O.D.'s in one of Mr. Pullman's finest and heave a deep sigh of contentment as the nose of the Katy Flyer points northward. You know me, Kis, yuh can't gum my act all the time!"

Been Dreaming Dreams.

THERE are hundreds of men on Kelly Field who spent the last Yuletide season amid the sandstorms, mesquite, cactus and airplanes of ol' Kell. And for some weeks past they have been harboring delightful reminiscences of being back by the ol' paternal fireside for Christmas this year.

These khaki denizens of the Texas desert had pictured in a virile imagination the blazing fire-place in the front or back parlor of the place they call "HOME," with a semi-circle of high-backed chairs around its flickering rosiness of warmth and good cheer. Over the back of each chair was hung a pair of the old faithful socks or stockings, according to the gender of the hanger.

THEN there was the mind-picture of lingering until the younger element of a happy family had laid tossled heads on a downy pillow for a fretful sleep, interrupted by dreams of the mythical, bewhiskered gentleman from the far northland, while those who had outgrown the charming belief of the Santa Claus days, filled the respective socks and stockings and chairs to overflowing with the thoughtful gifts of the Yuletide.

Then the dream-picture of the early morning awakening. The scampering to the fire-place in pajamas and both robes to learn the giftsecrets stowed away in the bulging stockings. Watching with joyous eye the exhiliration and unrestrained happiness of the youngsters, as each daintily wrapped package revealed its particular bit of elation to the recipient.

Turkey, n' Everything.

ALSO the dream of mother's arduous labors in the kitchen, lending her superlative hand in ascertaining that all the trimmin's were prepared to the queen's taste for the bountiful Christmas Day repast. Turkey, pun'kin pie, n' everything! Oh, Skin-nay, cum on over!

"Them" were the happy days!

These dreams have been ever-present in the subconscious mind of the Kelly Field soldier for weeks past. The signing of the armistice fanned the little flame of hope to brilliancy. But the demobilization inactivity has put the pincher on the fires of hope and left but dying embers.

It looks like another Christmas on ol' "Kell" for a majority of the men. Yet each soldier is taking his disappointment with an optimistic spirit and the knowledge that it can't be long anyway ere he will be back again amongst the home folks.

Can't Be Long.

IT IS a bitter pill for the mothers and other members of the family also, but they too are imbued with optimism and are booking up another "turkey, n' everything" for the potential home-coming of the soldier boy in the near future.

Mess sergeants in all the squadrons are making great preparations for a bountiful Christmas dinner this year. Yet, irrespective of everything that is being done for their comfort on this day, a little feeling of longing for another table and different faces around the board will be dominant in the minds of each and every one.

Now—Altogether.

COMMANDING Officers of squadrons stationed on Kelly Field, are warned, not to enter mess halls on Christmas Day and give the men of their command the "Merry, Merry!" This song may shatter their greeting: (Tune, "It's Always Fair Weather.")

It was Christmas in the mess hall,
And the soldiers all were there-e;
They were gathered round the table
To partake of Christmas fare.
When the C. O. slowly entered,
His voice echoed above the ye-ll;
"Merry Christmas to ye sold-yers,"
And the sold-yers answered—
"HELL!"

San Antonio Unrivaled.

San Antonio, on account of its past history, appeals in a sentimental way to the Latin neighbor to the South and it is not stretching the blanket too much to say, will never have a rival capable, of any serious opposition, in either the hearts or purses of the Mexican trade.

The territory around San Antonio is rich in agricultural products and an unexcelled live stock country. Corn, cotton and all kinds of forage crops can be grown in the greatest profusion, including alfalfa, kaffir, feterita, maize, sorghum, Sudan grass and other varieties.

Trail Drivers a Factor in Texas Development

Dauntless Courage and Industry Displayed by These Pioneers, Gave Impetus To Early Expansion of State

FEW people realize the important role played by the old-fashioned Trail Driver or Overland Cattle Pioneer in the development of the great Southwest.

After Lee had surrendered to Grant at Appomattox hundreds of gray clad veterans returned to their homes penniless, to face an uncertain future. The only thing that remained to them was a large surplus of live stock, which had accumulated as a result of lack of transportation, and the extinction of the market. Realizing that something must be done, and done quick, several venturesome cattlemen drove small herds to New Orleans, Baxter Springs and Abilene, Kansas, where they realized handsome profits.

Despite the hardships and dangers experienced in exploring the partly civilized and unexplored country, the success of the initial drives spread like wildfire, and in the year following, 1869, many others followed the lead of the pioneers.

Soon it became not so much a question of making money as to get rid of the surplus stock at any price. The cattlemen had little if any ready money, and there were no banks or trust companies to finance the adventurers. Some drove their own stock and others bought on credit, promsing to pay on their return from market. The only security offered or asked was a list of the various brands and the amount due the owner.

A New Industry Springs Up.

The years 1870 and 1871 saw a huge increase in "trail driving," large numbers of dealers having sprung up all over the state. They rushed around in all directions, contracting for cattle for delivery the following spring; buying horses and employing cowboys and foremen. The finance centers of the North and East were quick to see the advantage of establishing business relations with the rapidly growing industry, and an era of unprecedented prosperity followed.

At first there was no market for the native cow ponies, the majority of which were imported from Kansas, but it did not take the ranchers long to find out that the Spanish strain was far better adapted to their needs than the imported product, which soon was a thing of the past. The cowboys used to go to market and sell their horses, returning either by rail or boat. Not long after this Texas brood mares became in demand, which turned out to be a bonanza for the ranchers, who owned thousands of them and had never been able to sell them at any price.

Gradually the traffic became less year by year until 1895 when it closed, but not until it is estimated 8,400,000 cattle had gone to market via this overland route. As they brought in the neighborhood of $10.00 per head the trail driver gets credit for adding over $84,000,000.00 to the wealth of the state and nation, which otherwise would have lain dorment for many years. In addition to these figures, over ten million dollars worth of horses were disposed of by the same process.

Great Strides Due to Pioneers.

The splendid prosperity of the state; its advanced school system, many handsome churches; and its development along a thousand different commercial lines—all would have been postponed many years if it had not been for the long-sightedness, determination, resourcefulness, dauntless courage and industry displayed by these pioneers of civiliza-

(Continued on Page 22)

Use of Dormitory Is Given to Army Men leaving Camp

"Soldiers discharged from the army whose homes are not in San Antonio need assistance more at this time than any one I know of," said Charles Wuest, one of the proprietors of the Travelers Hotel yesterday morning.

Mr. Wuest not only thinks this way but is backing up his statement with action and is spending money to do so by inserting an advertisement in The Eagle this week, offering the use of the hotel dormitory to honorably discharged soldiers, until they obtain positions.

This offer is not meant as charity. The proprietors of the hotel want the soldiers to come as their guests and they will be treated as such.

The dormitory of the Travelers is one of the most attractive places in the city. aLrge, perfectly ventilated with 50 or more windows, wth southern exposure, it offers all the comfort of any room of the hotel. The beds are the same as are found in the regular room, with fresh snowy linen and blinkets. Shower baths, shine chairs, ice containers are other conveniences.

It is a temporary period of financial embarrassment for the men getting out of the army and back to business. Men who had the best of the land before they went into the army are coming out without a penny. Most of them gove what they had to their families and sold their clothes. With their insurance tax and their purchases of Liberty Bonds and Savings Stamps, they have practically nothing left to tide them over their discharge period.

"We feel that this is a time when we should try to do our bit as they have done theirs," said Mr. Wuest, "and we feel proud to lend this assistance to help them over this last mile."

Kelly M. P.'s Find Two Stolen Cars

Thieves Abandon Machines When They Become Disabled and Strip Off Everything Detachable

The military police department of Kelly Field recovered two stolen motor cars for Lieut. Thos. F. Murchinson of this field and Judge J. F. Carl of San Antonio last Wednesday evening.

The two machines were left standing in front of the St. Anthony hotel Tuesday evening while the owners attended to business in the immediate vicinity. When they returned the cars were missing. The San Antonio police as well as the military police in the various camps and fields about the city were notified and a hunt for the machines was soon under way.

The car belonging to Lieutenant Murchinson was found just off Carson street in San Antonio where it had been abandoned when a connection of the batteries became loose causing the machine to stop. Judge Carl's machine was found on South Laredo street by the Kelly Field sleuths but it had been roughly handled by the culprits. Everything about the machine had been detached, even all the tires on the wheels, the speedometer, horn and other equipment.

No clue as to the identity of the thieves has been found.

Head of Air Mail Service Resigns

Capt. B. B. Lipsner Fears Work Planned by Post Office Department Will Delay Service

Capt. B. B. Lipsner, first superintendent of aerial mail service, has tendered his resignation to Postmaster General Burleson. He wishes immediate acceptance of his resignation. His resignation came after an argument with Otto Praeger, second assistant postmaster general, over the future of the aerial mail.

Captain Lipsner maintains that the airplanes turned over to the Postoffice Department by the War Department do not need the extensive alterations being planned for them and fear that if they are undertaken they will cause a delay in the growth of the aerial mail service. Unable to sanction this action he is resigning.

The resignation of Max Miller, first pilot of the service was announced at the same time for the same reasons.

Nurses to Give Dance.

The nurses of the Base Hospital at Fort Sam Houston will give a dance for officers at the Nurses' Recreation Hall, Base Hospital, tonight.

All officers of Kelly Field have been invited to attend this dance which was originally planned for the latter part of November, but due to conditions at the Hospital had to be postponed.

Religious.

Religious services for the First Wing of the Concentration Brigade are conducted by Chaplain Charles H. Stephens every Sunday morning at 10:30 o'clock at "Y" No. 151 near Field Headquarters. Everybody is welcome.

Chaplain Fred Rand will be in charge of the services at "Y" No. 157, Second Wing, Concentration Brigade.

Christian Science Services will be held every Sunday morning at 10 o'clock in Hangar No. 10, Air Service Mechanics School.

In the "buzzer" room of the school building, Cadet Wing, a reading room has been established and the Bible and all authorized Christian Science literature may be found on file there. All are invited to attend the Christian Science services and visit the reading room.

Knights of Columbus Hall No. 1, morning masses at 6 and 9:30 o'clock. Second Division of the First Training Brigade at 5:30 and 7:15 o'clock. Flying Department at 5:30 and 9:30 o'clock. Services in the Isolation Camp are discontinued until further notice.

Chaplain H. E. Waggoner will conduct services every Sunday morning at 10:45 o'clock at Y. M. C. A. No. 72, Flying Department.

Chaplain W. L. Hamrick will hold services every Sunday morning from 9 to 9:30 o'clock in the social room of the 804th Aero Squadron, Flying Department. For the past two weeks, Chaplain Hamrick has been conducting services in these quarters, and their success warrants their continuance.

Train Hits Truck; Soldiers Unharmed

Onrushing Passenger Train Hidden from Driver's View Nips Army Truck

Pvt. George F. Hynes accompanied by four other soldiers from Kelly Field, narrowly escaped death the early part of last week when the army motor truck Hynes was driving, was rammed by a speeding passenger train on the Southern Pacific tracks just south of the field.

Hynes had driven the machine over the first three tracks and was just starting to cross the fourth when the train came into view. Seeing he could not get across the track in time, he put on the brakes and stopped. The train by this time was on him, and the cow catcher of the engine hit the bumper of his truck, turning it around and throwing it clear of the track. According to the report filed by Hynes the first three tracks at the place he crossed, hid the view of the fourth one, as a switch train was on the first, five cars on the second and a freight train on the third.

Fire In Development Headquarters.

A fire in the Headquarters office of the Development Battalion brought the fire department out about midnight last Tuesday.. A small fire was started when a box of saw dust sitting near the stove accidentally was ignited, burning a hole through the floor of the office about four feet across. Further than this no damage was done. Private George Ritter who is stationed at the office at night was awakened by the smoke and had the fire out before the department arrived. According to Capt. Homer B. Love commanding officer of the battalion, the fire was purely accidental, there having been no fire in the stove for two hours before the alarm was turned in.

Keep Away From Mitchell Lake.

Trespassing on the property surrounding Mitchell Lake is forbidden by recent general order.

The owners of Mitchell Lake complain that men in uniform have been seen trespassing on the grounds surrounding the Lake and also using the lake for hunting, boating and picknicking. In the future all men of this post will keep away from Mitchell Lake under pain of strict disciplinary action.

Forty DeHavilands Expected Here.

Forty of the largest and most powerful type of DeHaviland bombing planes are expected to arrive at the Flying Department in the near future. These machines will be of the same type as those which have recently acquitted themselves with such glory on the French battlefront and will be used for training purposes.

San Antonio Machine & Supply Co.

SAN ANTONIO, TEXAS

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ON I. & G. N. TRACKS

SAN ANTONIO, TEXAS

Second Section
Special
Christmas
Features

Kelly Field Eagle

THURSDAY, DECEMBER 19, 1918.

Second Section
Special
Christmas
Features

Army Engineers Do Great Work on Kelly Field

REMARKABLE Mechanical Efficiency of America's Greatest Aviation Field Is a Monument To Officers and Men Who Planned It.

VILLA had been indiscreet, and Mexico was misbehaving.

A second lieutenant in the Nebraska National Guards, a well known figure on automobile speedways, angrily condemned administration and the military establishment in general for keeping him in leash when there was action and fighting.

Then, when his despair was darkest, Kismet sent her alluring challenge! Fate called, and he well knew the call and hastened to answer it.

The Aviation Section of the Signal Corps wanted air pilots and two officers were to be appointed from each state's National Guard Regiments for aerial training.

He Gets Appointment.

Fortunately, his name and fame were sufficient to procure his appointment to ground school and later Edward J. Bagnell, automobile racer and candidate for the greatly coveted silver wings of the flying officer, went to Hazelhurst Field, Mineola, Long Island, to receive flying instructions.

Then came April 6th, and to Kelly Field he was sent, wearing silver bars now and those shining silver wings on his breast. Then and there began the organization of the Kelly Field Engineer Department, unexcelled by none in the service today!

First Lieut. E. J. Bagnell was assigned as Engineer Officer, and to him were alloted several small buildings, where the Trade Test Board is now located, and what later became the old 110th Aero Repair Squadron to organize an Engineer Department for the Aviation Center of the United States Army. Here were assembled and put in flying condition the original planes of Columbus, New Mexico, which had been used with Pershing's troops in the Punitive Expedition into Mexico for the refractory Villa.

The Engineer Department at its inception consisted of a few motor overhaul stands, Welding Department, Blacksmith Shop, and an office and drafting room. There were not more than ten available airplanes on the field.

Then, one day, all but one of the machines on the post were smashed! Here was an aviation post, Engineer Department and all, with but one ship! Of course there was nothing to do but rebuild.

While the work of rebuilding was going on, what is at present the Flying Department, but what was then nothing but a mesquite patch, was fast being completed.

Suddenly, one Sunday morning in October, 1917, without preliminary orders or advice, Bagnell was ordered to move the Engineer Department to Kelly Field No. 2 by three o'clock that afternoon.

"Hap" did it!

All the trucks belonging to the Engineer Department, Signal Corps, and Quartermaster Department were kept busy moving machinery, 'planes, much lumber and even the coal.

By three o'clock that afternoon "Happy" Bagnell had moved the entire Engineer Department! Not only had he moved within a few hours but the shops were busy manufacturing parts to overhaul motors when the time limit expired.

At this time 100 "Dep" double control airplanes were shipped to Kelly No. 2 and all enlisted men at Kelly Field were formed into crews to assemble the new ships; after which they were turned over to Major Reynolds, who as Chief Tester passed on all ships as to their stability in the air.

Foresaw Spruce Needs.

Lieutenant Bagnell foresaw the need of spruce lumber for airplane repair work at this field and purchased several carloads from local lumber men practically buying up the spruce market in this part of the country. For this he was threatened with court-martial, on the charge of "injudicious expenditure" of Signal Corps funds. This "injudicious" purchase, later conditions proved, was a wise and well conceived plan of his to protect the interests of Kelly Field, as it has insured an available supply of spruce when all other fields in the country are short of spruce lumber and consequently handicapped in their repairs of wood parts. This was just one of "Happy" Bagnell's "wild" ideas.

A month later Lieutenant Bagnell, with the assistance of Lieut. Bernard M. Cane, purchased a carload of steel; which has kept the Engineer Department supplied for the last year. This was another judicious purchase on the part of this far-seeing officer, because in order to manufacture reliable parts for the Curtiss Motor it is necessary to use 3.5 per cent nickel steel; the grade required in all government specifications.

After Lieutenant Bagnell had things well organized and ships in the air, Washington decided that the Engineer Officer must be a major. Consequently, on November 30, 1917, Major J. E. Rossell, J. M. A., was made Engineer Officer with a staff of six assistant officers.

The Engineer Staff.

The Engineer staff then was as follows: Lieut. C. E. Cotting, who was Chief Assistant Engineer Officer; Lieutenant Bagnell, who, with two assistants, Lieuts. R. K. Goodnow and B. M. Cane, had charge of the Woodworking Department, Machine Shop, Welding and Brazing Department, Tin Shop, Magneto Over-haul Department, Stock and Tool Room, and Vulcanizing Department; Lieut. R. D. Wilson, who was in charge of the Erecting and Repair Department, at that time called the Experimental and Repair and later Airplane Repair, which included the assembling, overhauling, and rebuilding of airplanes; and Lieut. H. K. B. Davis, who assisted Lieutenant Wilson.

Bagnell was also in charge of the Field and Hangar Division, and was responsible for the operation and maintenance of all airplanes assigned to the Flying Department.

This staff of officers, with very few changes, has made the Engineer Department the efficient organization which it is at present.

Major Rossell was then transferred to the Officer in Charge of Flying at Gerstner Field, Lake Charles, La. His successor, Major Herbert R. Harmon, J. M. A., carried on the work which Major Rossell had started; and when he had things well under control he was ordered to Fort Worth, Texas, as Officer in Charge of Flying at Taliaferro Field.

Major L. H. Drennan, who succeeded Major Harmon, made some changes in the Engineer Department. His staff was as follows: Lieut. L. H. Smith, in charge of Aero Repair; Lieut. B. M. Cane, in charge of Motor Overhaul, blacksmith shop, machine shop, welding and brazing department, tin shop, magneto overhaul department, stock and tool room and vulcanizing department; Lieut. Bagnell, engineer department inspector with Lieut. C. F. Wheeler as his assistant; Lieut. F. P. Coyne, engineer property officer; and Lieut. W. R. Becker, officer in charge of field and hangar division.

At this time two characters were added to the executive personnel of the engineer department who are of historical interest to the field in general. One from Alaskan snows, the other from Sunny France.

Green Was Pioneer.

William Green was one of the first airplane manufacurers of this country or, in fact, the world, in the days when the Wright Brothers were doing their experimental work. Several years prior to the entrance of the United States into the war he had given up airplane manufacturing and exhibition work and gone to the Klondike region to seek his fortune in the gold fields of Alaska.

April of 1917, found him in his bleak and wind-swept cabin in the northernmost part of Alaska. Civilization, where he saw none, meant much to him. Little news was available from the outside, but still he knew that humanity had been outraged, knew that the hun was rampant, that the Lusitania had been sunk, and the blood within him boiled.

One night an Eskimo guide, passing along the trail, stopped at his cabin door with this message:

"White man, heap big fight."

That was all. Just those five, simple words. But old Billy Green knew what those words meant, and the same spirit and pluck that had sent him to the land of winter caused him to pack his kit, arouse the dog-teams, and mush back towards the states to enlist in the Air Service.

He was commissioned a first lieutenant and assigned to the engineer department at this station. Here the Klondike adventurer was placed in charge of the Airplane Assembly Shops in Hangars Six, Seven and Eight. Many of the Engineer Department look back with pleasure to the days when Billy Green related his Alaskan experiences and flavored them with stories such as only Billy Green could tell. He has since been transferred elsewhere.

Was French Lieutenant.

M. Theophile Mathieu was retired from first lieutenancy in the French Air Service, where he had won great fame as a French Ace and expert combat pilot. Kelly Field was fortunate in his assignment here as a tester and instructor. He had been advised to give up active service on the front on account of rheumatism and a weak heart from flying at high altitudes. Monsieur Mathieu brought very valuable personal qualities and a world of valuable experience to the Engineer Department. His every act conveyed characteristic thoroughness. This spirit and attention to detail with which Mathieu imbued all whom he instructed and came in contact with remains effective to the present day, and has played an important part in making the Engineer Department of Kelly Field one of the best in the country.

The former French officer was a very interesting character to the men, who were ever pressing him to tell of his experiences while flying for France, but it was hard to make him talk because of his natural modesty of demeanor.

In return for the help which M. Mathieu gave to the mechanics of the Engineer Department they helped to teach him the slang and language of the American soldier, and particularly of Kelly Field.

Had 1900 Men.

At this time the Engineer Department embraced a personnel of 1,900 enlisted men and was at its highest efficiency. Results were accomplished second to no other aviation station in the service ;and Kelly No. 2 Engineer Department was known all over the United States to be the most up to date in shop equipment and practice. The marvelous results obtained were accredited to the personnel of the staff; which consisted of a corps of engineer officers of the highest abilities, all specialists on some unit of the airplane or expert in the care, operation, handling, shop equipment, shop production, manufacture of parts or executive duties.

To give a concrete example of how things are done and results obtained the following instance is cited:

The Flying Department sent word to the Engineer Officer to be prepared to take care of 1,000 flying hours per day. This increase of work came in the month of March when the Flying Department totaled 19,600 hours flying against 9,560 hours in February; an increase of flying time of more than 10,000 hours.

The order for the increased time was passed through the officers of the Engineer Department to every man employed. From the Engineer Officer down to the lowliest buck cleaning grease every man was on his mettle to be able to produce the machines for that extra time. Equipment was purchased and shops enlarged.

In three weeks the motor production was increased from thirty to ninety-five motors per week with an average of seventy flying hours to each motor!

A record was established then and there. Kelly Field, at the end of one day's flying, reported 1,032 hours flown. No other field in the world has ever reached such a total in one day.

Every division of the Engineer Department loyally played their part in the establishing of this record.

In the motorshop, motors to be overhauled were received by the motor record shop and completely overhauled or repaired in record time, as statistics have shown. Many of the motors, after being overhauled in the shops, without mechanical adjustments ran one hundred and ninety-five hours.

The woodworking department followed this excellent lead by turning out landing gears at the rate of twelve per day, and all other wooded members were completed in proportionately rapid time. This was a remarkable achievement, in view of the conditions under which this department was organized, and the executives deserve full credit.

Woodworking Is Started.

In the early days of Kelly Field the woodworking department was started in connection with the experimental and repair building at Kelly No. 1. The personnel consisted of but six men, with M. S. E. Randall in charge. This was in the administration of Lieutenant Bagnell and the enlisted men were from the 110th Aero Repair Squadron.

Even at this early stage propeller making, which has since become a very important section of the woodworking department, was introduced and added to the department. This was unheard of as field work not only in the United States but even in the allied armies in Europe.

Kelly is one of the few fields equipped with a separate woodworking department, all other stations doing this work in connection with their airplane repair.

The woodworking department was transferred along with the rest of the Engineer Department on that epochal Sunday morning in October when "Happy" Bagnell moved the department in its entirety to Kelly Field No. 2, and was then separated from the Experimental and Repair and given an entire building where it is now located.

Here the shop was taken over by Lieutenant Goodnow, assisted by Sergeant Bigelow, and the enlisted personnel was increased.

Up to this period a large part of the work was maintenance, but from them on the manufacture of airplane parts was gone into extensively.

December of 1917 found Lieut. Paul N. Edwards in charge of this important work. Much additional machinery was added, by which a great deal of hand-work was eliminated.

Lieutenant Edwards made a special study of the use of Jigs to facilitate mass production of wooden members, and great progress was accomplished under his direction.

A number of improvements in the manufacture of propellers were also introduced by Edwards, and for the first time poplar wood was used in making propellers for use in this climate; to which this material is especially adapted. From poplar a propeller of special design was evolved by Lieutenant Edwards, and this, known as the "Kelly Field Propeller," is in use to the present time almost exclusively at this field in warm weather.

On Manufacturing Basis.

The woodworking department had now progressed to a strictly manufacturing basis, and production increased to such an extent that it has been possble to maintain more than a hundred of each wooden member on hand for the different types of 'planes flown at this field. This enabled the Airplane Division to draw on the woodworking department for complete wooden parts the same as they could be purchased from the manufacturers, and made unnecessary any further shipments of wooden members to this field by the bureau of aircraft production.

The services of an authority on the manufacture of propellers and wooden airplane members were required by the government, and Kelly Field was honored when Washington drew on the personnel of the Engineering Staff here for this expert. First Lieut. Paul N. Edwards on September 1, 1918, was ordered to Washington to represent the United States in propeller suits against private firms.

Lieutenants Louis J. Shoemaker

(Continued on Page 21)

Kelly Field Engineering Force

Reading from left to right: Top row—Lieuts. L. S. Crane, J. M. Loeblein, G. R. Parry, C. H. Kicklighter, G. E. Holmund, Royden Vosburg, J. H. Griffee, Lawrence Hills, L. L. Phillips, R. L. Johnson, J. H. Cooper, and C. G. McCarn. Lower row—Lieuts. F. P. Coyne, Daniel Noonan, W. G. Rule, R. T. Robison, Capts. B. M. Cane and C. F. Wheeler, Lieuts. H. C. McGregor, H. O. Hawks, T. H. Highley and E. W. Franklin.

Capt. Bernard M. Cane, Engineering Officer.

—Aero Photo Section No. 39.

CONCENTRATED Effort With Smallest Margin of Waste Makes Kelly Field One of the Nation's Cantonment Marvels.

Administrative Staff—Kelly Field Eagle

—Photos by Raba.

HERE they are! The Administrative Staff of The Kelly Field Eagle. A flock of "necessary evils"—newspapermen. With three exceptions, the Administrative Staff has remained intact since the organization of the "greatest army camp newspaper" last April.

Reading from left to right the men in the picture are: Top row—Sgt. Roy C. Elmendorf, sporting editor, feature writer and perpetrator of "Side Slips and Tale Spins;" Capt. Fred J. White, Publicity Officer in charge of The Eagle; Sgt. Howard Bangs, managing editor, editorial writer and the original "Snapshot Bill;" Pvt. Howard Melson, news editor and erstwhile cartoonist; Middle row—Cpl. Benjamin H. Statter, artist for "The Eagle Ad Service;" Pvt. Mitchell Moon, artist and creator of "Philbert McNutt;" Sgt. Dennis B. McCarthy, Art Editor and creator of "Squads Wright;" Sgt. 1st Class Jake F. Thomas, advertising representative. Bottom row—Cpl. Frank A. Roth, advertising staff; Cpl. George M. Green, circulation manager.

Wishing you a Merry Christmas
and Happy New Year

Fomby-Jones Co., 509-511 EAST HOUSTON ST.
"THE HOUSE OF SATISFACTION"

Home of Hart, Schaffner & Marx Clothes

COMPLIMENTS OF
The Shear Co.
To the Men in Uniform
Wishing you a Merry Christmas
and a Happy New Year
Buy your Christmas Cigars from your Post Exchange
—Robert Burns, Owl's and Little Bobbie
—The Popular Brands
THE SHEAR CO.
Wholesale Cigars, Cigaraettes and Candies

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Kahn
Tailoring
Co.
Of Indianapolis
Jack Reiter

Field Medical Department Shows Keen Efficiency

By Aerial Photo Section No. 39

During the recent epidemic of Spanish influenza the worth and efficiency of the Kelly Field Medical Department clearly was demonstrated when the death rate was held so low. The Medical Department has shown itself to rank with that of any army camp.

In the left hand corner of the picture is shown the Executive Staff—from left to right: Major Robert A. Strong, Lieut.-Col. Louis H. Bauer and Major Raymond F. Longacre. At the top is a view of the new Kelly Field Main Hospital on the Headquarters road. The lower views, from left to right, are: Major Strong, chief of medical service; group of regular staff of nurses; Lieut.-Col. Bauer, Post Surgeon, Major Longacre, Executive Officer. In the lower right-hand corner is Miss Mary E. Rayner, Chief nurse.

IT is not customary for the Medical profession to advertise or to brag upon itself, nor is it even considered good form to mention what one has done in a boastful manner, but when a national institution as prominent as The Journal of the American Medical Association takes cognizance of certain facts which pertain most vitally the health statistics of this field and add to the honor of the medical men who are safeguarding the health of the troops stationed here, then it is perhaps quite justifiable to mention the fact publicly.

A statement of some o fthe facts which The Journal discloses is an interesting revelation even to laymen. Though Kelly Field is not given any special recognition in the story of the pandemic which it prints ni its issue of December 7, 1918, yet it has untold honor and glory indirectly shed upon it by the comparisons drawn in the statistical tables reproduced in this magazine.

Comparisons of any kind usually are odius and at the very best make tedious reading matter, but when these same comparisons bring out a fact which is destined to make a record of the work of the medical profession of this field, even the dullest table of statistics becomes interesting and is eargerly read.

In a lengthy treatise on military medicine and surgery, Major George A. Soper, S. C., U. S. Army, Ph. D., M. D., discusses what he naively calls "The Pandemic in the Army Camps." Major Soper refuses to use the term influenza and pneumonia epidemic as covering the disease which has swept every camp in the country and almost covered the entire world. Dr. Soper refuses to admit that the epidemic was really an outburst of influenza, because of the pulmonary complication which accompanied it, but, in view of a better term to designate it is compelled, grudgingly, to speak of it as such. Likewise he does not wholly agree with other authorities that the present lung complication, following the severe attacks of influenza, is really pneumonia, but again due to a lack of a better term to describe it he is compelled to use that word. Other medical authorities accord fully with his point of view regarding the term pneumonia.

Major Robert A. Strong, Chief of the Medical Service at this field, stated recently that the type of pneumonia which is now affecting so many of the influenza patients throughout the country and proving so serious in many cases is not the same type of lung infection which spread through the Army camps last winter, also called pneumonia for lack of a more accurately descriptive term.

As probably no other subject. save the War itself, has received more attention from the public generally and the press especially than the influenza, it seems quite appropriate to make a few excerpts from Major Soper's treatise on the subject. He says in part:

"Had it not been for the pneumonia, the pandemic would not have attracted much attention. Epidemics of so-called "colds" and other respiratory diseases occur every fall, and if the typical influenza of today does not bear a close resemblance to these familiar infections, there have been many cases in which the difference was not discernible. It took the pneumonia with its high mortality to command attention. The pneumonia places this outbreak among the most striking pandemics of modern times.

"Excluding the pneumonia, the influenza of September and October, seems to be identical with the influenza that visited the Army training camps in the United States last March and April. That it attracted little notice then was due to its mild character. The influenza which until recently has been reported from Europe appears to occupy a position between these two so far as severity is concerned."

In this article, written when the epidemic of this fall was beginning to wane, Major Soper predicted that another, probably more severe than the preceding ones, would break out. And that epidemic is visiting the Army camps and cities of the United States this month. That it is more severe is proven by the greater percentage of cases developing pneumonia and the ever increasing percentage of deaths.

Dr. Soper's article is based on statistics gathered only up to November 1, so does not include this second and far more severe pandemic of today, yet the figures he cites are appalling. He says:

"During the period from Sept. 12 to Nov. 1, 1918, inclusive, there were 306,719 cases of influenza reported among the troops in America. During the same time there were 48,079 cases of pneumonia and 19,429 deaths. The total strength of troops may be taken as one and a half million. Therefore it is approximately correct to say that about one in every five had influenza, that of these about one in six developed pneumonia, and that of the pneumonia patients about two out of five died.

"The country as a whole suffered severely but not so greatly in proprotion to the population as did the camps. Up to and including October 26, a total of 86,045 deaths from influenza and pneumonia had been reported to the United States Public Health Service. This figure is incomplete, since it includes no report from some states and only partial reports from others; in many states deaths for cities only were included.

"In the forty-five principal cities for which statistics are available, 3.24 per thousand are reported to have died. There were 127,654 deaths from all causes. Had there been no epidemic of influezna-pneumonia, it is estimated that there would have been 47,967 deaths. The difference therefore represents the deaths sue to the pandemic: 79,687 If this rate prevailed throughout the continental United States, there would have been 341,021 deaths. To this must be added the 19,429 in the camps, making a total of 360,540 deaths. These figures are not estimates—they are not even good guesses; but they serve to show the scale on which the pandemic operated."

Before taking up the discussion of the epidemic in Kelly Field and showing how effectively it was combatted here by the Medical Department, it might prove interesting first to show how it came to America and how it spread.

Regarding the outbreak of the so-called "Spanish influezna" he says that its origin cannot always be definitely marked, nor can its advance be accurately traced. However, he stated that some definite conclusions can be drawn from the evidence in the matter and though he does not proceed to draw the conclusions he gives the evidence very accurately.

Regarding the nature of the disease he states: "It is necessary clearly to understand that the influenza to which attenion is now called is a specific infective disease like cholera, typhoid, smallpox and others. * * * The disease is carried from place to place by persons, not things or by the general atmosphere, as was once supposed. Its rapidity of spread is due to its great infectivity, short period of incubation, missed cases, and absence of timely precautionary measures. * * * In theory and practice influenza is preventable, but it is very difficult to control under municipal and military conditions. It rarely happens that the necessary measures—chiefly based on the principle of isolation—are taken in time. * * * The leading symptoms in the typical cases are severe headaches, chills or chilliness, pains in the back and legs, temperature and sometimes as high as 104, great prostration, and drowsiness. Occasionally there are nervous symptoms; sometimes, but not always, the eyes and the air passages of the nose and throat are affected; there may be gastro-intestinal disturbances. The onset is sudden. * * * Within about a week after the outbreak of the influenza, there occurs an ominous prevalence of pneumonia. The pneumonia does not exist as a separate epidemic, but is always a follower of influenza."

Speaking of the origin of the disease Dr. Soper says: "The origin of the influenza pandemic now sweeping the world is generally attributed to Spain. It is doubtful, however, whether the disease was first seen in Spain or in the United States. Some have held that it was brought to the Western hemisphere from China.

"Early in the spring of 1918, a disease of unknown origin is reported to have appeared in Spain with the symptoms of sudden onset, severe headache, pain in the back, fatigue and perhaps nausea. After three or four days the patient recovered. Influenza appeared in America early in March, being reported from Fort Oglethorpe, March 18, and from some other parts of the United States much earlier.

"In the latter part of March the disease appeared in the American Expeditionary Forces, in the French and British army, and in the civil population. About 25 per cent of all who were exposed to the disease were attacked. The death rate was low. The first cases in Germany were among troops that fought with a (presumably infected) American regiment in July. * * *

"The first that was seen of the highly virulent infection in America was among shipping. During July and August a number of vessels plying between Europe and America experienced intense outbreaks of what was called "Spanish influenza." That patients with the disease were being brought into the country in this manner was stated in the daily press and in official reports in July. * * * This shows that influenza was brought to the United States and to various ports on vessels from Europe throughout the whole summer. * * * The patients from the vessels were sent ashore and soon mingled with the civilian populations. There were thus scattered rather wildly along the Atlantic seaboard sparks from which the pandemic not improbably arose."

The first serious epidemic started at Camp Devons' Massachusetts. It spread rapidly throughout the Easter states. Later it came to the central and southern states. The Southwestern section, including the states of Texas, Arkansas, Louisiana and New Mexico had relatively more men attacked by influenza than did any others. Pneumonia was more prevalent in the North Central group of states. This would naturally increase their death rate based on number of cases of influenza.

And with the spread of this malady in the Southwestern area it came to Kelly Field. Its first appearance here was on September 26, several weeks after it had become epidemic in other camps. The physicians here were forewarned of the possibility of its arrival here, but could not make any extensive preparations to combat it as the disease appears very suddenly and spreads rapidly. Soon hundreds of cases were being hurried to the hospital and the Main Hospital and the Branch Hospital were filled. All the barracks on the Frio Road had to be vacated for influenza patients.

The F. M. C. A.'s, the Jewish Welfare Board and Knights of Columbus quarters were devoted to patients, and upon the heels of the influenza. The Medical Department found itself swamped with cases and found that it lacked sufficient nurses. But nurses were hurriedly procured, doctors worked from early to late and with the aid of other volunteer workers one of the greatepidemics the Army has ever experienced, was soon under control.

The beginning, development and demise of an epidemic such as this is much the same in all parts of the country. Therefore the conditions which existed at Kelly Field, so far as the spread of the disease is concerned, are typical. On September 26, three cases were found. Each day thereafter a few more cases were discovered and sent to the hospital. On October 2, 27 new cases were admitted, and the disease was rapidly increasing. From then on until October 16 the number of cases averaged above 70 a day. This condition reached its zenith on October 10, when 154 new cases were admitted. The following day a marked decrease was noted. Only 118 cases were reported. This showed that the crisis in the spread of the disease had been passed. After October 16 the number of new cases developing each day began to decline very rapidly, until October 27 when 30 cases were admitted. After that the number fell off very rapidly until only an occasional case of influenza was found in the entire command. Recently the condition has again become serious and of epidemic magnitude, though not as in the epidemic of this fall. To date 2,294 cases of influenza have appeared on the field.

There were no indications during there first few days of the epdemic that it brooked any more serious trouble until scattered cases of pneumonia began to appear a week after the influenza had started on its rampage. Then the number of cases of pneumonia began to increase rapidly and was still on the increase when the influenza spread had begun to wane. This is due to the fact that pneumonia always follows and does not run simultaneously with the influenza.

About the middle of November conditions had returned to normal No more cases of influenza were breaking out, and the fight against the dread malady had ended. And the Medical Department of Kelly Field had won a signal victory. Few had developed pneumonia compared to the proportion at other camps. But a very small per cent of those developing pneumonia died of it, against tremendous death rates from this cause in other parts of the country.

How great this victory was, and to what extent Kelly Field had shown a better record than other camps could not be determined until recently when data from other camps became available for comparative purposes. It was Major Soper who compiled the data from the reports sent daily from all camps, cantonments and forts to the Surgeon General. Compared with the statistics gathered by Major Soper Kelly Field practically leads all camps in honors for the smallest per cent of fatalities from this disease.

Intravenous injection of glucose, as a treatment for pneumonia, was extensively used. This treatment is not original with the Kelly Field physicians, as was popularly supposed, but is nevertheless new, and its use was marked with great success here.

The staff of the Main Hospital includes the following heads of departments: Lieut. Col. L. H. Bauer, Camp Surgeon; Major R. F. Longacre, Executive officer; Capt. R. S. Barry, Adjutant; Major D. E. Repp, Post Dental surgeon; Miss Mary E. Rayner, head nurse, Army Nurse Corps; Major Robert A. Strong, chief medical service; Capt. Henry J. Jurgens, Chief surgical service; Lieut. W. W. Gober, officer in charge of laboratory; Capt. Robert Noble, proentgenologist; Lieut. W. W. Pugh, admitting officer; Capt. J. C. Wilkinson, mess officer; Lieut. Charles A. McWilliams, officer in charge of eye, nose and throat examination; Capt. D. K. Robison, property officer and in charge of ambulances; and the following ward surgeons: Lieuts. W. J. McClain, Carl Graf, and R. D. Henderson.

Under the jurisdiction of the staff of the Main Hospital are the Branch Hospital, Lieut. Kirby A. Roy, in charge; Hospital, Flying Department, Capt. C. O. Terrell, in charge; Infirmary, 2nd Wing, Concentration Brigade, Capt. George A. Culli, in charge; Infirmary, Venereal Camp, Capt. Henri Schmid, in charge; A. S. M. S. Infirmary, Capt. W. E. Drysdale, in charge. A number of dispensaries are maintained.

There are four well-established boards in the hospital staff organization. They are: Tuberculosis Board, Neuro Psychiatric Board. General Disability Board, and Overseas Board.

Two Firms Offer Jobs to Army Men With Discharges

Goodyear Company and Palmolive Company on Look-out for Experienced Men

Jobs aplenty await the discharged soldier.

Within a week two large manufacturing firms, the Goodyear Rubber & Tire Company and the Palmolive Soap Company, have sent to Kelly Field pleas that the men in this camp be informed of the demand for good workers.

In a letter to Second Lieut. Harry K. Davis, Drafting Department, Air Service Mechanics' School, the Goodyear Company says:

"We have places open for all of our former employes and want to be sure that the word reaches them. Due to Federal restrictions, we are prevented from advertising in the camps and newspapers, and in view of this fact we are bringing the news to you in this way and we are asking you to spread the good word around to your friends whether they are former Goodyear men or not that there is plenty of work to be had and that you and all men in the service will be welcomed here. Business is going to boom, and thousands of men will be needed in Akron, Ohio."

The Palmolive Company wants high class salesmen. A large campaign for marketing its soap and other toilet products is to be inaugurated, and men in khaki who think they can fill the bill are asked to communicate with the company at its headquarters in Milwaukee, Wis., or at any of the following branches: New York, Philadelphia, Boston, Seattle, Wash.; Atlanta, Ga.; Chicago, Ill.; Minneapolis, Minn.; Los Angeles, Cal.; St. Louis and Kansas City, Mo., and Detroit, Mich.

Open Liberty Motor School for Flyers

Lieut. G. E. Holmund, Graduate of Detroit School to Head Faculty

The Liberty Motor School at the Flying Department is at last a reality.

Lieut. G. E. Holmund, one of the officers who took the course in Liberty Motors at Detroit, Mich., and at one time head of the motor shop, will have charge of instruction.

A picked class of 24 mechanicans from the Motor Shop, Engineer Department, will be the first to receive the course in the overhauling and maintenance of Liberty motors. This class will receive about six hours of instruction daily, with 15 minute intervals between each hour, for one week and following this a week on the testing block shooting trouble on the new motors.

The curriculum of the new course, as outlined by the Engineer Officer, is as follows: Sequence of disassembling motor; lectures on each unit, separately, it's use, operation and lubrication; and two days spent entirely on ignition, as it has been found that if a mechanician has a thorough understanding of the ignition system he is completely conversant with the operation of the Liberty Motor.

Lieut. William G. Rule, as the officer in charge of the Field and Hangar Division, will assign men from crews under his jurisdiction to care for the new motors, which have been borrowed from the Air Service Mechanics' School. He also will be in charge of the preparation of loose-leaf data books for trouble-shooters, inspectors and crew-chiefs. The books are being donated by the officers of the Engineer Department and will cost approximately $120.

Statistics Show 150,000 Allotments Are Made Out Here

The War Risk Insurance Bureau in Kelly Field has handled over 150,000 allotment forms since the office was established, according to Lieut. Henry P. Osborne who has been in charge of the work for several months.

Of course, all of these were not original allotments from men as soon as they entered the service, but the great number is due to various causes that have arisen from time to time. About 100,000 applications have been executed due to the soldier getting married, change of dependents and other reason. But despite the great amount of work the office has kept up with its tasks and has never been behind.

If an allotment is made by a soldier it must be at least $15.00 but no limit is placed on what amount of the wages paid can be turned into an allotment. However, no matter how much is given by the individual the government will not give only a certain amount. In the case of a wife she receives only $15 from the government, but a wife and one child is given $40. A certain amount is given for each additional child.

If a soldier's dependents have failed to receive their allotment, he should take the matter up with his commanding officer who will write him a letter to the War Risk Insurance Bureau in Washington, D. C., inquiring into the case. The letter will pass through military channels and on this account will take considerable time. The case should be explained fully in the letter, so there will be no delay in receiving action. If a soldir's dependents have not received a check from the government for four months or more he has the privilege to inquire into the situation, but Lieutenant Osborne declares that no soldier should bother the department with an inquiry if a check is but two or three months late in arriving.

Men Must Obtain Permission to Use Kodaks on Field

Censorship ended with the signing of the armistice; but not on Kelly Field. Photo fiends are doomed to disappointment if they think that they will be permitted to take pictures indiscriminately.

Many officers and men on this field have been looking forward to the time when the old kodak could be brought from "hock" in the city and put into service on Kelly Field. But the Intelligence Department has determined upon placing a damper on their photographic ardor.

Under an order from the Intelligence Officer of the Southern Department camps and fields in this department have been classified into open and closed posts. Kelly Field, like the fabled Chinese land of Thibet, is a closed land, and only such persons as satisfy the local intelligence office that their loyalty, intentions, character, photographic ability, business ability, relations, and morality are above reproach will be permitted to use the black boxes on this field.

Any one desiring to snap pictures on the field for any purpose, whatsoever, will have to appear before Capt. John J. Gallagher and obtain his official sanction or face a court-martial.

Return To Kelly To Be Discharged

Officers on leave of absence must return to Kelly Field to be discharged.

This information was received here by telegraph from the Director of Military Aeronautics in response to a wire sent him by Col. H. B. Clagett, asking if officers away on 30-day leave of absence could be discharged at a post nearest their home at the expiration of their leave of absence.

Not only did the reply say that officers could not be discharged away from the post but furthermore said that no 30-day leaves were authorized. No officer will be given more than a 10-day leave and must, upon its expiration, report back to Kelly Field.

Curtiss Ships Go To Make Room For De Haviland Planes

The removal from flying service of all ships of the Curtiss JN4-A, B, AA type is contemplated in a new order to the Flying Department.

This is being done in order to make room for the new DeHaviland machines which have been received and the superfluous airplanes are to be stored on this field.

The types to be removed are of more or less obsolete design and all of "Dep" control. They have been used extensively in the acrobatic stage heretofore, and it is thought that they will be missed by the officers of this stage.

To Receive Instruction In Making Inventories

Anticipatory of the disbanding of the Air Service, Major R. F. Scott, Signal Supply Officer at this post, has been ordered to Middleton, Pennsylvania, to attend the school for Aviation General Supply Depot officers to receive instruction in the latest methods of making inventories for the Government.

It is understood that if Major Scott's duties here make it impossible for him to attend he may send Capt. George V. Rotan, Signal Supply Officer in the Flying Department.

A new airplane with all the latest Kelly Field improvements and devices is being assembled in the Engineer Department for experimental purposes.

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Wishing you and yours a Merry Christmas and a Happy New Year

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COMMUNITY HOUSE
Music - Dancing - Good Meals
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KELLY FIELD CLUB HOUSE
Convenient Home-Like
Everything a Fellow Wants

TIP TOP SOLDIERS CLUB
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If there is anything this service can do for you, your unit or squadron, or your camp, at any time, call upon us.

CHRISTMAS
AT
THE GUNTER HOTEL

Is a Nationally Known
CELEBRATION

The festivities center around the great Christmas Tree in the lobby. The true spirit of the day permeates every activity.

THE GUNTER

wishes everyone a Merry Xmas

Especially the men of the army and their families, and the traveler. Spend the day at The Gunter, enter into the celebration with the same keen enjoyment that you would at home. Gunter hospitality will greet you everywhere.

PERCY TYRRELL, Mgr.

Aviators Victorious in Ring, Cinder Path and Court

Diamond Stars Do Their Bit For Country

National League Loses Two Splendid Men in Action

Greater Portion in Khaki or Blue

"Eddie" Grant and "Mark" Milligan Are Lost Heroes

More than half the baseball players who were actually on the payrolls of the eight National league clubs for the greater part of the season of 1918 are, or were up to the time the armistice was declared, in the military or naval service of the United States.

Statistics compiled by President Heydler of the veteran league show that 103 of its players donned the khaki or the blue. This means actual service in the army, navy or aviation. The total number of players reserved for the season of 1918 was 257, and over 40 per cent of that number joined the colors. But of the players who actually reported to their clubs and went on the payrolls 64 per cent went into active service in the war.

Two Killed in Action.

Two of them were killed in action. Marcus Milligan, a young pitcher obtained by Pittsburgh from Birmingham, was killed in an airplane accident. Capt. Edward Grant, acting major, fell at the head of a battalion that was trying to rescue the "lost battalion" in the Argonne forest.

The 103 players who entered service were mostly men who took part in championship games of 1917 or 1918. Of the twenty who did not play in a game in either season, eighteen had joined their respective teams and were full fledged major league players.

Three N. L. Leaders in Service.

This number does not include three men from the executive branch of baseball who enlisted in the chemical warfare service. Percy Haughton of Boston and Branch Rickey of St. Louis received commissions as majors and Christy Mathewson of Cincinnati was made captain in that branch of the service. All three were sent overseas.

These statistics following those prepared by the American league show that profesional baseball players as a class cannot be accused of slackerism. In summing them up, Mr. Heydler said: "The facts apparently are that professional baseball gave as great, if not a greater, percentage of its employe's to the country's service as any other occupation. For every man who jumped to a shipyard twenty players were ready to fight."

18 CARDINALS TO WAR.

The Cardinals have the proud distinction or having 18 of their 1918 team, all of whom were considered regulars, in the service of their country. Their names, according to Secretary Hiram W. Mason, will be inscribed on a roll of honor. The men whom the Cardinals "sent to war" are: Maj. Branch Rickey, chemical warfore; John C. Hendricks, secretary for the Knights of Columbus; R. D. Wallace, ordnance department; Douglas Baird, army; William Sherdel, army; Frank Snyder, army; Jack Smith, army; Sgt. Walton Cruise, army; Lieut. Oscar Horstman, army; Lieut. Marvin Goodwin, Aviation Corps; John D. Miller, marines; Elmz Knight, army; Murphy Currio, army; Bruce Hitt, navy; John Brock, navy; Tony Brottom, army; Jake May, army; Jenkins, army.

NEW OWNERS FOR BRAVES.

CHICAGO.—President Ban Johnson of the American League said that a change in the ownership of the Boston Club probably would be made before the opening of the 1919 season. There have been several offers from groups of men to secure the control ing interest, he said.

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Kelly Field "Pugs" are Department Ring Champs

Cotton Welts Wise Fighter

Mayfield Surprises Ring Fans By Defeating Bumble-Bee Davis

The boxing meet between Kelly Field and Camp Wise, staged at Kelly Field last Wednesday night, was productive of at least one big surprise in that Cotton Mayfield, of Kelly Field, was given the decision over Bumble Bee Davis of Camp Wise, in the feature welterweight bout. The results of the fight were surprising because of the excellent record Davis has made in the local camps as the claimant of the welterweight title of the department. Mayfield, was given the decision on points, having, according to the announcement of the judges, defeated Davis in four of the six rounds.

A storm of protest was registered by the hundreds of Camp Wise admirers of Davis, and immediately after the fight offers were made to match the balloon man against Mayfield, the date to be set later. The Camp Wise promoters are also seeking another match between Cruse and Landeryou, the latter having gained the decision over the Wise man in their four-round fight Wednesday night.

The card opened with a three-round fight between Smalldoni of Kelly Field and Hutton of Camp Wise, at 115 pounds. Hutton was given the decision.

The Mayfield-Davis affair, originally scheduled as the last feature of the card, was pushed in as the second event. The bout went six rounds. Mayfield won the first three rounds, the second being even. Davis won the fifth round, but Mayfield took the sixth round. The men fought with six-ounce gloves.

Coletino and McAuliffe went on for three rounds, McAuliffe was given the decision.

Landeryou of Kelly Field was given the decision over Cruse of Camp Wise in the four-round match at 125 pounds. Landeryou took three of the four rounds and broke even in the other.

SEEK TRAINING SITE.

CINCINNATI, O.—Selection of a training camp for the Cincinnati club of the National League already is being considered. Three cities have expressed a desire to secure the Reds as visitors next March. Havana, Cuba, has offered alluring inducements. The other cities are Natchez and Bieloxi, Miss.

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Clinton Larson

Captain of Kelly Field track team who holds both the intercollegiate and world's record in the high jump. Larson made himself famous on the track while a student at Brigham Young University. He established his world high jump record at the A. A. U. meet in Chicago two years ago, but lost out this year when he represented Kelly Field at Chicago and spiked himself in the preliminaries.

MILLS, KELLY ATHLETE IS RECOVERING SLOWLY.

Sgt. "Jack" Mills, Kelly Field athlete on the gridiron and track, has been shaking hands with the Grim Reaper for months past, but now is considered out of danger and slowly progressing along the road to recovery. Mills has been in the hospital since last summer with various ailments, which finally terminated in pneumonia. His powerful stamina and indomitable courage is all that pulled him through.

ANNOUNCE OPENING DATE.

American Association League season of 1919 will begin April 29, the Western clubs opening their campaign in the four Western cities.

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Big Athletic Army Tourney

American Army Headquarters in France.—Arrangements are under way in the army for the most extensive series of athletic contests ever held. The series is to terminate in a great interallied military Olympic meet. While yet tentative, the arrangements have been approved by General Pershing, the American commander in chief, and the finals of the contests will be held in Paris, if possible.

The arrangements provide for competitive games, such as track and field sports, shooting matches and the like. The competition will begin by platoons and progress through companies to regiments, brigades, divisions and army corps and to the Allied armies.

When completed the program will embrace unique events for every branch of the service, such as competition between machine gun organizations, the artillery, trench mortar and other branches and between platoons and companies of infantry.

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14th Cavalry Cops Finale

Finish Season Gloriously by Trouncing Third Infantry

The 14th Cavalry football team closed its season Saturday afternoon by defeating the strong 3rd Infantry organization by the score of 12 to 2.

The game was played on the Quadrangle grid, Fort Sam Houston, and was one of the best and hardest fought games of the season. Both teams were in the best of condition and the game was fast and snappy. The supporters of both teams marched to the game with their bands.

The 3rd Infantry team was the first to score by throwing Moorehead behind his own line after the 14th team held their opponents for downs on the one-yard line. Shortly after the start of the second period Moorehead made a wide end run and ran forty yards for a touchdown. Moorehead missed goal. The third period proved to be the hardest of the game, with neither side being able to score.

Starting the fourth period the cavalrymen, with a series of line bucks and successful forward passes, carried the ball down the field and when within two yard of the Doughboys' goal, Jarsyna carried the pigskin over the second touchdown. Moorehead missed goal. During the rest of the period the Doughboys tried hard to break down the Cavalrymen's defense, but without success.

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Kelly Field Athletes Supreme in All Minor Sports

Standard of Kelly Field is Maintained By Stalwart Athletes in Diverse Games

Boxing and Wrestling Teams Establish Enviable Record in Southern Department—Superior Basketball, Swimming and Track Teams

BY BENJAMIN H. STATTER

Kelly Field maintained the standard of the world's greatest aviation camp in minor sports.

Boxing, wrestling, baseball, calisthenics, swimming, athletics, track, tennis and indoor baseball all came in for their share of participation by soldiers of the Field.

Some of the best athletes in the country were stationed at Kelly Field and as a result the various branches of sport here secured such a firm footing when opposed by other camps.

Boxing proved the most popular of minor sports. Some great fighters were developed here and the Kelly Field boxing and wrestling teams established an enviable reputation throughout the Southern Department.

In boxing, as well as in other sports, Kelly Field has more than maintained the standard which would be set by the greatest aviation camp in the country.

The season started under the watchful eyes and superlative tutelage of Capt. C. A. Reid and Lieut. Nathan Malefski, his assistant. At that time M. C. Sallssa, "Y" athletic director, was in charge of wrestling.

Captain Reid's first find was Ervin "Kid" Atwood, who up to the time of his first fight earned the title of "Champion K. P." having served fifteen days in succession.

When Captain Reid was transferred "over seas," Lieutenant Malefski, the former all-around Syracuse University athlete, was appointed his successor. Through the work of Lieutenant Malefski and Lieut. H. Vanocker, Athletic Officer Concentration Brigade, one of the best boxing teams to be found in the various army camps was developed. The power and versatility of the aviation "pugs" has been demonstrated many times in matches with opposing camps until Kelly Fielders have attained the top notch in the arena. In fact the boxing team has won so many laurels and achieved such an enviable reputation that the teams of the other camps seem to be a bit leary. Lieutenant Vanocker has found it very hard of lot to secure opponents for his charges.

Four Undefeated

Kelly Field has four who never have been defeated, "Willie" Ames, "The Flash" from Akron, Ohio, and Light-Weight Champion of the Southern Department training camps, stands out as the peer of them all.

"Cotton" Mayfield, 145-pound champion of the Southern Department, whose home is in Kansas City. This lad had never donned a mit until he reached this field.

"Young" Thomas, the sensational bantam-weight has disposed of all he has been asked to meet in the Inter-Field matches, and since defeating the Cuban representative has found it hard to find anyone to dispute his claim. "Young" Thomas is a brother of Charlie "Kid" Thomas the sensational Philadelphia fighter.

Ray Sherbourn, the 160-pounder, was the undefeated champion of the Southern Department, his home is in Massachusetts. He is a graduate of Tufts College. Sherbourne is now "over seas."

Kid Atwood, the father of the boxing game on this field—Premier middleweight, who hails from the Rocky mountain regions of Colorado and was called "the La Junta Wildcat" in civil life, has been the busiest fighter in the army, meeting and beating more men than any other fighter in the service. The kid bewails the fact that he doesn't wear and wound stripes, which he justly deserves.

When the fighting game was young on this field Atwood used to meet three and four men each night, usually disposing of the men by knock-out route.

The writer recalls an incident in the lower field when Atwood had disposed of the second fighter pitted against him; a lad named Goodspeed expressed a desire to swap punches with him. Goodspeed outweighed Atwood by 20 pounds. In the second round of the scheduled three-round bout, Atwood clipped his man on the jaw, causing Goodspeed to "tail spin" over the ropes. Since that time Goodspeed has had two furloughs and finally given his discharge for physical disability.

Atwood Actiye "Kid."

Civilians and military fight followers have seen Atwood in action several times and each time it has been as much real action as Atwood could produce. His record of knockout is proof enough for his ability to hand out the wallops, and he and take a lot of pounding himself without showing any ill effects. He is a willing mixer and ready to tackle anyone anywhere near his weight.

Among those who have done exceptionally good work on this field, are McGuigan, the 133-pounder who defeated Andy Dans, the Camp Travis representative, in the finals of the Inter-Camp Tournament; Landeryou, the "Denver Kid," a 122-pounder, who is willing to meet anybody from Benny Leonard to Jack Dempsey; "Fighting" Hartman, boxing instructor of the Flying Department, who has turned out many good men from his section, Cavaretti and Colontino, two fast lightweights; McAuliffe, of the Medical Detachment, has won his last five fights. Good work is expected of him in the future.

Cronk and Reynold have been the representatives of the flyers in the wrestling game and have always made a creditable showing.

"Battling" Stettinger of Montreal is the only fighter who has been unable to appear in the regular weekly events owing to a broken wrist, Stettinger is a very clever lad and has yet to lose a fight, he has seven knock-outs to his credit.

Basketball

Preparations for the coming basketball season are in full sway. Coach Malefski has three of his last year men with him again and expects to have things going at top speed shortly.

More than 25 men have reported at the evening practices and there are some likely looking men in the squad. The players of the first string are: McLaughlin, Lund, the University of Minnesota; McKean, "Ted" Kahn, Big George Kelly, former outfielder of the New York Giants; Porter and Lieutenant Hansen of Minnesota and Lieutenant Malefski. The latter has been experiencing a great deal of trouble due to a broken leg, which is mending slowly.

Abundant Material

Coach Malefski, has found an abundance of basketball material on this field and all of the candidates will have a hard fight landing a berth on the first squad.

A league has been formed among the squadrons and some hot scrimmages are expected to take place on the various "Y" courts this winter.

Last year's team had only one defeat marked against them. This was **lost to Eagle Pass by the score of** 23 to 21. They defeated the St. Mary's Team of San Antonio for the championship of the city by the score of 38 to 12.

The team consisted of the follow-inf named men.

McLaughlin, Forward, Springfield Training School.

VanDusen, San Antonio Y. M. C. A.

Lieut. Malefski, Center, Syracuse University.

Glendenning, Guard, Colgate University.

Finman, Guard, New York State League.

Lieutenant Malefski was coach and M. C. Salassa manager.

Calisthenics

Calisthenics started on this field under the supervision of M. C. Salassa, "'Y" Director, Lieutenant Malefski and Sergeant McLaughlin. Three non-commissioned officers from each squadron reported for instruction three times a week. In four weeks a complete course of theoretical and practical calisthenics was given and each non-com." in turn instructed the men in his squadron. In this way every man on the field received instruction in calisthenics. The Koehler method of instruction was taught. Classes in tumbling, boxing and wrestling were given in conjunction with calisthenics.

The system installed had for its purpose the carrying out of uniform calisthenics, so that any one man could take his turn at instructing.

Sergeant Lund and Sergeant McLaughling were instructors in Tumbling, Sergeant Atwood and Hartman were boxing instructors.

Swimming

The swimming team consisted of Grace, Millard, Eder, Jenks, Downs, Walters and Lieutenants Chenault and Tilden. This team also had a very successful season.

In the great Inter-Camp meet held at Medina Lake, the Kelly Fielders won first place. The following is the list of men who won their events:

50 yd. swim—Grace 1st, Millard 2nd; Short 3rd.

100 yd. swim—Grace 1st.

40 yd. swim—Tilden 1st Short 3rd.

440 yd. swim—Millard, Downes, Tilden and Grace.

Kelly Field Relay Team took first place.

Fred Walters of Kelly Field gave an exhibition of 100 ft. dives from the bridge that spans Medina Dam, doing a back jack-knife dive, similar to the one that resulted in the death of Jim Speed, who tried this from the Brooklyn Bridge.

50 yd. back strok, Downes 2nd; Eader 3rd.

Field Athletics

Athletics started in Kelly Field with only a handful of men to encourage and help it along. The field was in its infancy and too much time and energy was spent in organization work and other military duties to allow athletics of any sort. But due to the work of such efficient men as Captain Reid, Lieutenant Malefski, Lieutenant Vanocker and Salassa "Y" athletics director, the work was soon under way.

Thanks to Mr. Salassa, equipment was procured through the Y. M. C. A. and platforms were built for wrestling and boxing exhibitions. Mr. Salassa's work as referee and coach was of the highest calibre.

Sgt. Harry McLaughlin, also has done wonderful work in the organization of athletics for Kelly Field. He has been connected with the Athletic Office ever since it was organized. His remarkable physique and ability to instruct in tumbling and calisthenics aided materially in developing thousands of raw recruits. Too much cannot be said of the splendid work Sergeant McLaughlin has done.

Divide Athletics

The athletic work was divided into two classes—A. Mass Athletics; B. Representative.

In mass athletics the purpose was to have every available man on the field participate in some form of exercise or other.

The representative athletics of course represented the choice of the Field in the different branches of athletics. Representative teams were picked after a process of elimination in the mass athletics. In this way every man on the field was given a chance to make the Post team.

Thanks is due to the splendid cooperation of the officers and enlisted ment for the support they have given athletics. Without this proper spirit it would have been impossible to turn out the championship team of which this field proudly boasts. Kelly's wonderful athletic record shall always be remembered and every man should be rightfully proud to say that he was once a Kelly Fielder.

Cinder Path

Through a process of elimination in Inter-Squadron meets, the following athletes were gathered: Larson, Buck, Schnaars, Saranac, Mills, Bierman, Kelly, Wales, Lund, Ardis, Jenks, Willoughby and Harrington. These men seldom failed to land a place wherever they competed.

At the Southern Department meet held at Camp Dick, Kelly Field took second place with 23 points. Camp Dick won the meet with 26 points.

Following is a list of men wro placed:

Larson—Tied for first place in high jump; Buck—Second in pole value and second in high hurdles; Schnaars—Second in mile run; Saranac—First in 16 lb shot put.

The Relay team consisting of Mills, Buck, Schnaars and Lund took second place. On this day Kelly Field won the cup for stunt formation flying.

A Kelly Field team consisting of Larson, Buck, Saranac, and Willoughby was sent to Chicago to complete in the National A. A. U. Championships held there on September 21st. Larson pulled a tendon on his first jump and was unable to defend his title.

Lieutenant Buck won the pole vault with a leap of 12 ft. 3 in. Saranac won 4th place in the 16 lb. shot-put. Buck also took seventh place in the all-around championships.

Tennis Court

At the Tennis touranment held at Camp Dick, Dallas; Lieuenants Board and Brush won the championship doubles of the Southern Department.

Capt. Horace G. Soule won the Championship singles.

Kelly Field figured prominently in the Tennis Tournaments held at the Country Club. Following were the representatives: Lieutenants Board, Brush, Herlihy, Larned and Simons; Captains Soule and Mark.

Indoor Baseball

The Inter-Squadron League was won by the 145th Squadron; 632nd Squadron finished second and 819th third.

The 145th team was composed mostly of players of the Kelly Field Post Baseball Team and outclassed the rest of the league. The Y. M. C. A. assisted by shrdlu shrdlu with the necessary paraphernalia.

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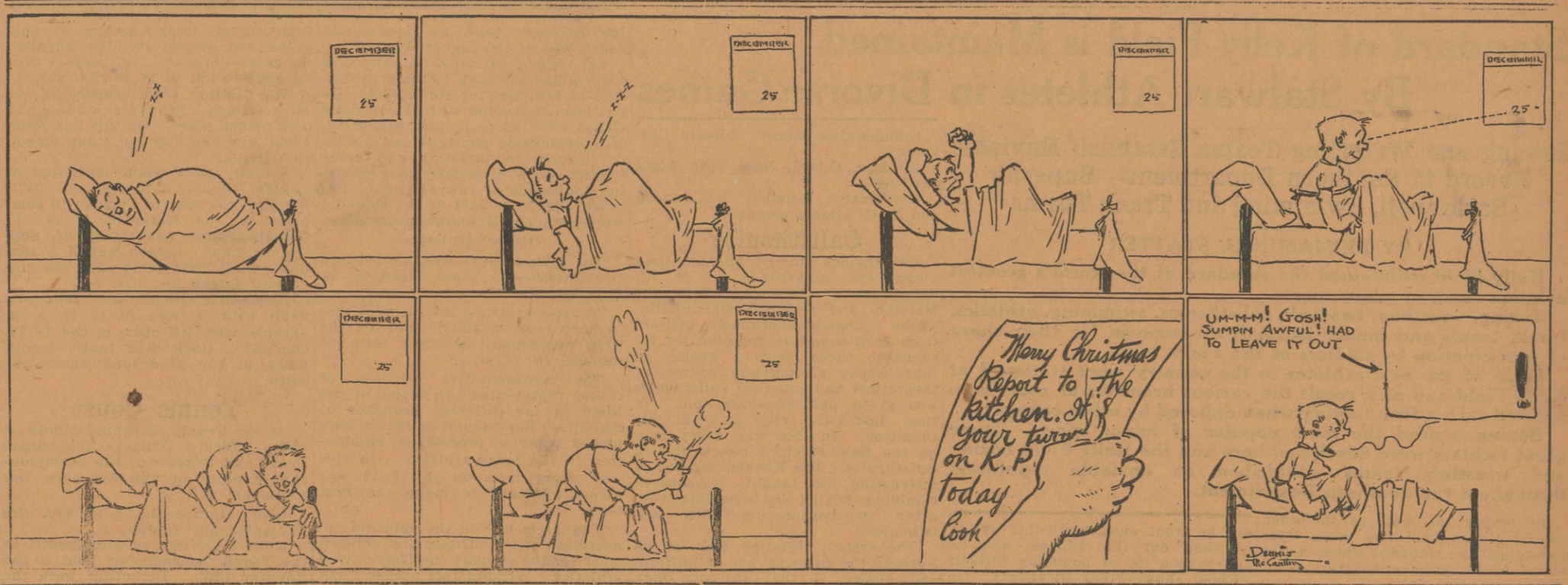

Aviators Achieve Splendid Baseball Record

Diamond Season Proves Victorious One For Kelly Field Baseball Aggregation

Aviators Won 51 Games and Lost But 9—Lieut. Connor Worked Wonders With Fine Array of Talent—Win Memorable Battles

BY WAYNE K. OTTO.

A cold disagreeable April wind sweep over the field one day last April when Kelly Field's warriors of the diamond trotted out in their initial battle of a super-eventful season. The New York Gaints were "Rarin' to go "that afternoon, but it was only after a bitter nine-inning fight that they overcame the Aviators, 11 to 7.

This marked the dawn of baseball history in Kelly Field. Lieut. Harold F. Semple, then piloting the club lined up a number of high class men, but subsequent events proved that reputations don't make an efficient machine in time of battle. It was a trying period for the Kelly Field Club.

The Aviators fought viciously over a period of three weeks to obtain results, but each game went the wrong way, due to holes in both the infield and outfield, bad pitching, or catching and "breaks."

Following a 3 to 1 defeat by Camp Travis, the club made its first foreign invasion fighting the Fifth Engineers on the cliffs overlooking Corpus Christi Bay. It was on this day that "Dixie" Walkup, the brilliant little left-hand and "whitewash King" first started on the road to fame. "Lefty" choked off the Engineers and then George Kelly, former New York Giant outfielder, and first baseman, duplicated the stunt the next afternoon.

Larry Richert and Rabbit Lentz were fighting it out for shortstop at that time, with Heine Spreitzer at second, Eddie Brown at first and Jack Gilroy on third. In the outfield Wylanis, Starr and Schnaars were playing fair ball. Regardless of these conditions, the club went to Waco and won an even-break in two games before a mammoth crowd pitted against a club which out ranks nine-tenths of the minor league organizations in the country. Coming home, the club was beaten badly by the Wacoans when Lefty Walkup and the late Frank Bierman failed to suppress the assault of the club led by McDermott and Ellison, both big leaguers.

O'Connor Takes Charge

It was then that Lieut Harry G. O'Conner was named to lead the club, replacing Lieutenant Semple. A shake-up in the personnel was imperative if the team was to win and this is exactly what Connor did. With the second big clash against Travis' magnificent club only a few days off, the "Foch of Kelly Field" sent Spreitzer from second to third, relieved Richert, who had other duties, sprung a dark-horse in the person of Joe Fernandez at second and left the outfield intact with the exception of Chief Starr, whom he benched. George Kelly was in the hospital and the hurling staff was an enigma, or rather inconsistant. "Red" Lynch, whose backstopping was erratic at the start of the season, was rushed into the breach to relieve Billy Harm, the little Columbus catcher, generally known as a "second Ray Schalk."

Going into the ninth inning, two runs to the bad, the Aviators staged a wonderful rally with two men out and beat Travis 4 to 3 before a crowd, which went wild.

From this point the fortunes of Conner's outfit changed. Whirling over a hard schedule. Lefty Walkup and Frank Bierman hurled magnificent ball, winning 12 straight victories. They were ably supported by Chief Cadreau, who made a 33 inning no-score pitching record during the close of the year.

Strike a Jinx

It was on July 4 at Corpus Christi before a wonderful holiday crowd that Frank Bierman had a bad day and the Aviators were beaten, 3 to 1, in one of the hardest-luck clashes of the season. This one loss, however, interloped another string of ten straight wins, regardless of some rather bad "breaks."

In the meantime Spreitzer was placed at first; Lentz was replaced by George Kelly at short and Eddie Brown, the greatest hitter in United States service baseball, went to center. Chief Starr returned to the line-up and played a magnificent article of ball. Wylanis great fielding, throwing and base-running featured many a hard-earned victory. Walkup hurled 42 soreless innings in succession and became the ideal of the field. This was the equivalent of five straight shutouts.

Rival Appears.

A greater complication faced the Aviators at the moment when it looked as if they were the undisputed champions of the southwestern United States. Fort Sam Houston suddenly blossomed out with a club, picked from the cream of the country and captained by "Snooks" Synder of the St. Louis Cardinals, considered by many experts as the best best backstop in the National League.

A challenge resulted and the first battle was one long to be remembered. The Aviators hammered Jack Harper, former Texas league star for eight innings before they could break through his magnificent defense, and finally won in 15 innings, 5 to 4, through great pitching by Dixie Walkup and Bierman.

Later before a mammoth crowd at League Park, San Antonio, Snyder broke up a pitching duel between Harper and Bierman and Kelly Field lost 2 to 0. A third game went to Houston, 11 to 4 when Dixie Walkup was driven to cover in two innings.

The clubs in the Army League were easy for the Kelly Field club and the contests gradually were eliminated until at the close only two games remained. Weakened with the loss of Kelly and with pitching selections uncertain, Lieutenant Conner again displayed his remarkable strategical ability by sending "Hook" Stringer, the curveball specialist against the Houston club in the forth game of the series. The eastern hurler got away to a bad start and then settled down. Jack Harper met his nemisis that day. It was in the seventh inning that the range of the big right-hander was found and before he could be relieved ,the Kelly Field artillery had pounded him for five runs and the game.

The Grand Finale

The biggest crowd in the history of San Antonio baseball turned out for the final and decisive contest of the year. Winter, the young New York National League pitcher, opposed the Aviators, and, although he was in danger throughout, he checked the local lads, 6 to 3. Seventeen Kelly Field men were left on bases that day and there never was an inning that the big Giant star, was not in hot water.

Despite the loss of the big finale, Kelly Field's contest was a wonderful one.

The close of the season showed 51 games won and nine lost. Of this nine, four were lost before Conner took charge of the club. The Irish "lootenant" won his title as the "Foch of Kelly Field" and the fact that no one illegitimately handed it to him, makes the fact even more commendable. The co-operation and wisdom of Lieut. Malefski, as head of the athletic department, equaled the work of the brilliant baseball leader.

Bessolo Feat Is Unequaled

Kelly Soldier's 700-foot Catch From Plane Still Stands

One of the sporting achievements of the year at Kelly Feild, which received world-wide publicity, was the catching of a baseball thrown from an airplane last spring by Cpl. Michael Angelo Bessolo of the 819th Squadron.

The ball was dropped from the speeding ship at a height of 700 feet. After numerous unsuccessful attempts by all members of the Kelly Field Baseball team. Cpl. Bessolo, an outfielder on the Kelly nine, clung to the oval and won immediate fame.

It established a new world's record for such a feat. The nearest approach to this record was set by "Gabby" Street, of the Washington Americans, who caught a ball thrown from the Washington Monument several years ago, a height of 542 feet.

Numerous attempts have been made at aviation camps in this country and in Europe to better Bessolo's record, but it still stands.

BOY, PAGE "MR." OTTO.

Wayne K. Otto, former sporting reporter for The Eagle, is back in San Antonio with a discharge from the army tucked in his hip pocket and a "Mr." in front of his name. Otto left Kelly Field a couple of months ago for the Officers' Training Camp at Waco and was "going big" towards a span of gold bars, when along came the armistice and put him back in the "civies."

Otto is on the editorial staff of a San Antonio newspaper and considers it his "Duty" to spend all his superfluous wealth these days acting as a meal ticket for charming bits of San Antonio wrendom.

Kelly Fans Mourn Bierman's Death

One of the saddest athletic losses of the year on Kelly Field was the accidental death by a rifle bullet of Pvt. Frank Bierman, premier pitcher of the Kelly Field baseball team. Bierman was loved by his teammates and was the idol of Kelly Field baseball fans during the past season. He was considered the headiest hurler on the Aviators pitching staff and his untimely end is deeply regretted by all. Bierman had a brilliant future ahead of him in baseball.

LARRY VORHIS DIES.

New York.—Alumni of the High School of Commerce and Penn State were shocked when they learned of the death of Larry Vorhis, one of the greatest football players yet developed at either institution. Vorhis was thirty years old. He succumbed to influenza at Wilkes-Barre, Pa. He came to New York with his parents as a boy. He was graduated from Penn State in 1910, and was a member of the baseball and football teams, and president of the senior class. In 1909 he was chosen for the All-American football team, and in 1911 was football coach at Wesleyan.

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KELLY FIELD SPORTS

Undefeated Grid Champs of Southern Department

Here they are! The Kelly Field Aviators—football champions of the Southern Department. With their goal line uncrossed throughout a victorious season the Kelly griders proved themselves to be one of the greatest football machines ever to don the moleskins anywhere. The players are: From left to right—Top row: Ross, Dailey, Hodgson, Fraser, Johnston, Byrne, Sweinhart, Galvin, Shephard, Lieut. Clough, Brewer, Sullivan, Downey, Sherwood, Cauvthan, French. Center row—Fyan, Walters, Sidenberg, Title. Bottom row—Overlees, Dahlem, Newton, Flasher, Krapf, McHale, Splawn, Harper, Bingaman, Simms, Guy.

—Photo by Stead.

Kelly Field's Famous Grid Machine Finest Outfit in the United States

Aviators Easily Prove Supremacy in Race for Titular Football Honors of Southern Department—Great Galaxy of College Stars

BY ROY C. ELMENDORF.

FOOTBALL champions of the Southern Department for the 1918 season. That was the record established by the mighty Kelly Field gridiron warriors this autumn.

Devotees of America's great fall pastime, who had the opportunity of glimpsing the Aviators in action, declare the team the greatest aggregation of football talent ever to don the moleskins on any greensward.

The Kelly Field team consisted of big college and All-American players of recent years, who proved that they had lost none of their former prowess in romping the limed lines.

The Aviators established the season's record of having their goal line untramelled by an enemy's cleets. In fact, the Kelly Field goal hardly was in danger throughout the season. The only team able to score was Camp Travis. The Doughboys secured the oval by a fumble on the 25-yard line and Burch booted a goal from the field giving his team three measley points and him the honor of being the only man to score against the Kelly Field outfit. The locals tallied 161 points, while the three points made by Travis were their only demerits.

Individual football stars from the country's greatest universities marked the make-up of the Aviators. Yet these shining lights of other clans molded perfectly into the machine developed by the Kelly coaching staff. In action the outfit worked with the smoothness of a new Rolls-Royce.

Galaxy of Stars.

Outstanding stars in the season's record included the unbeatable Larry Splawn, former Michigan fullback and superlative punter. Splawn could boot a spiral for 80 yards with apparently little effort. McDermott, the All-Texas halfback, whose line plunging ability won the Travis game. Frank M. McHale, or "Big Mac," who could be depended upon to make a big enough hole at tackle for a British tank to ease through. "Pep" Ross, Wesleyan speed merchant, and "Al" Overbaugh, former Brown star, whose generalship and handling of the ball at quarterback had much to do with the season's record. Sullivan, Fyan, Overlees and Shephard, each individual backfield stars, added their mite in every game to bring about convincing proof of the Aviators superiority over all opponents.

The Kelly Field line presented a bulwark of strength both on offense and defense, which made it almost impregnable to all foes. In fact, but few first downs were made against the regular Kelly line all season. There not only was weight and strength, but that other essential asset in the make-up of a championship gridiron team—speed.

Scintillating Ends.

The ends proved to be the cream of wing talent and the second string men equally as good as the first. Brick, Keeney, Fraser, French, Lund and Guy were a combination of wing artists capable of tucking all attempted skirts to the side lines back against the immobile wall of defense.

The remainder of the Kelly Field line was made up of such former grid stars as McHale, Downey, Bingaman, Walker, Sweinhart, Dahlem, tackles; Galvin, Brewer, Sidenberg, Title, guards; Hutchinson and Sherwood, center.

The influenza epidemic and the quarantine of surrounding army camps resulted in a serious hampering of the big schedule arranged for the Kelly Field team during September and part of October. But the latter part of October and up to Thanksgiving Day saw the Aviators bloom forth in all their splendor and trample upon everything in the moleskin line that dared face them.

Splendid Record.

The season started with a 41 to 0 victory over the strong E. M. T. D. team, followed by an equally decisive victory over the Air Service Mechanics School, 38 to 0. Then the team journeyed to Houston and scalped the speedy Rice Institute eleven, 28 to 0. Fort Sam Houston next met the Aviators and the latter flew away with a 34 to 0 victory before a gigantic war-benefit crowd. Then, as a grand finale to an irradiant season, the Kelly Fielders clinched the titular honors of the Southern Department on Thanksgiving Day in their historic defeat of the burly Camp Travis Doughboys, before the largest crowd ever jammed into League Park, 20 to 3.

Kelly Field's claim to the football championship of the Southern Department is unquestionable. The Aviators eleven was undoubtedly one of the greatest football organizations ever molded in the United States. Had it been possible to arrange a game with Great Lakes Training School and some of the eastern army camp teams, backers of the Kelly Field aggregation are confident that the flyers would have proven their superiority over any eleven in the United States.

Wise Weird Whimper.

Camp John Wise has been wailing, since the season ended and the Kelly Field team disbanded that they should be given an opportunity of locking horns with the Aviators to decide Southern Department supremacy. The challenge has not been taken seriously at Kelly Field, however, as the Balloonists have not shown themselves to be on a par with the Aviators. They were given a chance for a game earlier in the season, but claimed they were not ready to meet Kelly Field at that time. Just as soon as the season ended on Thanksgiving Day and the Kelly Field grid machine disintegrated by transfers and discharges, the Wise coaches came forth with a challenge and have been whimpering ever since. Those who have seen both elevens play, however, declare the Ballonists were no more than a match for the Kelly third string men.

Credit Due Mentors.

Much credit for the molding and development of the Kelly Field team is due the coaching staff. Their system of attack, which was most baffling when brought into play, showed the worth of these mentors, and the stamina and endurance of the Aviators demonstrated careful training methods mapped out by Lieut. "Doc" Clough. The coaching staff included: Lieut. Frank M. McHale, head coach; Lieut. O. L. Clough, Major George W. Krapf and Cadet Johnston.

"Al" Overbaugh

Kelly grid star who was kept from game most of season with fractured jaw. Overbaugh was back for the Travis game, however, and distinguished himself by showing the quarterback prowess which made him famous at Brown University a few seasons ago.

LIGHT TOLL FOR GRID.

CHICAGO, Ill.—Football, America's greatest autumn sport, claimed the lives of nine players during the 1918 season—three less than the 1917 toll, nine less than in 1916, and seven under the number in 1915, according to figures compiled by the Associated Press. In 1914 there were fifteen deaths.

Virtually all of the victims were "free lance" players.

SIDE SLIPS and "TALE" SPINS

By ROY C. ELMENDORF

Here's a
* * *
"Merry, Merry"
* * *
To you all—
* * *
Ha-ha-ha! Ha-ha!
* * *
(Business of villianous laughter.)
* * *

I wonder if you'd call it the "irony of fate" to get all set to spend the merry Yuletide back among the home folks where the snow flurries flitter; and the "Tom and Jerries" gurgle; and the punch bowls punch; amid a "Great Western" popping, while the bubbles break on the lip—zip; zip!

And then—

Have your Yuletide dreams shattered by the "crool" news that it's six months more in khaki for yours.

* * *

And afar adown the nighttide I hear the cry of a lost loon, calling for its mate, calling—calling—

* * *

This is that gladsome season of the year when every man's mind turns to thoughts of champogony water, ol' Tom & Jerry, Rhine wine and seltzer, Red Raven Splits, n' everything! A season when headaches are about as general as the "flu" these days. A time of the year when Dad's purse strings become as loose as the morals of a Fiji Islander.

* * *

S' great season back home! But in the army—with the war over—

* * *

TELL ME, DEATH, WHERE IS THY STING? COME ON—RED!

* * *

ISN'T IT GREAT?

These are the days when wifey is buying her spouse a crepe de chine waist or a passionate, pink Teddy Bear for Christmas. And he buys her a box of good cigars and a quart of rare "likker." And they both put 'em away to exchange on the 25th.

* * *

USE OF HAIR NET.

Mercedes
Says she wears
A hair net
To keep her hair
From being mussed.
She didn't mention
His name —
The Lucky Dog!

* * *

HIS CUSTOMARY ATTITUDE

We hear so much about trench pests,
Cooties and such things,
That bite and bite profusely
And have peculiar stings.

It often makes me wonder
If they had Napoleon's goat,
For we always see His Majesty
With his hand inside his coat.

* * *

WHAT BOTHERS 'EM.

It is easy enough for the Huns to see how they secured the iron cross, the French the Croix de Guerre and the English Tommy the Victory Cross. But what bothers the Germans is how the Americans got across.

FROM LOUISE DOUD.
Shivering in Oak Park, Ill.

Lives of great men all remind us,
Footsteps on the sands of time.
Hello Central, give me Heaven,
Shoot a nickel, shoot a dime.
The flowers must fade—the leaves must fall,
Oh, sweet verbena dipped in dew;
But wothahell and dammitall,
How are you?

* * *

STILL FEELING "KHAKI," LOUISE.

* * *

NEVER SAW ONE

Cpl. Marsh, sent back from overseas as an instructor in "sniping" at Camp Travis, had a dream while getting in his beauty sleep at the Community House the other morning. He died and appeared before the pearly gates. St. Peter met him at the portals and asked him what he had done on earth to warrant his gaining admittance to Heaven.

Cpl. Marsh saluted and replied: "I have killed nine Huns, sir."

Whereupon St. Peter eased up real close to the soldier and whispered, sotto voice: "Pray tell me, what does a Hun look like?"

* * *

POETS LICENSE REVOKED.

Who rises at the break of day
And to the hangar wends his weary way;
And with the dawn's first light
He starts upon his daily flight?
THE PILOT

Who sits all day in cooling shades
Cusses the landings and lowers the grades;
Who casts aside all cares and worries
And has no fear of reveille flurries?
THE INSTRUCTOR

Who is it answers the call
Of the pilot after his fall;
Who helps him pass those weary hours
Brings him candy, smokes and flowers?
N-O-B-O-D-Y.

* * *

A TRIBUTE.

At evening time when I sit down to write a note or two, I fuss around and fret around and kinda cuss and stew, until, when all ambition's gone and I am feeling mean, I get an inspiration and I use this little scheme. I take a paper from a book and in it pour some stuff and then I roll it round and round until it's round enough. I scratch a match and with its flame I quickly touch the tip. I take a puff. The flame goes out. I give the match a flip. And then I write with ease and speed, with accuracy and grace, and keep right on a writing with that smoke stuck in my face. Soon then, all my writing's done. I'm glad it's done you bet. I drop the thing I owe it to—my good old cigarette.

* * *

SOME DATE!

I RECKON THE MOST CELEBRATED DATE IN HISTORY WAS THAT ONE ANTHONY HAD WITH CLEOPATRA.

* * *

Maybe you're still in the army,
With things lookin' kinda blue,
But I cannot help but wishin'
A "Merry One" to you—
and you—
and you!

AMUSEMENTS

Famous Kelly Field Players Make Trip To New Braunfels

Eight-Act Vodvil Bill To Be Presented At Request of Mayor

FOR the first time——.

For the first time the Famous Kelly Field Players are to be seen outslde of the city of San Antonio and for the first time the residents of New Braunfels are to see a soldier show.

All this happens today when seventeen members of the Amusement unit make the trip to San Antonio's suburban resort to play a two-night engagement at the Opera House.

The engagement comes as the result of a personal request from the mayor of New Braunfels that the Players give their show in the town that has been the mecca for pleasure seeking soldiers since the establishment of camps in San Antonio.

Arrangements have been made by the mayor and the officials of the town to personally meet the soldier vodartists as they arrive in town, and the Boy Scouts have arranged for a band to escort the players from the station to the hotel.

The townspeople are enthusiastic over the contemplated visit of the Kelly Field men and the Players are as enthusiastic over the idea of giving their performances before civilian audiences.

The eight-act vodvil bill to be presented at New Braunfels has the endorsement of the commanding general of the Southern Department, the commanding officer and the official staff of Kelly Field and of various San Antonio civic organizations. The request of the Mayor of New Braunsfels was prompted by the endorsement of Mayor Bell of San Antonio, who is heartily in favor of the Players as a traveling organization.

Lieut. Bruce Cleveland will accompany the Players on their trip which will include not only New Braunfels but one night at Floresville, where the American Red Cross is taking care of all arrangements.

All the proceeds of the tour above the producing expenses will be turned over to the War Service Board in San Antonio.

The Players and the acts to make the trip are: Bob Carrick, Baron Beatty, Erickson and Unger, Pierre Le Maire, Blough and Fields, Howard Melson, O'Connor and Keyes, Mack and Hamel, Bill Copeland, Harry Byers, Ken Warfield and Will Reynolds.

Abe Frankel Now Director of First Air Service Band

AFTER but two months' association with the First Air Service Band, the Flying Department's authorized musical organization, Sgt. Abe Frankel has brought the outfit up to the point of excellence that it has evoked much favorable comment from Colonel Clagett and other officers of the field.

Ever since he came to the field last December, Frankel has been active in musical circles here and up to the time he was made head of the Flying Department band, was director of the Kelly Field orchestra and assistant to John Weber, leader of the Kelly Field band.

As a solo violinist, Frankel is extraordinarily talented, and he has played on most of the programs presented by San Antonio musical clubs, since coming here. He received his musical education in Vienna Conservatory and in New York. Just before coming to Kelly Field he was director and concert master with the Henry Savage concert companies.

Baron Beatty Says

MERRY CHRISTMAS, everybody.

Say, girls, did you ever meet the hick who let's you stand under the mistletoe for an hour and never take's the hint. May all his children be book agents.

Did you ever meet the bird who said he's going to wear a wound stripe because a San Antonio girl broke his heart? Knock 'im off while he's happy, boys.

Contrary to custom, I'll now sing a little song entitled "I May Be Here for a Long, Long Time."

Eddie Tout, cellist with the Kelly Field Trio, has been made "top kicker" of the "Fighting 145th." The Amusement Unit men seem to be "lopping off' all the regular jobs in the Squadron.

William Steiner Leaves.

William Steiner, of the 144th Aero Squadron, headquarters mail orderly, who for the last few months has been working with the Amusement unit as a member of the trio of Graf, Steiner and Lax. has been recalled to the railway mail service, and expects a discharge within the next week. Before enlisting in the army, Steiner was a railway mail clerk working out of New York City.

Big Austin Crowd Applauds Glee Club From Kelly Field

WORD comes from Austin that fully 3,500 persons attended a concert given in that city Sunday afternoon by the Kelly Field Glee club.

The concert was given in the Senate Chamber of the Texas State Capitol and was a complete success from an artistic as well as from an attendance point of view.

Several solos, sung by members of the club, were enthusiastically encored. One member of the club who imitates a ukelele made an individual hit and was the recipient of a red rose thrown upon the stage by a girl in the audience.

The audience joined in and sang several of the songs, among them the army stammering ditty "Katy" with the "Pershing" chorus which has been made famous by the Kelly club.

The members of the glee club were entertained in Austin homes during their stay in the city.

"Kick In" Director Now at Waco Camp

Harry Stafford, well known New York producer, who had personal direction of the Kelly Field Players production of Willard Mack's famous crook play, "Kick In," last July, is now dramatic director for the War Department Commission on Training Camp Activities at Camp MacArthur, Waco. He is at present busily engaged on vaudeville bills for presentation at the base hospital and for Motor Transport troops.

Amusement Officer Returns Tomorrow

Lieut.S. B. Jacobson, amusement officer, who has been in New York on leave for the last two weeks, is expected to return to Kelly Field tomorrow.

In the SPOTLIGHT

Rolly Lockard can be found almost anytime seated near a piano somewhere deeply engrossed in a new number. He is punching out one every day. His "It's No More Goodbye Broadway, It's Hello Once Again," is up to the minute and sure-fire.

Bob Carrick has a few surprises up his sleeve and is promising to "knock 'em outa their seats" with his new numbers. "Scotty" also is acquiring some new wardrobe. "If I had ma deescharge," he says, "the outfit wud be complete."

Sid Keyes (Reichenbach) is using "The Dog Catcher's Daughter" as his specialty, and his characterization of the daughter is right in line with that of the "hick" maiden. Every new effort of Sid's shows improvement. Charlie O'Connor, Sid's partner, is using Lieut. Gitz-Rice's war number "I Want to Go Home" in place of a ballad, and it is meeting with great favor.

Since Frank Schubert has been elected assistant chef of the 145th, "Charlie,' the dummy, has been "goldbricking." 'Turn about is fair play,'' Charlie says, "Frank's been gold bricking long enough. If he didn't have me, he couldn't do an act."

Ken Warfield is now advance man for the Famous Kelly Field Players. He arrived in one town near San Antonio last Sunday and after meeting his appointment, went to church. In making his announcements the minister paused long enough to invite Ken to the pulpit to tell the congregation who the Players were. And it was a Methodist church, too.

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Your packages wrapped attractively and mailed FREE.

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To "Wear-Ever" Men!

No company has for its returning men a welcome more sincere than your company has for you.

Proud, indeed, are we of what you have done—proud of what you were willing to do.

Your jobs are waiting for you—every one!

Other jobs will be ready soon for at least a few other men who have had some sales experience and for more men who have had no sales experience but who wish to get it.

If you are an old "Wear-Ever" man or if you are a possible new "Wear-Ever" man, we suggest that you write us, stating just WHAT you would like to do—and WHEN.

The Aluminum Cooking Utensil Co.
Desk A New Kensington, Pa.

WEAR-EVER ALUMINUM TRADE MARK

Soldiers Denied Service Overseas To Wear Chevron

President Wilson Appreciates Service of Men Who Were Held in This Country While Comrades Went To France

Members of the "Texas Expeditionary Force" who, at the direction of the Government, stayed at Kelly Field and men of other camps in the Uniteu States, who were needed to carry on the essential work of preparing men for service across will receive recogninition similar to that which is given men who went across. They will be permitted to wear a silver chevron, similar to the gold ones worn by overseas troops, for each six months of service. The chevron is worn on the left sleeve, just above the wrist.

The wearing of this chevron has been authorized on this field, following the receipt of an order from General March, chief of staff, issued by the direction of the President.

"The President," said the order, "desires, on behalf of the Nation, to express his appreciation of the vitally essential and self-sacrificing service given by officers and men whom military necessity has held and is holding for performance of duties outside the theater of active operations. Their contributions to military success is no less than that of those who have had opportunity for service at the front. On them devolved the creation of the great armies of the Nation and their supply with the equipment and stores indispensable to military optrations.

"Without them the troops abroad could have accomplished nothing. In many instances their retention on home duty has been due to their exceptional military and administrative efficiency. They have been in readiness for any service which the interests of the Government required them to perform and have been cheerful and without thought of self when given duties not in accord with their own desires. The country holds in grateful appreciation the fundamental service they have rendered in winning the war."

The first of these service decorations made its appearance on Kelly Field Sunday. A sergeant first class gallantly wore three of them on his left arm. It is expected that there will be quite a rush for the stores selling the attractive bit of decoration.

Kelly Men Read More Than Men Elsewhere

That Kelly Field is composed of personnel of a high order of intelligence is emphasized by the recent reports from the American Library Association. This report indicates the fact that, in proportion to the strength, Kelly Field has had a larger circulation o fbooks than any other Camp in the United States.

The total circulation for the month of November was 8,411, distributed as follows; Main Library, Kelly Field, 2,768; Y. M. C. A. No. 72, 1,353; Y. M. C. A. No. 204, 945; Y. M. C. A. No. 328 (Camp Normoyle), 629; Y. M. C. A. No. 157, 532; Y. M. C. A. No. 151, 411; Y. M. C. A. No. 163, 339; Y. M. C. A. No. 110 (Brooks Field), 329; Y. M. C. A., No. 158, 213; Knights of Columbus (Brooks Field), 193; Knights of Columbus (Camp Normoyle), 172; Y. M. C. A. No. 3, 128; Knights of Columbus No. 3, 123; Knights of Columbus No. 2, 104; Y. M. C. A. No. 161, 82; Knights of Columbus No. 1, 65; and Knights of Columbus No. 4, 12.

Forty-one per cent of the literature read on this field was non-fiction. This is a very high average as in most libraries the percentage of non-fiction read is only about 30.

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Laundry finished the day it reaches us and mailed to you not later than the following day.

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Sergt. 1st Class Kastofft

Sergeant C. M. Kastofft is "Chef" at the Officers' Mess in Kelly One, and before joining the ranks was with the Portola Loaure Cafe in San Francisco. He has in the past been associated with the Royal Court and Paris Hotels in Copenhagen, Denmark, his native country and has also been Head "Chef" in the Trocadero Cafe and Rich Hotel in London. Sergeant Kastofft was at one time Traveling Chief Instructor of the Canadian Pacific railway and is rated as the best cook the field has ever had.

Army Aviator Is Drowned.

Lieut. O. L. Ruby, an army aviator was drowned late Saturday afternoon near San Diego when he made a dive from a height of 2,000 feet and failed to lift the nose of his plane in time to enable it to regain its flight. Lieutenant Ruby at the time of the accident was flying over the Pacific Ocean and he fell into it only a short distance from the beach.

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San Antonio, Texas

Wishing the Man in Uniform

A Merry Christmas and Happy New Year

THE BLACKBURN

DRIVERLESS AUTO LIVERY

Extends to the Men in Uniform

Greetings of the Season

THE NAME BLACKBURN
Stands for the Best in
Driverless Automobiles

We maintain a Mechanical Dept.; have good Cars, and accord everyone courteous treatment. We assure you that your trade will be appreciated.

We suggest an after dinner ride in one of our cars

New Ash Wing Skid Result of Ingenuity Of Kelly Engineers

Members of Woodworking Department Contrive Substitute for Regular Bamboo Skid

Kelly Field ingenuity has again been tested, with the result that a Wing-skid of nine-ply ash has been evolved.

This skid is adapted from the De Haviland type of that member and, engineer officers aver, is much stronger than the regular bamboo skid produced by most airplane manufacturing companies for use on their planes and also offers less wind resistence.

There are very few wooden members of an airplane that it is not possible to manufacture in the Woodworking Department of the Engineer Section, Flying Department. Among these, however, was the wing-skid. This member is usually made of bamboo and there is none of that material available here. The matter of the production of a successful and practical wing-skid, therefore, was given much thought by designers of such parts with the foreging results.

Plans Athletic Class For Flying Officers

Because flying officers can't leave their flights and go to athletic activities the activities are to come to them. This is the program of Lieut. L. H. Field, Athlitic Director of the Flying Department.

The activities planned by Lieutenant Fields and his assistant, Lieut. John A. MacDonald, embrace boxing, medicine ball practice, and such athletics. Sergeant Guiggon, of the 84th Squadron, is being detailed as Boxing Instructor to the Athletic Director and special classes are being formed for officers.

Between flights officers and men have much time on their hands during which they must remain at their flight location. It is this leisure time which Lieutenant Field plans to utilize for keeping the men in trim.

Nearly 400 Men File Applications For Discharges

Scores of applications asking for discharge under authority of Circular No. 77, issued by the War Departmentment, November 21, 1918, are being turned in daily to the headquarters of the Concentration Brigade. Although no count has been kept on the number received it is thought that it will reach between three and four hundred.

According to Lieut. H. W. Herlihy, personnel adjutant of the brigade, a number of the applications are being turned down and at the same time a number are being approved and forwarded through channels to the commanding general of the Southern Department. Those that are turned down in the Concentration Brigade are also sent on, but in most cases where an application is disapproved at the start it is likely to be returned the same way, as has been shown in several cases during the past week.

"A number of the applications that have been put in do not carry sufficient information to be even considered as an application for a discharge," said Lieutenant Herlihy Monday. "Of course there are many deserving cases that are brought to our attention, and many of them are lacking in some detail. Everything must be just right on the application or there will be no chance of it getting through."

When the first applications were submitted several of them succeeded in being passed by the authorities in the field only to be rejected at the Southern Department Headquarters at Fort Sam Houston because they were lacking some of the information necessary. One man's application was returned because he forgot to put the date of his enlistment on his letter. Others were returned for various reasons. On this account a memorandum was issued Monday asking all commanding officers to see that applicants' letters contained the needed information before they were forwarded.

Secretary Patterson Ill.

Secretary W. R. Patterson, Y. M. C. A. No. 72, Flying Department, has returned from the Branch Hospital where he has been ill with influenza.

Promotions

The following promotions have been made within the past week in these squadrons:

632nd—Pvt. Jomes G. McMahon to chauffeur, Pvts. Samuel Lefkovitz and Vaclav Minarik to corporals.

819th—Sergt. Herbert G. Thompson to sergeant first class; Corp. Edward H. Killary to sergeant.

820th—Sergts. Howard W. Black, Frank S. Clancy and Milton F. Campbell to sergeants first class; Corp. Edward A. Brown to sergeant and Pvt. Roy E. Smott to corporal.

144th—Pvt. Frank C. Heiss to sergeant.

Designs Fuselage For Aerial Gunners

Sgt. E. R. Thompson Makes Improvement Over Training Fuselage Now in Use

A new machine gun training fuselage is the idea of Sgt. E. R. Thompson, Gunnery Department, Cadet School Wing, Flying Department and it presents many improvements over the 'Rocking Nacelles" now in use, the most prominent feature being its solidity of base. Formerly the rocking of the training fuselage, caused by the recoil of the machine gun and the movements of the student, was a great problem. Sergeant Thompson with the assistance of other trained personnel of the Engineer Department has almost entirely eliminated this difficulty.

Almost exact combat conditions can be reproduced in this new fuselage. The student aims a fixed Marlin Aircraft Gun with the aid of rudder and stick.

Texas Nature Observations and Reminiscenses

By Dr. R. Menger, San Antonio, a private publication on typical Texas nature affairs—its birds and bird nests, insects, rodents, reptiles, buckhorn collections, hunting preserves, praciesceus, etc., 332 folio pages and half-tone photographs, true to nature; endorsed by competent book critics: "American Review of Reviews; Forest and Stream; Texas Field; Guide to Nature, etc.; latsingly interesting from beginning to end.

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Makes Test Trip From Dayton To Pittsburg

Lieut. Charles Miller of the United States army aviation corps and test pilot at Wright field at Dayton, O., landed in Schenley park recently, having covered the ninety-one miles between Denison, O., and Pittsburg in 50 minutes.

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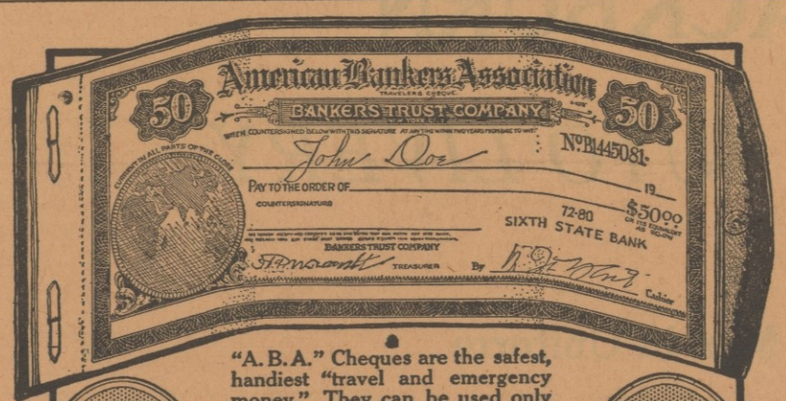

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The Man in Uniform

The Merriest Christmas

AND

The Happiest New Year

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San Antonio

WISHES YOU

A Merry Christmas and Prosperous New Year!

The Chamber of Commerce representative of the entire progressive business interests, extends its sincere Xmas Greetings to the Kelly Field personnel, the Kelly Field Eagle and staff.

Many of you are receiving your honorable discharges and are coasting about for a niche in civilian life. :: :: ::
If you consider remaining in Texas temporarily or permanently, we will be pleased to talk with you about opportunities which may be found here. :: ::

The Chamber of Commerce

Cr. 3886 :: Central Office Building :: Cr. 3886

Canteen Fund of $20,000 Given Men As Christmas Gift

Post Exchange Makes Another Distribution of Profits Organization Here

Twenty thousand dollars, the gift of the Post Exchange Council, has been divided among the squadrons in the field the cadets in the Flying Department and the First Air Service Band.

Announcement of the gift was made by Lieut. Earl David, Post Exchange officer Monday morning. Checks for the amounts each organization received were mailed Monday afternoon and Tuesday morning.

In discussing the distribution of the dividend at this time, Lieutenant David said that it was a Christmas gift from the exchange to the men, and that the plans of demobilization had only hastened the distribution of the money. The organization wants to give the men the benefit of the dividends as they are earned, as men are being discharged from day to day and they want everyone to have as much use of the money as they possibly can. This is the first time that the cadets have been given any of the dividends from the exchange and it is no doubt very much appreciated by the men who are taking flying instructions.

Lieutenant David stated that he was very much delighted with the way the squadrons were using their money given them, and he believes that every man was getting his share of the dividends. He stated that one squadron has taken the money and purchased a traveling bag for each member, another had been having extra good "chow," while others were using it for dances and theater parties and in the mess halls as well.

It is probable that in the future the dividends from the exchange will be very much smaller than they have been in the past, as the price on nearly every article has been cut, so that the men will receive the dividend as they buy the article. This plan was decided on, following the announcement that men would be discharged from time to time, and the council wants every man to get in on as much of the dividends as possible.

Second and Third Wings Are Merged

Section of Concentration Brigade Formed To Care for Large Influx of Men Is Disbanded

The Third Wing of the Concentration Brigade has been merged into the Second Wing, and officers who were on duty with the organization have been assigned to duty with the Second Wing and other divisions in the brigade.

The transfer of the men in the wing was made last week, according to Lieutenant Herlihy, personnel adjutant of the brigade. There were about 100 men in the wing and all or them in the same company. Enlisted men who were on special duty with the wing have been scattered over the Training Brigade where they were needed, but most of them went to the offices of the Second Wing and to Field Headquarters.

The Third Wing was only organized a short time ago when it was announced that nearly 30,000 drafted men were going to be sent here from various states in the west. The men who were in the company were for the most part those who had arrived in the field but a few weeks ago and were unable to be placed in the Second Wing as it was filled.

Growth of Development Battalion Is Rapid

The Development Battalion in Kelly Field is gradually growing into one of the biggest individual organizations in the field.

More men are being placed in the battalion from day to day according to Lieut. H. W. Herlihy of the Concentration Brigade and the practice will continue as long as there are any men who are physically deficient in some way. Men have been transferred into the organization within the past two weeks until now it numbers about 250.

Men have been selected from the various squadrons in the field and other organizations and put in the battalion.

If a man fails to come up to standard qualifications for entrance into the army he is turned over to the Development Battalion before he is discharged. Several men who have been confined to the hospital for any length of time since they have been in the field are being placed in the battalion, and will not be discharged from it as long as they are in any way deficient unless given a Surgeons Certificate of Discharge.

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Former Commanded Flying Department Holds Important Post

Major Thorne Duel, J. M. A., S. C., who saw service with Pershing's Punitive Expedition in Mexico, from March to September, 1916, is now stationed at Gardenlutz and has recently been appointed commanding officer of the Second training Brigade, which comprises all men quartered in permanent barracks.

Formerly officer in charge of flying at Kelly Field. Later he was made commanding officer of the Flying Department.

The Major was transferred from Kelly Field to Taliaferro Field, Hicks, Texas, and completing his course in aerial gunnery in June, was made commandant of the School of Aerial Gunnery. In July he was made commanding officer of Taliaferro Field, holding this command until he was transferred to Rich Field, as commanding officer, the latter part of August.

From that command Major Duel was assigned Mineola on September 21, and was placed in command of the Second Battalion, First Training Brigade. He also assisted in the organization of the Handley Page Training Depot, Station No. 1. He received his latest appointment on November 1. Major Deuel's home is in Millbrook, N. Y.

Flyers Have Narrow Escape in Aerial Mishap; Ship Wrecked

Second Lieut. Robert Barnes and Sgt. 1st Class Oliver Thyfault, A. M., of the Flying Department, Air Service Mechanics' School, had a narrow escape from serious injury when the ship in which they were flying to Eagle Pass, Texas, came down last Saturday at Uvalde. The ship was wrecked but the pilot was only slightly hurt and the sergeant was unscathed; poor gasoline was the cause to which the accident was attributed.

Lieut. Barnes, with two other of the pilots of the School Flying Department, left Kelly Field Saturday for the cross-country flight. At Uvalde the motor in Lieutenant Barnes' ship died while the craft was in a bank, a tail spin resulted, and though the pilot was able to get control of the plane again, he was unable to land properly.

Assistance was sent from the camp Flying Department.

Makes Changes in Personnel of Staff

Consequent on Washington orders requiring that Air Service officers officers desiring discharge shall be relieved of their specific duties, Capt. E. E. Adler, formerly chief of the Enlisted Personnel Branch of the Aircraft Production Division, Washington, D. C., has been named adjutant of the Air Service Mechanics' School, relieving Second Lieut. O. B. Black who remains on temporary duty with that organization.

Second Lieut. D. A. McGaffigan replaces Second Lieut. L. J. A. Keenan as head of the School Flying Department; Second Lieut. D. D. Stewart becomes adjutant of the Training Department, vice Second Lieut. B. Y. Burgher; Second Lieut. Roy S. Nason replaces Second Lieut. J. J. Kelly in charge of B week, Airplane Department; and Second Lieut. F. G. Billker replaces Second Lieut. R. V. Lulow in A week, Airplane Department.

Returns After Illness.

Lieut. A. F. Cheney, Air Service Disbursing officer at Fort Sam Houston, has just recovered from a serious attack of influenze. He has returned to his duties with the Department Aeronautical officer.

Harmony Club
Dance Hall can be engaged for Squadron Dances at a reasonable rental.
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Ecker's Cafeteria
and enjoy
"THAT REAL HOMEY FLAVOR"
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115 W. Commerce Street.

Lieut. Herlihy

Succeeds Lt. Simons As Personnel Adjutant

Lt. H. W. Herlihy Now Handling Personnel Work in Concentration Brigade

Lieut. Harold W. Herlihy has been assigned personnel adjutant for the Concentration Brigade to take the place left vacant by Lieut. Seward C. Simons, who has been appointed assistant to the Demobilization Officer in Kelly Field.

Lieutenant Herlihy was assigned to this field April 8, 1918, and was at once connected with the Third Training Brigade. He held this position until July 1, when he was made commanding officer of the 313th Aero Squadron and a short time later was appointed personnel adjutant of the first wing with quarters in the Concentration Brigade Headquarters.

Plans Vocational Reading for Men Here

A course of vocational reading has been planned for soldiers of Kelly Field who wish to equip themselves for the return to civil life by the American Library Association.

This course will embrace accounting, advertising, automobile work, banking, building, business, drafting, engineering, farming, journalism, machine shop work, plumbing, railroading, seamanship, shipbuilding, surveying, tailoring, teaching, telegraph, telephony and toolmaking.

Further information will be available in regard to the projected circulation of these books in the course of the new week, according to the local library, which will mean as soon as A. L. A. headquarters are again heard from on the subject.

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The best of everything at prices you can afford.
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Continuation of S.A.T.C. Urged by French Colonel

Military training for students in American universities is strongly advocated by Lieut. Col. Theodore Reinbach, head of the French educational mission now visiting in Chicago. Colonel Reinach thinks the S. A. T. C. units should be continued on a year's schedule with drill about three times a week.

"A new war is not at all unlikely and while all the men at present in training cannot remain at the universities, those who do stay should be instructed in things military. At least your—what shall we say?—elite should be trained."

Colonel Reinach said the intensive training of the American universities had not had the proper opportunity to demonstrate its value. He believed it effective, however.

"The pantry tittle-tattle" of alleged misunderstandings and jealousy existing between the allies and the United States was scouted by Colonel Reinach.

"Personally I know that the most cordial terms do exist between General Pershing and Marshal Foch," he said. "And your boys—the people and the children love them."

Lieut. Guild Goes to Love Field.

Lieut. Bartlett P. Guild, formerly a member of the Aviation Examining Board, Fort Sam Houston, has been ordered to Love Field for duty.

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Kelly Field Eagle

OF THE SOLDIER, BY THE SOLDIER AND FOR THE SOLDIER

VOL. TWO, NO. FIFTEEN | KELLY FIELD, TEXAS, THURSDAY, DECEMBER 19, 1918. | PRICE TEN CENTS

"Flu" Epidemic Has Subsided At Kelly Field

Hospital Authorities Do Not Expect a Reoccurrence Here

Bronchial Pneumonia Claims Several Men

Deaths From Pneumonia Due To Tardiness In Treatment

BRONCHIAL pneumonia has been the cause of the death of ten Kelly Field men since the 13th of this month. This brings the total number of deaths from this cause, since the beginning of the influenza epidemic in September, to 40. There was one other death this week due to locomotor ataxia.

Though the influenza epidemic, which began here early this month, for a time threatened to assume the proportions of the epidemic which was rampant throughout the Army camps of the country in September and October, it has now virtually subsided. No cases have been admitted in several days, and hospital authorities do not look for a repetition of the epidemic.

However, pneumonia has shown a decided increase. About 50 cases of pneumonia are in the Main Hospital at this field at present. Most of these cases are in good condition, a number of them being convalescent patients. It has been found that practically all of the deaths which have resulted from pneumonia at this field have followed a very brief stay at the hospital. Hospital staff officers contend that death is due to the fact that physicians did not receive the cases early enough to be of material aid. The patients were too far gone when they entered the wards, they say.

Col. L. H. Bauer, Camp Surgeon, in commenting on this situation said: "Practically all of the deaths reported of late are quick deaths. Death occurred within 24 to 48 hours after we received the patient. In each case the patient was too far gone for us to do much toward saving his life. Had we received the patients 48 hours sooner I am convinced that we could have saved a good number of them."

Death Rate Here Low.

The hospital authorities state that the percentage of deaths here is small compared to other camps and a good deal smaller than is usual in pneumonia. Major Robert A. Strong, Chief of the Medical Service of Kelly Field, stated that it was not unusual for 50 per cent of the patients suffering from pneumonia to die from that cause. At Kelly Field the percentage of death due to pneumonia has been kept down to ten per cent.

San Diego Airplanes Stop at Kelly Field

A map-making party from Reams Field, San Diego, California, stopped at Kelly Field from Wednesday to Friday en route to Washington. The visitors were Majors A. D. Smith and J. H. McKee, Lieuts. J. N. Evans, H. D. McLean, R. S. Worthington and Albert Pyle, and Corporals Blanton and Lewis. The party flew Curtiss JN4-H machines.

The planes left San Diego December 4th and came via the Rio Grande route. Flyers from Kelly Field making the trip to San Diego invariably take the San Angelo and through El Paso air route as this is an old highway, and for this reason the mapping party came over the less known Rio Grande route.

The object of the flight is to make an air map for use in connection with the proposed plans for national air mail service.

$ $ $ $ $ $ $ $ $ $ $ $
$ $
$ W I L L the person Who $
$ found a sum of money and $
$ subsequently advertised it in $
$ the Eagle kindly report to $
$ Capt. Fred J. White, Pub- $
$ licity Officer, Headquarters, $
$ at once. $
$ $
$ $ $ $ $ $ $ $ $ $ $ $

Salvage Officer

Photo by E. Raba

Lieut. E. P. Rochester.

See story on Page 39.

Contributions to Homeless French Handled Locally

THROUGH an error a few weeks back the Kelly Field Eagle printed a story urging the good cause of the Fatherless Children of France in which it was stated that contributions would be received through a Chicago committee.

We wish to correct this story to the effect that San Antonio has a chapter for the collection of funds for this worthy cause and that any contemplated contributions from Kelly Field or any of the Army camps covered by The Eagle should be made through this local office.

Mrs. Luther B. Clegg, one of San Antonio's patriotic society women is in charge of the work in this city and The Eagle takes this opportunity of apologizing to Mrs. Clegg if her work has suffered through our erroneous story.

The San Antonio Rotary Club is this week undertaking a campaign for the Fatherless Children of France and it is hoped that the response will be wholehearted.

Any future contributions should be sent to Mrs. L. B. Clegg. 123 W. Park Avenue, San Antonio.

Xmas Vacations To be Granted Kelly Fielders

CHRISTMAS vacations, extending from December 21 to January 2, inclusive, have been authorized for all men who can be spared from their duties at Kelly Field.

Early this week a telegram from the Director of Military Aeronautics announced that such vacations would be granted, probably beginning on the 24th. Tuesday this date was changed to read December 21.

Regular furlough applications will be made and the regular furlough blank filled out. It must be approved by the commanding officer of the post. The number of furloughs granted will be limited only by the number of men the department and organization commanders feel they can spare. All work, except the most necessary guard and fatigue, will be suspended during this period, so that those men who are unable to go home for Christmas may spend their time away from camp if they please.

It is announced by the health authorities in San Antonio that the quarantine on amusements and other gatherings, now in force in that city, will be lifted by the time the Christmas holidays begin, so that every one will be able to enjoy himself, whether at home or not.

"Ducks et Demitasse"

JUST FOR OLD TIME'S SAKE

CORRECTING A FEW Erroneous Impressions Spread Broadcast By the Demons Who Control the Destinies of the Evening Boob, Our Esteemed Contemporary Which Won Such Glory During the Last Stages of the "Great War."

THE EVENING BOOB, which now inhabits the street corners at a two-cent flat rate, has again been playing hookey with its calomel coated tongue.

For some time past the "Kelly Field Eagle" has withheld any censure of this outfit for the very good reason that it has felt perhaps the object of its attacks would reform. After the premature report of the signing of the Armistice we decided that the Boob's own acts were so eloquent that any remarks from us would seem superfluous.

It now appears, however, that we were mistaken, for this offspring of perilous times is reported to us as having made the rounds of San Antonio merchants with the "Cock and Bull" story that the reason the "Kelly Field Eagle" had "shut up" was because we had been ordered to "shut up" from sources at the seat of Government in Washington.

So, "Just for Old Time's Sake," we take this opportunity of stating that such idle gossip is the same as the kind that has long been manufactured in the News factory at the corner of Navarro and College streets.

The Evening Boob is deliberately falsifying.

What we thought was once a habit, now appears to have become a custom.

820th To Celebrate With Xmas Party

CHRISTMAS EVE in the Trade Test Squadron, the 820th to be exact, is going to be hilarious. What with an elaborate dinner at six o'clock followed by a dance in the old Trade Test Building, the evening bids fair to be unsurpassed in Kelly Field social celebrations.

Sgt. Simmonson asserts that he will prepare a "feed" seldom if ever equalled by any outfit on the Field. And camouflage artists, decorators and painters, and carpenters, are making the old office building look like a garden scene from the "Follies."

Wives of the men will act as Patronesses and those who are not fortnuate enough to have wives are directed to invite their friends. Lieutenant Brush says: "Go to it," and it looks as if it would be a "large evening"—Yes'm large.

Major Moranville Visitor Here.

Major C. H. Moranville, former personnel adjutant, was a visitor at Kelly Field Tuesday. Major Moranville went from Kelly Field to Omaha, Nebraska, to take an executive position in the balloon school there. Lately he was granted a sick leave. He was en route to Omaha, returning from his leave, when he stopped off at Kelly Field.

Goes to Capitol

Lt. C. H. W. uecke, Veteran Officer Is Called Away

FIRST Lieut. Christian H. W. Luecke, commanding officer of the 144th Aero Squadron, has been relieved of his duties on Kelly Field and ordered to report to the Director of Military Aeronautics at Washington, D. C. He is one of the pioneer officers of the world's greatest aviation camp and during his long term of service here has won a legion of friends and admirers.

Prior to entering the service Lieutenant Luecke was employed in Berkeley, Cal., with the Pacific Telephone & Telegraph Company and enlisted in San Francisco, July 25, 1917. He was sworn in at Fort McDowell and came to Kelly Field on August 12 when the initial squadrons were being formed here. He first was assigned to the 83rd Squadron and then the 112th.

He attended the Ground Officers' Training School here and while still a cadet was line commander of two sections and assistant adjutant of the Recruit Division, First Training Brigade. He was commissioned a second lieutenant January 18, 1918, and made adjutant of the Recruit Division in March, remaining until the middle of July when he was sent to the Flying Department as assistant to the Personal Adjutant. He was commissioned first lieutenant August 20 and made officer in charge of the Personnel Office.

For several months past he has been commanding officer of the 144th Squadron, as well as commanding officer of the Third Group, First Wing, Concentration Brigade.

Lieutenant Luecke's home is in Fort Wayne, Indiana.

Kelly Field to Have Community Christmas Tree

A community Christmas tree on Kelly Field during the holidays for the men who are unfortunate enough not to be able to go home will be erected back of the Hostess House.

The idea of a field Christmas tree was suggested by David Griffin, post song leader, and Captain Chaffin, morale officer, is furthering the idea. Elaborate plans for a true Christmas celebration, to be held on the evening of the December 23, are being made. Songs by the Glee Club are to be a feature of the celebration.

The tree will be decorated and wired with electric lights, which will burn every evening during the Christmas week.

Announcement

OWING to the fact that a general Christmas Holiday has been declared on Kelly Field from Dec. 22 to Jan. 2 inclusive, the Kelly Field Eagle will suspend publication until the week of Jan. 9th.

The publishers feel that the men who have an opportunity to enjoy such a holiday should not be deterred in their wishes.

New Chevrons Must Follow Regulations

Silver "V's" on Sale in San Antonio Are Found Faulty

Official Chevrons At Post Exchange

Outline Specification for Emblem Denoting Home Service

SINCE the announcement that silver chevrons will be worn by all men of the Army, Navy and other personnel of the Military establishment to indicate service in America a variety of such insignia has appeared at the shops in the city of San Antonio. Most of these insignia are not regulation and should not be purchased by men of this command under pain of arrest, post authorities say.

There is only one kind of chevron authorized and that is the kind issued by the Quartermaster. However, since it is doubtful whether the Quartermaster here will have any of these chevrons for issuance to the men in any reasonable length of time, the Post Exchange will carry a line of authorized silver chevrons.

The authorized chevron is made of a closely woven silver braid, one-fourth inch wide. The two arms of the "V" join at right angles, each arm being two and one-fourth inches long. The chevron is to be worn midway between the elbow and cuff of the sleeve on both blouses and overcoats. In case more than one chevron is authorized there will be a space of one-fourth inch between the chevrons. Each "V" will be exactly of the same size as specifications given above. The silver braid will be sewed directly on the garment and not on a felt or cloth chevron and then attached to the sleeve.

The chevrons offered for sale down town are not made according to specifications, it is said, and officers and men are warned not to buy them if they would avoid trouble. The Post Exchange will make up chevrons according to specification and sew them on uniforms for the men for a nominal sum.

Demobilization Remains the Same

PROSPECTS for demobilization at Kelly Field have not changed since the publication of last week's Eagle, in which it was stated that it was not likely that demobilization would occur prior to the signing of the peace treaty.

Major S. S. Hanks said yesterday that he considered the statement made last week as a true representation of the situation as it now stands and had no comment to make which would indicate any change in the situation.

Biggest Ring Card Tuesday Afternoon

The biggest boxing and wrestling program ever staged at Kelly Field will be held Tuesday afternoon at 2 p. m. at the main arena in the Concentration Brigade. There will be five six-round bouts, four four-round bouts and two wrestling bouts. In addition a "Battle Royal" between "Smokes" from Camp Travis will furnish a fitting finale.

All of Kelly Field's famous fighters will be seen in action on this day. No sport fan should miss the event.

Light in Window to Guide Ships.

The "light in the window" is to remain burning for ships that are out after dark at the Flying Department, according to a new order from the commanding officer.

All lights of hangars from which there are no ships out will be extinguished with the coming of dusk. The hangars are to be darkened as a fire precaution, as it is much easier to discover a blaze in a darkened than a lighted building.