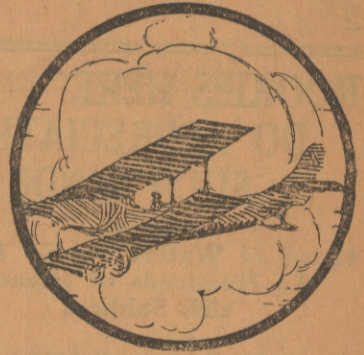


# Kelly Field Eagle

OF THE SOLDIER, BY THE SOLDIER AND FOR THE SOLDIER



VOL. TWO. NO. NINETEEN

KELLY FIELD, TEXAS, THURSDAY, JANUARY 30, 1919

PRICE FIVE CENTS

## SLOCUM TELLS BOYS COUNTRY WONT FORGET

**Veteran Officer Urges Men in Uniform to Uphold Reputation**

**Soldier Now Welcome Throughout the Land**

**Classy Program at Community House Enjoyed by Large Audience**

THE entertainment given for the benefit of convalescent soldiers, recently returned from overseas, at the Community House Thursday afternoon, was largely featured by an impromptu address given the boys by Colonel Slocum.

He told the fellows that "some people are under the impression that the country is already beginning to forget the service to humanity rendered by you boys. Get that out of your head—it's a mistake. Nothing is further from the truth."

The speaker further declared that in his opinion, "Paris was a mere figurehead with the Germans. Ostend, Calais and the Channel ports were their real objective. We would have been next, and now instead of being victorious we would be paying the Kaiser an enormous tribute."

Colonel Slocum also asserted that the "man in uniform is today on a basis he has never enjoyed before: he is welcome in the best homes, and when a woman meets a soldier on the streets, she no longer gives him room, as they did in the old days before the war, a condition, which I am sorry to say, there was a good deal of reason for."

"Pay-day drunks are a thing of the past. I take a drink once in a while myself—when I can get it." Here all present laughed heartily. "But I want to say right here that if it had not been for prohibition this country could have never accomplished what she has in this great war and generations to come will thank us for the stand we have taken."

The speaker then went on to describe a picture of Bisbee, Arizona, both when every other door in the business district was a saloon and now when Bisbee is bone dry, and prohibition lost nothing in the telling.

The speech was an impromptu one, the colonel opening his remarks by saying "I have only been here two minutes and when I heard my name called I looked for the nearest door, but they headed me off and I am still drawing a colonel's pay." This last remark referred to the fact that he had been introduced as a "General" by some ardent admirer. All through the talk dry wit ran "between the lines" and the address made a decided hit with all present.

Mrs. Enkenberger and Mrs. Spracher sang a duet which was favorably received, which was followed by "Mother Machree," sang by Lieutenant Armstrong, Kelly Field, Mrs. Spracher playing the accompaniment. The lieutenant has an unusually good voice and was generously applauded, when he wound up by giving a recitation in negro dialect.

Sergeant Brigham, Fort Sam Houston, sang three vocal numbers in his usual high-class manner and was applauded to the echo.

"Slim Castle, Kelly Field, and 'Doc' Gere, well known Travis comedian, who recently received his discharge, then put on a 'black face' sketch, which went over big. It was entitled 'Drafted Blues,' and had to do with a colored gemmen and a recruiting officer, the rooks being far from a volunteer."

Mrs. Hill, in full uniform and Sam Browne belt, contributed three songs, opening with "The Sunshine of Your Smile," all of which were cleverly rendered and heartily enjoyed.

Major Barnes, holding in one hand an old banner that saw yeoman service in the Spanish-American war and at one time floated from the ramparts of Morro Castle, gave an interesting account of "old times in the army."

One of the decided features of the attractive program was the elocution work of Miss Pauline Feller, Her recitation entitled "Treat 'em Rough," made a decided hit with

## MAJOR HARRY GRAHAM GETS TRAVEL ORDER

**Kelly Field Executive Ordered To Washington Air Service "Hdqts."**

MAJOR HARRY GRAHAM, executive officer of Kelly Field for the past four months, and one of the post's most widely known and popular officials has been ordered to Washington for duty with the Director of Military Aeronautics.

Major Graham came to Kelly Field in March, 1918, and since that time has filled several important posts in a manner that has won the admiration of his subordinates and the confidence and respect of his superiors.

On his arrival here last spring from Washington, where he held down a responsible position with the Executive Branch of what was then known as the Aviation Section, Signal Corps, he was assigned to duty as Inspector Instructor of the Flying Department. In addition to this he also acted as Summary Court and Salvage Officer—in fact about this time Major Graham had so many different jobs that he could hardly keep track of them himself.

He was promoted to Field Adjutant in May last, in which capacity he remained until September, when he was appointed Field Executive Officer and has continued as such until transferred to Washington.

His departure from the field will be learned of with regret by the many friends he has made during his stay here and Kelly Field Headquarters will miss his efficient hand in more than one line of activity.

## ATTEMPTS TO PLAY POLITICS, INJURES ARMY

**Recommendations To Congress Must Go Through Channels in Future**

Officers of the Air Service and other branches of the service, are prohibited from trying in any way to influence legislation now before congress, affecting the future of the American Army.

In a recent bulletin it is stated that all such unauthorized efforts not only are detrimental to the Service, but in the future disciplinary action will be taken in all cases.

The following quotation, taken from the order issued regarding this unwelcome activity, speaks for itself:

"Efforts to influence legislation affecting the army, or to procure personal favor, promotion or consideration, should never be made except through regular military channels; the adoption of any other method by any officer will be noted on his military record."

"If any officer is at present engaged in any such activity, or contemplates proposing legislation of any sort, he will immediately cease such efforts and refrain from any further attempts along this line."

**Will Be Surveyed.**

KELLY FIELD men who lost some of their government equipment in the fire which destroyed the plant of the Sunshine Laundry, several months ago, will not be required to pay for said clothing.

Orders have been issued that before such men have been discharged from the military service that all garments lost in the above conflagration shall be credited to the men and affidavits to this effect taken in all cases.

Organization commanders have then been directed to submit a survey to cover this property.

the bunch and was probably the best number of the afternoon.

Last but not least, Mrs. Vivian Stowers added greatly to the success of the occasion by the valuable assistance she rendered at the piano, her solos and accompaniments both being played with rare feeling and merit.

## Leaves Service



## CAPTAIN SOULE KELLY REFEREE LEAVING SOON

**Has Always Taken Prominent Part in Athletics of Field**

Capt. Horace Soule, adjutant of the Concentration Brigade, will be discharged from the Air Service on February 1st, and plans to return to his home in Houston Texas to resume the practice of law.

Captain Soule came to Kelly Field in September 1917 and was assigned to duty with the 81st Aero Squadron, one of the pioneer outfits of the field.

He was later transferred to the old First Training Brigade and a short time after promoted to be adjutant of the Trades Division, was then made assistant adjutant of the brigade. On the departure of Major J. P. Edgerly he succeeded that officer as adjutant.

Captain Soule was instrumental in the intelligent handling of nearly 200,000 recruits, who were passing through this post at the time.

## MONUMENT TO AVIATORS WHO PAID PENALTY

**Memorial Planned in Honor of Flyers Who Made Supreme Sacrifice**

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

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

Major Gen. W. L. Kenly, A. S. A.  
Col. F. R. Kenney, A. S. A.  
Col. Arthur Woods, A. S. A.  
Capt. Grover O'Neill, A. S. A.

**Austin to Headquarters.**

CAPT. C. H. AUSTIN, for some time past executive officer of the Concentration Brigade, has been transferred to Post Headquarters and assigned to duty as Assistant Adjutant, in the office of Major J. M. White.

**Irwin in Lamelight.**

PRIVATE MILO D. IRWIN, 324th Squadron, is slated to make another tour in the interest of the campaign to raise money to feed the starving millions in Europe. He will give exhibition parachute jumps in many cities.

His itinerary includes Saint Paul, Helena, Spokane, Vancouver, Portland, Phoenix, Sacramento, Santa Fe, Denver, Fort Worth and Austin.

## MAJOR STRONG SUCCEEDED BY CAPTAIN LLOYD

**Popular Kelly Field Officer Made Chief of Medical Service**

CAPT. HENRY C. LLOYD has been made Chief of Medical Service, Kelly Field, relieving Major Robert A. Strong. Captain Lloyd is one of the pioneers on the field and an officer of exceptional merit, as well as being known as a friend of the enlisted man at any and all times.

Captain Lloyd came to Kelly Field in February 1918 and was at once assigned to duty as one of the examiners on the Tuberculosis Board, which handled thousands of recruits who were pouring into the field daily at that time.

He was largely instrumental in establishing and organizing the system used here by the Medical Corps in examining, a system that more than compared favorably with those in use at other mobilization stations.

Before his recent promotion, Captain Lloyd had been serving for some time as chief of the Demobilization Medical Examining Board, which passes on the physical condition of all men that are being discharged from the service, acting as a "court of last resort."

## THOSE HAVING COLDS SHOULD AVOID MOVIES

**Soldiers Suffering from Coughs or Colds Asked to Give Co-Operation**

MEN of Kelly Field who are suffering from bad colds, and coughing and sneezing, are urged to comply with the requirements of the ordinance recently issued by the San Antonio Board of Health, in regard to persons, soldiers and civilians alike, going to "movies" or other places of public gathering.

The ordinance states that anyone who has a cough or who is in the "sneezing stage" will be requested to leave any local theater by the usher unless they walk out voluntarily. This regulation is aimed at the recent spread of influenza and it is believed that its observance will greatly reduce the disease.

All officers and enlisted men are urged to co-operate with the local medical authorities with this end in view.

## Three Hundred Released Here

**Fifty Per Cent of Discharges in Flying Department Released on Field**

OF THE six hundred men in the Flying Department, who are awaiting their discharge under the provisions of Circular 77, approximately 300 have made the request through channels and will be released at this field. The rest will be sent out in detachments from time to time.

To date the Flying Department has not released any of its members except those who have good dependency or industrial ground for discharge and this policy will be continued until further orders on the subject are received.

## Flying Department Continues Work

DESPITE numerous discharges, resulting from the signing of the armistice, the Flying Department continues its activities in the air, as if nothing had happened, the latest instance of this being the arrival of 99 new cadets from Taylor Field, Montgomery, Alabama, and 75 from Southern Field, Americus, Georgia, last week.

These men will complete their training here and then be given the choice of accepting their discharges or remaining in the service permanently.

## COL. CLAGETT TO SUPERVISE AIR DISTRICT

**Flying Department Head Given Charge of Flying At Many Fields**

**Colonel Buttler Is Named As Successor**

**Rhinehardt Slated To Assume Command of Concentration Brigade**

COL. HENRY B. CLAGETT, commanding officer of the Flying Department has been designated Aerial Supervisor of the Northwest Texas District, with headquarters at Dallas. The Northwest District embraces flying fields at Fort Worth, Dallas, Leno, Leno, Arkansas, and the Balloon School at Omaha, Nebraska.

Col. Bruce B. Buttler, Concentration Brigade Commandant, will succeed Colonel Clagett at the Flying Department, while Col. Claude K. Rhinehardt, recently back from France, will take charge of the Concentration Brigade in place of Colonel Buttler.

Colonel Clagett is considered one of Kelly Field's most efficient heads and has made an enviable reputation for himself since coming to this post. Besides directing the Flying Department, he has at different times acted as Field Commandant and in other important capacities.

He came to Kelly Field in October, 1917, and directed the organization and workings of the old Recruit Division at a time when men were rolling in by the thousand on every train. In November he was transferred to the Flying Department as executive officer, in which capacity he remained until ordered to Rockwell Field, San Diego, California, where he was stationed until September last, when he returned to Kelly as Flying Department Commandant.

Colonel Clagett in addition to being a graduate of West Point and a flyer possesses a pleasing personality and in his departure Kelly Field loses one of its standbys and the enlisted man a valuable friend.

Colonel Buttler, who will assume command of the Flying Department, came to this post in November last and was at once made Concentration Brigade Commandant. In addition to this duty he has taken a very active part in official circles here, being a member of the Mess and Post Exchange Councils and a member of the Efficiency Board, appointed to determine the qualifications of all officers desiring to remain in the service.

Col. Claude K. Rhinehardt, the new Concentration Brigade head, is well known to Kelly Field veterans, having been one of the first flyers to complete their training here in the fall of 1917. He has only recently returned from France, where he saw six months service on the Western Front.

He is known as one of the best "stunt" men in the Air Service and champion cross country flyer of the American Army, having had more hours above the clouds than any man wearing the uniform of Uncle Sam. His "jazz" methods will be remembered by the older men here and wherever he has been stationed, both here and abroad, he has made a name as being a flyer of exceptional merit and great daring.

## No More Low Flying By Men of Aviation Fields

An increase in the flying accidents on the training fields in this country since the signing of the armistice has caused the issuance of an order from the Division of Military Aeronautics to be sent to all fields to put a stop to the low flying and acrobatics that have been carried on during celebrations in the vicinity of cities, towns and buildings. Commanding officers have been instructed to take the most stringent methods in carrying the order out.



## ROOKIES HERE DO APPRECIATE SUCH KINDNESS

Home of Waters Family Boon  
To Hundreds of Home-  
sick Soldiers

(By Paul M. Goheen.)

TO PLACE credit where credit belongs is the thing to do all times, and if one were to ask the average soldier at Kelly Field—and quite a large number at Camp Normoyle—to whom he would give credit for some of the most enjoyable evenings he has spent since coming here, he would tell you at the Sidney Brooks Memorial Church, South San Antonio. He would further state that the Rev. Ray P. Waters, his wife and daughter, Edna, were three of the kindest and most considerate people he had ever had the pleasure of coming in contact with.

The Sidney Brooks Memorial Church of South San Antonio is the gift of the father of Sidney Brooks—Sidney Brooks being the first aviator to lose his life at Kelly Field, Texas—to the Methodist Conference of West Texas, and is in memoriam.

At the completion of this edifice, in the latter part of February, 1918, the conference looked about to secure the services of a man suited to its varied needs and they made a happy selection, indeed, in the Rev. Ray P. Waters, who has previously been an evangelist for eighteen years, making his headquarters at San Antonio. The church was duly opened on March 8, 1918, and since that time its welcoming doors have never been closed. The church is non-sectarian. Divine services are held each Sabbath; preaching, morning and evening; Sunday School in the morning; Bible Class in the afternoon; Thursday evening is set aside for social purposes. In connection with his duties at the church, Rev. Waters has spoken a number of times at the various Y. M. C. A.'s on Kelly Field, and at present is arranging for a series of talks at the Camp Normoyle. Rev. Waters estimates that fully 50,000 soldiers have attended both divine services and social functions since the opening of the church.

And that social evening! It is especially worthy of mention. It has been one of the big sunshiny events in the history of this church. There is always the entertainment. "The pretty girls from San Antonio and South San Antonio," and the social hour and "eats". The entertainment has been furnished largely by the best talent of San Antonio, and, from time to time, the Kelly Field Entertainers have done their share, the program consisting of singing, readings, funny monologues and the very best in the musical. This, as a starter, only serves to put all in one of the smildest of humors for the delightful social hour that follows. Following the entertainment, the chairs are cleared back, and it is then that everyone starts to mingle, get acquainted, and to have a general, good old-fashioned time. At the request of Rev. Waters there has never been any dancing.

And those "eats"! Oh, yum! Boy, but they are tasty! During the progress of the merriment every soldier lad has a girl to be his partner for the "Chow De Luxe." All line up in real rookie style and march to the refreshment booth, where they are served. And Miss Edna Waters can make the best chocolate, too! Say, when its all over, every face is covered with a big happy smile; there is the unmistakable air of good will and fellowship—and can you wonder? Rev. Waters then makes his closing talk and in his hearty and cordial manner, invites one and all to be sure and come again—and you can bet they do, too. Members of the various Young Ladies' organizations of both San Antonio and South San Antonio—a smiling host of them—are always in evidence on Thursday evening. These young ladies have proven themselves to be most charming and sociable; they have added wonderfully to the delight of these even-

## Aviator Honored For Bravery; Many Others On the List

Lieut. Guthrie of Mobile Wins War Cross and Two Bars  
for Gallant Action in Air

The War Department issued two more lists of soldiers who have received the Distinguished Service War Cross from General Pershing for extraordinary heroism in action. The list includes men from widely scattered sections of the country, and among them are:

Lieut. A. W. Shanklin of Crozet, Va.; Sergt. E. F. Reed of Kokomo, Ind.; Corporal Robert Hill of Buffalo, Minn.; Sergt. Earl Billingsley of Bauxite, Ark.; Sergt. E. G. Davis of Louisville, Tenn.; Sergt. H. E. Bradshaw of Cochranton, Penn.; Lieut. J. D. Ranson of Charlotte, N. C.; Lieut. B. I. Perry of Cartozo, N. M.; Private E. E. Hovatter of Thornton, W. Va.; Corporal Louis Mazkawz of Philadelphia, Penn.; Capt. I. C. Ogden of Alpine, Texas; Sergt. Sam Dreben of El Paso, Tex-  
as; Sergt. A. E. Lipscomb of Bren-

ham, Texas; Sergt. Jack Peacock of Menger, Texas; Corporal R. A. Gaston of Houston, Texas; Private C. G. Montgomery of Goodlett, Texas; Lieut. A. H. Carrigan of Wichita Falls, Texas; Sergt. Charles Lewis of Toledo, Ohio; Sergt. P. C. Rowan of Elizabethtown, Ill.; Lieut. O. L. Parkhill of Abbottsford, Wis.; Private Dominco Spataro of Italy; Private L. A. Castleman of Stonington, Conn.; Private John Maslasky of Williamsburg, Mass.; and Lieut. R. P. Bagby of New Haven, Mo.

The other men whose specific acts of bravery are described below, are: Private Frank J. Hample, Company, 310th Infantry.—For extraordinary heroism in action near

(Continued on Page 3)



REV. RAY P. WATERS and WIFE

each time fruits, flowers and candies, to say nothing of their sunny selves. During the months of March and April, 1918, they distributed over 16,000 roses to the boys in the rookie lines at Kelly Field. Service such as this wins men's hearts and we well know that many of those very same roses now lie pressed between the covers of books as loving remembrances. Their "genuine" service has been appreciated fully.

Their stay here is indefinite, it being entirely up to the discretion of the conference. We trust, however, that these "three rays of sunshine" may be permitted to remain permanently in our midst.

"What do you say, boys?"  
"Three rousing cheers," eh?  
Atta Boy.

### Eat Jenner's Candies

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PERCY TYRRELL, Manager

## General Kenly Smoker Guest In Washington

The Air Service Clubs' Association held a very successful membership smoker at the Army and Navy Club, on Friday, January 10th. Nearly four hundred members of the Air Service were present and many signified their intention of joining the Association.

The guests of the evening were, Major General C. T. Menoher, lately appointed Chief of the Army Air Service, Capt. N. E. Irwin of the Naval Aviation Service, Lieut. Col. Wm. Thaw, Major Charles J. Biddle, Capt. Ray Bridgman, and Lieut. J. O. Donaldson, four of America's recently returned "Aces." Festivities of the evening were opened by Col. W. E. Gillmore, who as chairman of the smoker committee, presented Major Gen. William L. Kenly, president of the association. General Kenly, in his inimitable way, pledged the services of the Air Service Clubs' Association to aviation and the military and naval service of the United States. He extended the hearty welcome of the American Air Service in general and the association in particular, to the new chief, Major Gen. Menoher, who replied most fittingly and explained briefly the operations of the Air Service of the A. E. F. in co-operation with general military activities.

Lieutenant Colonel Thaw, who came to Washington to attend the smoker, regretted what he called an inherent inability to make a speech but Major C. J. Biddle favored the officers present with some reminiscences of friends of his at the front, and cited many instances of an unusual sort which he could vouch for. One of his most interesting remarks was to the effect that something should be done in the way of providing our aviators with parachutes, so successfully operated by German pilots.

## ATTENTION TO PHOTO ORDER IS NECESSARY

Kelly Officers Affected by  
Recent Ruling From Air  
Service Heads

It has been brought to the attention of the Director of Military Aeronautics that regulations governing photographs and finger prints of officers of the Air Service have not been complied with in all cases. Any Kelly Field officer who may have overlooked this matter is directed to attend to it at once.

In order that the office of the D. M. A. may have on file a picture of every officer in the Air Service, all officers are requested to mail to Washington, D. C., an unmounted likeness of themselves, to be taken in full uniform, not more than four inches in width and six inches in height. Upon the back of the picture should be written the name and rank of the officer in question and the date taken. This should be forwarded to Washington, addressed to Department of Aeronautics, Personnel Section and marked in the upper left hand corner, "Photograph."

All officers who have not their finger prints on file in Washington are also directed to attend to the matter without further delay.

### A Good Match.

"When I get a car, I want one which will suit me."  
"Then, my dear, you had better get a runabout."—Baltimore American.

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



## AVIATOR HONORED FOR BRAVERY; MANY OTHERS

(Continued from Page 1)

Grand Pre on November 1. Under heavy machine-gun fire, Private Hamble, a battalion runner, volunteered to carry an important message to a detachment on the extreme flank, after seeing two runners killed by machine-gun fire while endeavoring to deliver the same message. He was successful in his mission. Home address, Mrs. Lottie Hamble, mother, 400 Caroline street, Rochester, N. Y.

First Lieut. Murray K. Guthrie, 13th Aero Squadron.—For extraordinary heroism in action near Andevanne, on October 1. He was a member of an offensive patrol of four planes, which was attacked far behind the enemy's lines by six German machines. One of our pilots was forced to withdraw by the failure of his machine guns, and two others were surrounded and overpowered. He fought the six enemy planes alone for ten minutes and destroyed one of them. For the following act of extraordinary heroism in action near Montefaucon on October 4 he is awarded one bar. When the leader of his patrol was blown to pieces by a shell, Lieutenant Guthrie took command and attacked the formation of six enemy planes. Although he became separated from his companions, he succeeded in destroying one of his opponents. For the following act of extraordinary heroism in action near Fontaine, on November 4, he is awarded one bar; as flight commander, Lieutenant Guthrie led his formation of six planes to the attack of seven enemy planes (type Fokker). Six of the enemy were destroyed, one of which was sent down by this officer. Immediately following this combat he attacked and drove off four hostile machines (type Fokker), which were about to attack one of our balloons. Home address, K. R. Guthrie, father, care of A. T. & N. Railway, Mobile, Ala.

Sergt. James S. Cain, Company C, 5th Machine Gun Battalion.—For extraordinary heroism in action near Meadish Farm, between October 4 and 6. Accompanied by another soldier, he left the shelter of his trench under heavy shell fire to render assistance to soldiers buried by the explosion of a shell. Shortly after he left cover again to go to the assistance of other members of his section wounded by shell fire. On October 6 he was wounded by machine gun fire in the performance of his duty. Home address, Mrs. Elizabeth P. Ryan, sister, 126 Oakwood Avenue, Troy, N. Y.

Corporal Clayton F. Swanson, Company A, 5th Machine Gun Battalion.—For extraordinary heroism in action near Mont Blanc, on October 4. On learning that a member of his squad was in front of the lines in a heavily shelled position, he obtained permission to make a search to find that the man was dead. Home address, Mrs. J. E. Bergquist, mother, 28 Clyde Street, Jamestown, N. Y.

Private Charles Mass, Company A, 60th Infantry.—For extraordinary heroism in action near St. Mihiel, between September 15 and 16. After all the other company runners had been evacuated because of wounds Private Mass, although himself wounded, refused to go to the rear and remained on duty, carrying messages through heavy shell fire and maintaining liaison with all four platoons, until his company was relieved. Home address, Mrs. Sophie Mass, mother, Jersey City, N. J.

First Lieut. John F. Weber, Medical Corps, 311th Infantry.—For extraordinary heroism in action near Vieville-en-Hang, on September 29, 1918; Chevieres, on October 15, and Grandpre, on October 25. On September 29 and the following days he remained at his aid station under shell and machine-gun fire, giving medical aid and directing the evacuation of the wounded. On October 15 he established an unprotected aid station and, though slightly gassed, he continued to give first aid to the wounded and direct their evacuation. On October 25 he left his battalion in support and continued to the town of Grandpre, where he established an aid station, keeping on with his work through heavy bombardment of the town. Home address, Reba S. Weber, wife, Florence, N. J.

### FOR SALE—

Motorcycle—Twin Cylinder  
Good running order. Tires nearly new. Presto-lighting system. Will sell cheap account leaving Field.  
Call 239 Kelly Field.

## State Cafe

Neath State Bank  
813 E. HOUSTON STREET  
Special Chicken Dinner Served  
Right, 60c  
Real Home Cooking

## Yank Private Writes Great Comic Sketch

The following contribution appeared in a recent copy of "Stars and Stripes." The author is Private Farber, Ordnance Corps.

"What might happen if diplomatic correspondence were handled like Army Paperwork, 'thru channels.'"

The Central Powers, Bulgarian Section,

From: Bulgaria

To: The Boches.

(Through Channels)

Subject: Cold Feet.

1. We have quit.

Boris

For and in the absence of Ferdinand,

1st Ind.

Turkey to Austria Hungary.

1. In view of the preceding bad news, we stand a damn good chance of following suit.

2. Authority is requested to call it a day.

Mehmed, Sultan.

2nd Ind.

Austria-Hungary to the Royal High

Pooltrah, Bill.

1. Recommending disapproval.

2. If Turkey throws up the sponge, how in hell can you expect me to fight on two fronts?

Charlie.

3rd Ind.

Willie to Charlie

1. Returned.

2. Disapproved.

4th Ind.

Charlie to President Wilson

1. Referred for Remark.

Charles.

5th Ind.

President Wilson to Charlie

1. Returned. Inviting attention to my note of January 8th, 1918—file No. 639,873,544.

2. For compliance therewith.

Wilson.

6th Ind.

Chas to Wilhelm.

1. Inviting attention to preceding indorsement.

2. Instructions are required.

Charles.

7th Ind.

Bill to Charles

1. Returned.

2. The buck is always passed DOWN, never up.

Willie.

8th Ind.

Charles to Mahmed.

1. Referred in compliance with preceding indorsement.

Charles.

9th Ind.

Turkey to Charles.

1. Returned, requesting instructions as to who in hell I can pass it to.

Mohmed.

10th Ind.

Austria-Hungary to Turkey.

1. Returned with the information that you are apparently S. O. L.

Charlie.

11th Ind.

Turkey to Austria.

1. I knew it long ago.

2. Don't bother about sending this back to me because I've quit.

The Sultan.

12th Ind.

Austria to Germany.

1. I told you so.

2. Good night.

13th Ind.

From Wilhelm, King of what's left of all the Prussians:

To the Allies:

2. COME AND GET IT.

"Bill."

Rich Enough.

"This fish is very rich."

"Yes, it is well supplied with bones."—Boston Transcript.

### PROPELLORS FOR SALE—

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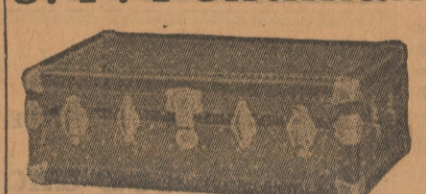
## Victoria Hotel

A Centrally Located Hotel that is an oasis for the Boys in Khaki  
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Just Opposite the Gunter  
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We Are Bred Here and Still Making Bread Here  
WHOLESALE AND RETAIL  
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San Antonio  
Phone Crockett 3977

## J. F. Fentiman



Manufacturer of  
Trunks and Traveling Bags  
Repairing A Specialty  
Crockett 6066  
321 Alamo Plaza, Opp. the Alamo  
San Antonio, Texas

## PERSONNEL OF 23,776 ASKED BY SECRETARY

Bill Now Before Congress Covers Baker's Program for Air Service

The suggested bill presented by Secretary Baker to Congress for the American Army on January 16, included 1,823 officers and 21,853 men for the Air Service, specified as follows:

One major general, one brigadier general, 22 colonels, 45 lieutenant colonels, 126 majors, 438 captains, 696 first lieutenants, 594 second lieutenants—1,923 officers in all.  
515 master signal electricians, 2,282 sergeants 1st class, 1,737 sergeants, 134 mess sergeants, 2,485 corporals, 134 buglers 1st class, 2,738 wagoners, 584 cooks, 4,366 privates 1st class, 134 buglers, 6,744 privates—a total of 21,853 enlisted men.

The Secretary of War reported to the press recently as follows:

The bill presented to the House Committee on Military Affairs is the result of the study made by the General Staff for the creation of an army of five hundred thousand men divided into such organizations and arms as have been shown by our experience in this war to be appropriate. Under the law as it now is, the present army is in process of demobilization. Some provision is therefore necessary to authorize a regular army for the transition period and until the situation growing out of this war is sufficiently clarified to enable the United States to determine the permanent policy which will have a proper relation to its needs and obligations. No effort is made in this bill to treat the question of universal training or service but merely to produce an army deemed adequate to meet obligations and needs which can now be foreseen.

In addition to this, the bill provides for the legalization of the present relations and organization in the General Staff in order to preserve what we have built up as the result of experience and growth. The present organization of the War Department is of course a wide departure from the organization which existed before we went into the war and it is wiser to keep what we have than to go back to the beginning and start over at some future time. It is a part of the purpose of this bill to enable the government to officer the newly constituted regular army by retaining in the service officers of proved ability who have come in either from the National Guard or from civil life during the war and who desire to make the army a permanent career. The principle of promotion by selection rather than by strict seniority is introduced above the grade of captain. During the war of course promotion has been by selection and our experience shows it to be both a wise and a just method of promotion.

Phones: Cr. 54 Travis 228

## Gallagher & Haring

Successor to  
GARRETTSON'S DRUG STORE

Commerce, Main Plaza and  
Soledad Streets

On the Loop where Kelly Field Cars  
arrive and depart

Post Office Substation No. 1

Soda, Candy, Cigars, Kodak Supplies  
and Finishing

## Fritz Reuter

A real equipped shop right here in San Antonio where automobiles are repaired the right way. We can handle anything no matter how large or small.

117 CAMERON STREET

Phone Crockett 6625

## Main Avenue Pharmacy

Ideal Toilet Preparations that Make  
Dandy Xmas Gifts.

BOX CANDIES  
MANICURE SETS  
HUDNUT PERFUMES

The best of everything at prices  
you can afford.

615 Main Ave.—At the Junction

Dining place of  
famous  
generals in  
previous  
wars.  
Historic Casa  
del Rio. Fine  
Mexican  
Meals. Way  
back in the  
yard. 201 St.  
Mary's St.

MEX-  
ICAN  
CAFE

## News of Interest From the Soldiers Country Club

Arrangements have been made to entertain convalescent soldiers every Monday, Wednesday and Saturday afternoons. The men will be regaled with the usual good things to eat.

A very informal reception to a number of Kelly Field Officers was held on Thursday afternoon, as a kind of get acquainted affair and to have the officers become acquainted more intimately with the excellent work being carried on by Mrs. Shand. The War Service Board was represented by Mr. Brewer.

Dancing is one of the recreations offered every Tuesday and Friday evenings, with the Kelly Field Band to dispense their usual good music. All soldiers are cordially invited.

Mrs. Shand has recently ordered some very "classy" stationery for the use of the soldiers who are guests of the club.

It isn't every Country Club that can boast such a charming hostess as this one. That seems to be the consensus of opinion, and no one makes any bones about saying so, either. A cheerful smile goes a long way towards making a fellow feel good, doesn't it?

Don't forget this is the homeliest place you can find within a long way of Kelly Field. Take advantage of its cheer and companionship.

## THE CADET'S LAMENT

I carry oil and even gas,  
I crank the ship, and go to class.  
I clean the dirt from off the wings  
And half a hundred other things,  
And oftentimes, I fly.

I drill with guns and stand on  
guard,  
I pick cigar butts from the yard,  
I am K. P. most all the day  
And draw a quite enormous pay,  
Because I fly.

I have to keep the barracks swept  
At shining shoes I'm quite adept,  
And if by chance I've over-slept  
On guard an extra trick I'm kept;  
But then I fly.

But then the thing that keeps me  
bright  
It is my hat band, virgin white,  
Because when people spot that band  
You hear 'em say behind their hand  
"He flies."

And some day when I get my  
WINGS  
And golden bars and other things,  
Just watch them ask in my home  
town,  
When I, by chance come strolling  
'round  
"How does it feel to fly?"  
—From Park Field Airmat.

FOR SALE—Ford Runabout: excellent condition; cash or Liberty Bonds.—Telephone Extension 265. Lieut. King, Kelly Field.



So Refreshing

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

## Coca-Cola Bottling Co.

Phone Cr. 455, Tr. 1198

424 East Commerce St.



## The Greatest Gift Store in San Antonio

Army men you can choose gifts here for friends or any member of the family.

Mail or Express them right in the Store

## THE WOLFF & MARX CO.

OUR information is free to you at all times.

Use us when you need us.

## CHAMBER OF COMMERCE

Central Office Building  
Crockett 3886





# KELLY FIELD SPORTS



## All J. A. K. E.

One good thing about only having one uniform is that you can always find your fountain-pen.

### WHY IS IT

That people who eat soup holdin' their arms out like they was a snare drummer always make a noise like they was bailin' out a cistern?

### ANSWERS TO QUESTIONS.

Dear J.A.K.E.:

How can I become popular with the ladies? I am polite and nice to their mothers; have never missed Sunday School and always carry the lunch at the church picnics; yet the girls do not seem to like me.

Pinkie.

Dear Pinkie:

Pull a little rough stuff every once in a while.

Dear J.A.K.E.:

Will you kindly answer the following questions? 1. How can I keep the toes from coming through the socks? 2. Where was Chauncey Depew born? 3. What country has the largest number of Belgians? 4. Who is the President of Ecuador? 5. What is the best time of day for planting sassafras?

Rustique.

Dear Rustique:

1. I don't know. 2. I don't know. 3. I don't know. 4. I don't know. 5. I don't know.

Dear J.A.K.E.:

What could I consider as a good yield in a crop of spinach?

Heart-broken.

Dear Heart-broken:

Any spinach crop is a failure.

### OH, YOU-OO!

#### FOR SALE—Miscellaneous.

Telephone number, near Army Post; answer given prompt attention. —Ad. in "Express."

A fellow always speaks of going with a widow as something smart.

### BOEN 1831 AND STILL GOING STRONG!

Friends of Mrs. Charles Tenney of Atkinson take exceptions to the fact that she was recently reported dead. A friend writes this office that the elderly lady is very much alive at the age of 88 years, apparently well and able to do her own work. She still lives alone and entertains her friends.—Independent Statesman, Concord, N. H.

Not mentioning no names, didjever go to a theater where the shows were so rotten that they were good?

Howja like to feel the ol' long pants flappin' aroun' your ankles again?

Celery should be seen and not heard.

Apples, too.

J.A.K.E. would like to hear from some kind-hearted young lady in San Antonio who owns a car (Stutz preferred) who is willing to take him out riding. The end of the month being high, ye ed. of ye yumerous column is broke. In fact, money is as scarce with him, as corsets in a gypsy camp.

People who love in glass houses should always pull down the blinds.

Speakin' of San Antone, saint heart ne'er won fair lady.

"Till say so," was the comment of one of these here, now, lobby-hounds when the above sparkling scintillation was shown him.

Didja hear about the guy who went to the big city and visited a cabaret and ordered a steak. He wrote home about his exploit and said, "The tenderloin was medium, but the songs were raw."

I will bid you,  
Until next week,  
Ad-jew.

J.A.K.E.



DEAR DINNEY: Don't get fresh just because you're gonna get your discharge.

J.A.K.E.

## DIFFERENCE OF OPINION ABOUT RECENT FIGHT

Article Which San Antonio Paper Published Rather One-sided

According to the account published by a local paper, the fight between Pat McGuigan, Flying Department, and Willie Ames, lightweight champ of the Southern Department, which took place Saturday afternoon at Y. M. C. A. No. 72 resulted in Ames getting a terrible beating and in reality being knocked out in the second round. Careful investigation, however, throws an entirely different light on the matter.

In the first place, when he knocked Ames down in the second round, McGuigan spoiled whatever chances he had for a knockout by insisting on standing over Ames, which is strictly against Army prize ring rules. Captain Soule, the referee, was naturally hindered in his work of counting, by this mistake in strategy and in his efforts to keep McGuigan off the fallen man may have been delayed somewhat. Captain Soule, making ample allowance for this, by starting on the count of 3.

The article further states that after the counting episode Ames was again sent down for the count of nine and then "staggered to his feet." Reliable eye-witnesses declare that the champion got his feet easily and in rushing his opponent swung wildly, lost his balance and fell for the third time, and was not "knocked down for the third time, the bell saving him," as said article stated.

Everybody who saw the fight is willing to admit that McGuigan is a "dark horse"; that he surprised all present, his friends and himself included, by the showing he made; that he has a good punch and connected in the second round, and did some pretty blocking.

On the other hand it is a fact that Ames was the aggressor from the going on; that he took five of the six rounds; that two of the three judges gave him the decision; that the other judge asked for a draw only, and that there are hundreds on the field who not only seriously doubt whether McGuigan could knock Ames down, in case they meet again, but are willing to bet that the fighting Irishman will not last four rounds on his second attempt to lift Ames' crown.

This article is not intended to give the impression that there is any malicious intent on the part of the paper in question, but Kelly Field athletic directors do hope more care will be taken in the future by local sport scribes, instead of "going off half-cocked," as in this instance—and in the past.

This is particularly important as evidenced by a standing post order to the effect that no promiscuous or unauthorized publicity regarding Kelly Field shall be given out except through the proper channel.—The Publicity Officer.

A highly-colored, unauthorized and garbled report of the boxing bout between Ames and McGuigan at Kelly 2 last Saturday afternoon having appeared in the Sunday edition of the San Antonio Express, the Publicity Officer has requested Captain Soule, referee, and one of the judges, to make a statement of the affair, and this statement is herewith presented in full below, as a matter of justice to everyone concerned.

"January 27, 1919.

"To the Publicity Officer:  
"As referee, I feel that the gross misstatement of facts contained in the article submitted to the San Antonio Express, by some unauthorized person, for publication Sunday, January 26th, concerning the Ames-McGuigan bout, compels me to make a statement.

"Ames took the aggressive throughout the fight, with the exception of the second round, when he was sent to the floor for a partial count by a well directed right to the jaw, and again in this round for the count of five. At the time he was first floored McGuigan was against the ropes, and the men were not in the center of the ring as stated.

"These men fought under the official army camp boxing rules, which require the boxer to return to his corner, and forbid an attack while the opponent is rising to his feet. In this bout the referee had to forcibly hold McGuigan back while giving the count.

"In a recent battle, in which Johnny Celmars was a participant, Referee Johnny Coulon stopped counting Celmars' opponent out on the count of six, led Celmars to his corner, returned to the downed man and resumed his count at six, thus penalizing Celmars for his eagerness to finish the man, in violation

## DAY DREAMS



## AIR MECHANICS EASILY DEFEAT ANTHONY QUINT

Independent Kelly Five Proves Superior to Foe From Local College

The Air Service Mechanics School basket ball team from Kelly Field halted the winning streak of the St. Anthony's College team Saturday afternoon with a 32 to 22 win over the collegians on the floor of the Fort Sam Houston gymnasium.

The Mechanics, who have trimmed several strong teams already, were making their first appearance in a game played outside of Kelly Field, however, and more than made good the boasts circulating from their headquarters about their playing ability.

The whole team of the winners put up a good showing and took teamwork for their middle names. Cozad led his St. Anthony's five in a hard battle, but there was no stopping of the Kelly men. The line-ups were:

Air Service Mechanics: Fitzsimmons, right forward; Lind, left forward; Aiken, center; Trumbull, right guard; Bell, left guard.

St. Anthony's: Doering, right forward; Cozad, left forward; Friess, center; Griffin, right guard; Her, left guard.

The Mechanics brought along several truck loads of rooters and the game was full of "pep."

back while his opponent was rising.

"The army camp boxing rules forbid holding, or deliberately maintaining a clinch, allowing a referee to disqualify an offender after a warning. McGuigan held his opponent repeatedly, maintaining a clinch as long as possible; he was warned by the referee, who was on the point of disqualifying him several times, because of his fouls in maintaining clinches and holding.

"McGuigan caused his opponent to miss several times. The few clean hits made by him were registered by the applause of the crowd. He maintained an elusive defensive attitude throughout the fight, refusing to do any infighting, his opponent taking the lead all through the fight.

"The judges were as impartial as could be found on the field. One was from Kelly No. 2; one from the Air Service Mechanics School, and one from Kelly No. 1. None of the judges gave the decision to McGuigan.

"In the referee's opinion, the best decision that could have been given McGuigan would have been a draw, and this would have been done by discounting Ames' five rounds, because of McGuigan's knock-downs in the second.

H. SOULE, Referee."

Home of the Original Mexican Pecan Candies

Busy Bee Candy Co

Where Kelly Field enjoys its most delicious Sundaes

## Lightweight Champ Is Matched With Joe Benjamin for Jan. 31st

Chicago, Jan. 22.—Benny Leonard, lightweight champion of the world, is on his way West tonight. He left here at 7 o'clock bound for Frisco, where on January 31, he meets Joe Benjamin in a four-round contest. Three other matches will be fought by the champion before he returns East, all three being before Jimmy Coffroth's Club.

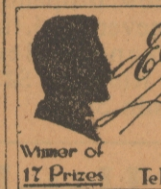
Leonard is anxious for a match in Chicago when boxing is legalized there and today declared he would make a concession to the promoters that none other could get if he is used as the first big card and at the first show. While Benny isn't picking his opponent, he would refer his foe be selected from one of four men, Charlie White, Jack Britten, Richie Mitchell and Joe Welling.

Joe Stecher, former heavyweight wrestling champion, and considered a wonder of the age until Earl Caddock took his crown away, is going to make a tour of the West. Joe has mapped out a campaign he hopes will return him to the championship. He appears here Friday against Paul Martinson. Then he and his next jump will be clear across the country to San Francisco.



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JAPANESE RESTAURANT  
134 SOLEDAD STREET



Ed Rabe  
Artist and Photographer  
2031 Alamo Plaza  
Tel. Cr. 2661

## A Playlet Entitled "TOUGH LUCK"

### Dramatis Personnae:

E. O.—An Executive Officer of Kelly Field.  
P. S. L.—Poor Second Lieutenant of Kelly Field.

T. T.—Theatre Treasurer.

In 4 Scenes and an Epilogue.

Scene 1: Kelly Field, Post Headquarters.

Scene 2: Box Office Majestic Theatre.

Scene 3: Interior Majestic Theatre.

Scene 4: Same as Scene 1.

Scene 1.

DISCOVERED: E. O. and P. S. L.  
E. O.: Sir your conduct has been very reprehensible and I shall prefer charges against you. You will consider yourself confined to Camp until further notice.

P. S. L.: Yes, sir. Your orders shall be obeyed.

EXIT P. S. L. END of first scene.

Scene 2.

DISCOVERED: T. T. in ticket office

ENTER E. O.

E. O.: Give me only one of those two seats I ordered. My friend couldn't come.

T. T.: Yes, sir. They are the only two seats left in the house and we will have no difficulty in selling the other.

EXIT E. O. through door C leading into theatre.

ENTER P. S. L.

P. S. L.: Gimme a good seat for tonight.

(Buys seat. EXIT P. S. L. through door C leading into theatre.)

END of second scene.

Scene 3.

ENTER E. O. Takes seat. Enjoys play hugely.

ENTER P. S. L. Takes seat. Looks around. Recognizes neighbor. Ears get red. Bus. of conflagration of ears. Turns face in other direction. Sits very still. Thoughts inaudible. As first act ends P. S. L. EXITS for a smoke.

Did he come back?

He did—NOT.

END of third scene.

Scene 4.

DISCOVERED: E. O. sitting at desk.

ENTER P. S. L. registering dejection.

E. O.: Why did you break your arrest?

P. S. L.: My counsel told me, sir. It would be allright if I didn't get caught.

E. O.: Well, you got caught. I shall prefer additional charges against you and you are confined to the Post for sixty days. Dismissed!

EXIT P. S. L.

Epilogue. (Just outside the hall)

P. S. L.: !!!!!—xxx—xxx!!!&c.

MORAL: It can't be done.

FOR SALE—Excelsior Motorcycle; electrically equipped; with side car; excellent condition; bargain for cash.—See Sergt. Slagle, Motorcycle Shed, Kelly No. 1, or phone 33.—Lieut. Cole.

**A.F. BEVER**  
TYPEWRITERS  
CARONA AGENCY  
310 W. COMMERCE ST.

**The Candy Shop**  
208 W. COMMERCE ST.  
is the place to get good drinks and right prices.

## Attention---

Bg Reduction Sale for 15 Days  
Buy a pin for your mother, wife or sweet heart.  
Same old Slogan, right goods at the right Price, except Price badly cut. Now is the time to buy a Wrist Watch.  
See my after the war Tie Pins. Something Original!

**E. C. HARRINGTON**  
JEWELER  
SOUTH SAN ANTONIO

To Mess Officers and Sergeants

SEE US FOR

**FRUITS and VEGETABLES**

**Gugenheim - Goldsmith Co.**

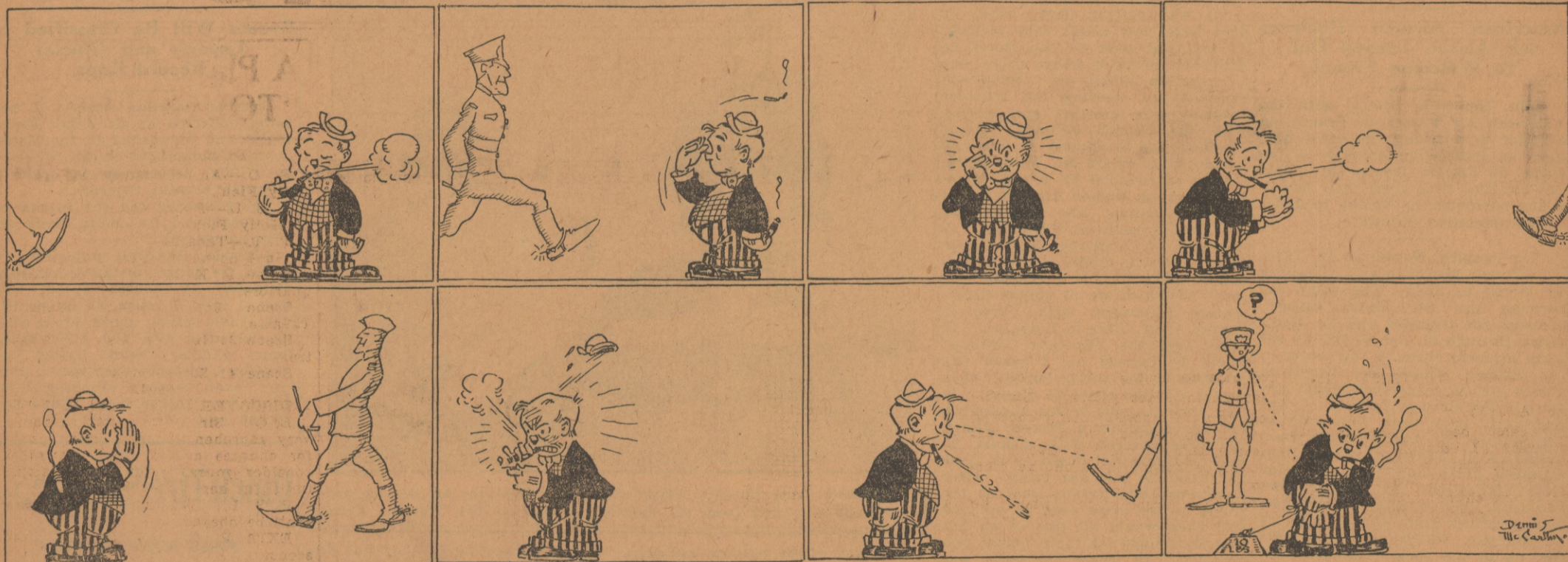
PHONES CROCKETT 3031-3051



# Squads Wright

# Stung!

By Sgt. Dennis B. McCarthy



## MODERN RADIO DEVICE PASSES SUPREME TEST

Entire Success of New Invention Will Change Warfare Above Clouds

A conversation was held Thursday morning, January 16, between Major Gen. W. L. Kenly, Director of Military Aeronautics, seated before the ordinary desk telephone in his office, and Lieutenant Lucas of the Air Service, piloting a radio-equipped airplane. This communication involved the use of the telephone lines of the Chesapeake and Potomac system in combination with airplane radio. The connection between the line and wireless systems was made at the local radio station at Bolling Field, where apparatus was connected in such a manner that speech originating in either system would be automatically transmitted over the other.

General Kenly, Col. F. R. Kenney and Col. C. C. Culver, were among the Air Service officers present in the office of the Director, and each talked with Lieutenant Lucas who was piloting an airplane from Bolling Field. General Kenly's office phone was used and connected through in the ordinary manner with the branch line running to the radio hut at Bolling Field. At this point the conversation was automatically transferred to the radio system, by means of which it reached Lieutenant Lucas, the connection between the two systems being effected by means of apparatus and circuits designed and installed by members of the radio branch of the Air Service, under the supervision of Colonel Culver.

The airplane radio telephone has been in use for something over a year and air fleets are being commanded by the voice of their commanders at several flying fields over the country. During the last summer, communications have been made at some of the fields in which conversation from the pilot in the air has been automatically transferred to land lines on the field with success, and conversation starting over land lines has been automatically transferred to radio, and by this means reaching the pilot in the air. The conversation yesterday morning, however, was the first official demonstration of a two-way conversation direct between a person using a line telephone and an aviator in flight.

It will be recalled that a wonderful achievement in long range radio telephony was realized in 1915 by radio telephone engineers of the American Telegraph and Telephone Company and Naval engineers at the Arlington radio station. It will also be recalled that by means of the successful coupling of the radio and wire telephone systems Secretary Daniels talked from his office with a warship at sea, using the two systems in automatic combination. This recent demonstration at the D. M. A. applied this principle to aircraft.

The great degree of efficiency that has been reached in the development of transcontinental wire telephony makes it possible for a telephonic conversation be carried on between New York and San Francisco with the same ease as between two points in the same city. By substituting a transcontinental line for General Kenly's branch line the element of distance is practically

## Admonitions to the Amorous

by Ida Wannah

Dear Ida:

When I first came to San Antonio, I was constantly under the impression that Southern girls were extremely hospitable. I used to dream about white-collared mansions and colored retainers, etc. Since then I have taken lots of girls out to dances and the Majestic and once I even took a girl to the Princess. I have spent on an average of \$15 a week entertaining these damsels, but have never been invited to their homes. Will you tell me the reason? Shavetail.

Dear Shavetail:

If you could make money without working, would you work?

Dear Ida:

I am a young girl, 18 years old, blonde, good-looking and full of pep. I dearly love a young officer in the Air Service. I think he is a major, as he wears cute little gold bars on his shoulders. I have never been introduced to him and I would like to meet him. Can you arrange it for me? Desirous.

Dear Desirous:

I have never seen the object of your affections and do not know him. However, stop at the Gunter lobby some afternoon. You will be sure to meet him, that is, if he is from Kelly Field.

Dear Ida:

I am a captain in the Air Service and have recently been going with a young lady. I called on her one evening and while we were in the parlor, she said, "Oh, I think the gas is too low." She reached up and while adjusting it, accidentally turned it out. She stumbled against me in the dark and I held her from

falling. I lit a match and turned on the gas again. After I lit the gas she acted coolly towards me and since then she has refused to see me. Can you tell me why? Capt. G. Whatta Symple.

Dear Capt.:

Yes, I can tell you why, but prefer not to do so, as there is an Army Regulation prohibiting the kind of language toward an officer I would use.

NOTE: Ida Wannah has received a communication from her contemporary J. A. K. E., written by "SWEETYOUNGTHING." It is an infallible rule of this paper to pay no attention to unsigned communications. If "SWEETYOUNGTHING" will send her address and photograph to J. A. K. E. he will see that the "hungry look" is removed.

Dear Ida:

I have heard that you are a man and smoke a pipe, and that there is no such person as Ida Wannah. Would like to know the true facts of this matter, as it is a shame that people should be imposed upon this way. A. K. Dette.

Dear Mr. Dette:

I am glad this question has arisen. I am an honest-to-goodness girl and I wouldn't lie to you for the world. Ida Wannah.

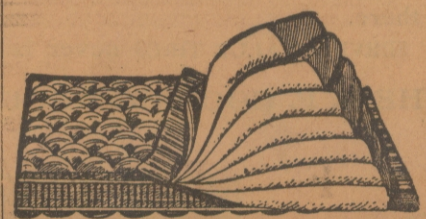
P. S.—Whoever told you I smoked a pipe, lied to you. I smoke Camels.

(ED. NOTE: Miss Wannah has been retained by his paper at a great expense, and as she is very sensitive, it is requested that no frivolous or foolish questions be submitted for her consideration.)

## ALAS—WE PART.

Patsy O'Brien, Hugh Randall, Russell Fauner, Sylvester Brigham and last but not least the Invincible "Dinty Moore" viz: Denin of the School for Bakers and Cooks, Kelly Field, are leaving via the discharge route for their various homes this week. Many a month has passed since our meeting. We have had our times—good and bad. We will miss the early morning quips, the pro and con of army life that makes it worth while. At the very least they are all good fellows well met and as they journey through life let them live by the way. Good-bye, good luck—and may we meet again.

eliminated and conversation made possible between an airplane in flight and any point reached by an efficient telephone circuit, and it becomes a mere matter of detail and team work to have an airplane in the air over Washington in conversation with a man in his office in San Francisco, or with an airplane in flight over San Francisco, using the transcontinental telephone line to eliminate the 3,000 miles of distance.



We Are Experts in HIGH GRADE ARMY MATTRESSES Our Name is sewed on every one. CROCKETT 3388. At all Canteens, Furniture and Department Stores. If you fail to find one call up LOOK FOR IT. STANDARD MATTRESS CO.

## KELLY FIELD SOUVENIR BOOK PLEASES ALL

Will Prove Priceless in Years To Come—Covers Field "Like the Dew"

The first edition of the Kelly Field Pictorial History and Year Book, entitled "Kelly Field in the Great World War," will be out, ready for delivery to subscribers, on or about February 10th. It has exceeded all expectations and owing to the fact that it had received the unqualified support of the Field Commanders, it has been possible to include in the volume a much wider scope of the field activities than had been at first intended. This first edition is at present on the press and is already sold in its entirety. Several thousand volumes are being printed, just enough to take care of paid subscriptions.

However, those who have not already subscribed for this attractive souvenir, may yet do so, and these later subscribers will be cared for by the second edition, which is at present in process of compilation and will be ready for delivery about February 25th. The second edition will be identical with the first, with the exception that a few pictures and write-ups of Squadrons in Kelly No. 1, which were inadvertently omitted in the early gathering of material, will be included. It will be necessary, as in the case with the first edition, for orders to be placed at once if a copy of the book is desired, for only enough will be printed to fill orders received up to the time of its going to press. It is urgently advised that all men who have not placed their orders, seen their organization Commanders at once in regard to so doing, in order that no one will be disappointed.

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## White Horse Tavern

A quiet refined restaurant and Garden situated amongst the Missions of the South Loop  
SPECIAL FOWL DINNERS  
Phil. Geisales, Prop.

## Four Men Jump From Balloon At Sea

Boston.—Four men in a Blimp balloon, which went adrift from the Naval Aviation Station on Chatham escaped by jumping just before the dirigible was carried to sea, according to a report received at headquarters of the First Naval District here. One of the men, an officer, was said to have been injured.

A New Argument.—"So you approve of the Government's action in taking over the railroads?"

"Yep," replied r. Growcher. "I approve of that and prohibition for several reasons, one of them being that now a lot of people can quit lecturing on the subject and go to work."—Washington Star.

The Very Best Dentistry at Special Prices to Men in Uniform.

Phone Travis 3767

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DENTIST

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Gasoline, Oil and Grease  
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and enjoy  
"THAT REAL HONEY FLAVON"  
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115 W. Commerce Street.

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South San Antonio, Texas

Drugs :: Dickey

KELLY FIELDERS

and others who appreciate good things insist on

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## Occupation of City of Metz Is Popular With Nations

### American Airman Declares All Alsace Turned Out To Welcome French

Capt. Henry L. Syster, with the American Air Forces in France, in a letter to a friend the other day, gave an interesting account of the entry of French troops into Metz for the first time since their humiliating surrender to Moltke in 1871. The narrative follows:

"On Tuesday, November 19, 1918, we left our airdrome and proceeded by motor to Metz. The route lay through the St. Mihiel district, crossing the trenches and No Man's Land, through St. Mihiel and up the main highway through the center of the salient where the American troops met in September when they cut off the German retreat. I had previously been over this part of the country the day after the evacuation of St. Mihiel when our lines extended north and south, not far from Vignuelh. At that time we had gone over to witness some balloon straffing from the Heights of St. Maurice, which was being carried on by the First Pursuit Group. Now the lines have all retired and we pushed through the country which only a day or two before, had been occupied by the Germans.

"Here and there on either side of the road, we would see airplanes which had crashed, some German and some American. We stopped the car and got out to examine them, and if American to take the number, in order, if possible to identify them. We finally pushed over the border line of the Department of Mourthe-Moselle, into Lorraine. As we went through the various villages bedecked with flags, here and there, in addition to the French colors, was a British or American flag, the latter showing they were made quickly as there were no stars on the blue fields. The inhabitants of the various villages would all turn out as we went through, shouting, 'Vive la France,' even though they were very German in appearance. In many places I saw old men and women far past sixty years, who had undoubtedly lived in the same little villages as French subjects prior to 1870. They all came to the door or stopped their work to wave and shout 'Vive la France.' We saw hardly any other automobiles and seemed to be almost the first to come through on that particular route.

"Soon we could hear the guns of the forts surrounding Metz and we knew the French general was probably preparing to enter the city. It was a beautiful day without a cloud in the sky, and, as we passed over the hills and by the outer works, one could see the city of Metz as it lay in the valley with the Moselle River winding around through it.

"When we got into the heart of the town, we found the French troops were just starting their triumphant march through the city. Parking our car we went to the square between the famous Metz Cathedral and the Hotel de Ville (Municipal Building). The streets and square were packed and it made a most interesting picture as we watched the line continually going across the square and around through a narrow street at one end of the Cathedral. Infantry, artillery, cavalry, lancers; all dressed in their uniform of the field, with the artistic, steel helmet of the French. As one looked over the heads of the crowds and saw the lancers with their steel helmets and lances upright going by on horseback with the ancient Cathedral for a background, it made a medieval picture, one that might have been taken from a history of the 15th or 16th century.

"We mingled with the crowd and I do not believe there were over a dozen American officers and men in the town. Many had the tri-color cockade, whether their sympathies were that way or not. We, in our aviator's coats with fur collars and overseas caps, were immediately spotted and people came up to us to ask if it was our squadrons that had bombed Metz. We were able to 'get from under' by explaining that our squadrons were 'Chasse' or Pursuit.

"The parade lasted about two and one half hours, following a line through the narrow streets of the city and diagonally across the Parade Platz or square between the Cathedral and the Hotel de Ville. The side near the Cathedral was crowded with sight-seers as were the windows of the buildings at each end of the square. The square was also filled with people, leaving only a narrow lane, through which the troops marched, guarded by cavalry and lancers to hold the crowd back. We noticed that the windows of the Hotel de Ville were filled with young women dressed in the national costume of Lorraine, including a large white muslin hat with a high crown, upon which they wore the tri-color cockade, and a colored silk shawl over their shoulders. We had decided to stay over night and took rooms at the Hotel d'Europe, which had a large inner court yard where we parked

"It was getting dark, which it does here now about four o'clock, as we went over to the Hotel de Ville and upstairs where there was a reception going on. Numerous civilians, all wearing the tri-color cockade were greeting and talking with the French officers. Major Hartney and I slipped in through a side door where we were immediately surrounded by a large number of young women dressed in the national costume, who were serving sparkling Moselle to the guests. A number of civilians immediately came forward, crying 'Vive l'Amerique' and 'Vive le President Wilson,' to which we of course immediately responded with 'Vive la France' and 'Vive la Lorraine.' In order that the 'Entente Cordiale' might be carried on, I asked two or three of the young ladies if they would not like to go to dinner. At first they thought it was impossible, but on consulting a French officer, who was covered with medals, he said he thought it ought to be done and asked to join our party. After numerous consultations one of the young ladies came over to me and said they would all like to go but that they must ask their 'papas and mamas,' so where the party was to have been a party of six it grew to one of 20, including six French officers and four Americans. We started out, each one with a young lady on his arm, and crossed the Market Place.

"The French Major, whose hair was just beginning to turn gray above the ears, led the way. The first place at which we stopped was the Cafe Central, kept by the mother of one of the young women. It was crowded with civilians and French soldiers, and as our party marched up through the aisle, they all rose to their feet shouting 'Vive l'Amerique,' although there were only two American officers in the party. The permission of the mother was obtained after she had speech with the French officer. We then went to another place which proved to be a large apartment house. Going up two flights of stairs, we marched into a very handsome dining room, evidently just set for the family dinner. After another speech by the French major, permission was also obtained here, and so on until we had wandered all over town to ten different houses, marching and riding between each place and singing the Marseillaise en route. We finally ended up at the hotel where we had a large table reserved, and there we had a very fine dinner, numerous healths being drunk to Lorraine, the Ladies of Lorraine, to America and France.

"The French commandant whom we placed at the head of the table, was feeling in fine feather, after four years of war. The medal of the Legion of Honor with the rosette the Croix de Guerre with numerous palm leaves and the three wound stripes, showed what he had been through. After forty-seven years, Lorraine and Metz had come back to France, and he was there to see it. In the midst of the dinner Nungesser, the famous French aviator with 42 victories to his credit, came into the dining room amidst the cheers of the crowd. He was immediately brought to our table, introduced and invited to dinner. He is a fine looking man and his breast was covered with medals. He could not stay to dinner, but after making a little speech he said that he wished the honor of kissing the ladies of Lorraine. After a response by our French commandant, permission was given and he went around the table kissing each one on both cheeks. After he had departed, I asked the French officers if we were to be beaten by Nungesser. They indignantly allowed we were not and so amidst the cheers of the rest of the dining room we all followed suit. After we had taken the young ladies home, they were all between the ages of about 17 and 21, we joined in the celebration of the populace in the streets, and it was after one o'clock before we retired.

"Most of the shopkeepers had German names. We found very good shops there and they suddenly started a large trade in the sale of iron crosses, probably much larger than they had enjoyed during the German occupation. One could hear German spoken on the streets, but if they addressed us they used French. Some of the young women whose sympathies were undoubtedly strongly allied, told me that they were delighted when they heard the shells from the American guns falling on the outskirts of Metz. I think the merchants and also a

### Lieut.-Col. C. K. Rhinehardt



CHAMPION Cross Country Flyer of the United States Air Service, who recently returned from six months' service on the Western Front.

great many of the civilians are sorry that the Americans had not occupied it instead of the French, as their reputations as good spenders had evidently reached Metz with the news of the signing of the armistice. It was to be expected, however, that both Metz and Strassburg would be entered by the French upon which goals they had had their eyes for nearly half a century.

"That night we witnessed the tearing down of the equestrian statue of William II by the populace of Metz joined by the French soldiers. As we went by late that evening, we could see the statue standing with the head of the former emperor on the pavement. The statue of Frederick III had been pulled down during the day.

"The next morning we started back, going in the direction of Toul, where we had business, and inspecting our old airdrome, northeast of Toul, where we had spent several months in the spring. We took the road up the beautiful Moselle Valley, along the east bank of the river, crossing it at Pont-a-Mousson. It was very interesting passing through many of the towns and villages which had formerly been within the enemy lines and over which our aviators had flown so often when

we were operating in the Toul Sector. Here were places which though mere specks on the map, had figured in operation reports, as having had a combat here or near which one of our own aviators was last seen; Jouy, Pagny, Lorry, Champey and Pont-a-Mousson itself. The latter was barely within our lines and, had always been subjected to heavy enemy fire, both by artillery and aircraft. The bridges across the Moselle at this place had all been blown to pieces and we crossed on a temporary wooden span. There was hardly a square foot of the old bridge wall that had not been splattered by fragments of shells or aerial bombs. Continuing southwest after stopping at the Gencourt Airdrome, where the First Pursuit Group had first commenced operations (near Toul), we then turned northwest through Comerey and passed some of the old trenches which had been evacuated two months before, returning to our present airdrome before noon. The sight of the recovery of the capital of Lorraine by the French after forty-seven years was, to us, one of the most interesting episodes of the war and one that will long be remembered."

### AVIATION DATA GATHERED FOR FLYING RECORD

#### Events Will Be Classified by Experts and Official Record Kept

Data on aviation records is now being collected at all Army Flying Fields and forwarded to the Homologation Committee of the Air Service Clubs' Association in order to establish present records.

The following are the events being considered for pilots alone and with passengers:

Altitude; duration, non-stop; duration, 24 hours; distance, non-stop; distance, 24 hours; speed, non-stop, 1 mile, 2 miles, 50 miles, 100, 200, 1,000 miles; speed, cross country, 50 miles, 100, 200, 1,000 miles; loops, number; water flying, land machines, distance over water, duration over water; climbing time, 6,500 feet, 10,000 feet, 15,000 feet, 20,000 feet.

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## BRIEF HISTORY OF AIR SERVICE SALVAGE DIVISION

Under Supervision of Capt. L. R. Crawford Thousands of Dollars Have Been Saved

If you call up the Salvage Officer at Kelly Field, you might get any one of three men, for there are now three Departments operating under that designation. Last week The Eagle published an article dealing with the Salvage Branch of the Quartermasters Division. This Department, formerly known as the Reclamation, but more recently designated as the Reclamation and Salvage, is by far the biggest department operating at this field, in that it handles all kinds of property from a button to a steam tractor.

This article is a history of the Salvage Division of the Flying Department, which is the oldest one on the field, and is, probably, the first Salvage Division organized on any flying field as an operating department.

Prior to May 1918, the Salvage work was mainly a matter of Office Record. The main work of the Field was the intensive training of fliers and the big concern of the engineer Division was to get the ships erected and put in commission. At that time the Engineers were doing more than their share in the repair line and many a ship that should have been destined for the Repair Depot was overhauled and put back in commission. It is small wonder that little attention could be paid to the total wrecks that were beyond repair.

In February 1918, the D. M. A.



CAPT CRAWFORD.

in a stencil to all fields provided for a Salvage Division, eralizing the great value of property that could be recovered from wrecked ships, but the matter of organizing and operating was left to the individual field.

On May 16, 1918, Captain L. R. Crawford, A. S. M. A., who organized the Maintenance Department under the Engineer Division in November, 1917, and had been in charge of the same since that date, was detailed as Salvage Officer, and, with a crew of 14 enlisted men started to salvage the old wrecks.

At this time there were 58 old wrecks on the field that dated back to the summer of 1917. These ships had been surveyed and condemned, the most valuable parts removed and placed back in service as needed, but the residue of the estate had been stored in out of the way corners wherever space could be found. With these wrecks were included the remains of 47 motors.

The Salvage Crew was assigned to Hangar 5 and immediately divided into Airplane and Motor Sections, the former in charge of Sergeant Leigh Smith, Squadron Commander, and the latter in charge of Corporal Sidney L. North, Squadron Engineer. The old wrecks were brought in to the hangar to be dismantled, bins erected for the storage of serviceable parts and classification of junk. In a few weeks time the Salvage Department had a regular stock room in operation, acting as a sub supply for the Engineer Division. As fast as the stock accumulated it was reissued to the E. and R., in many cases parts of wrecks being back in service before the ship itself had reached the junk pile. The junk was classified, weighed and turned over to the Reclamation for disposal.

By the end of July all of the old work was wiped off the slate in addition to 40 new wrecked planes

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## OUR TREAT, MR. AIRD, WHAT WILL YOU HAVE?

The following "gem" was received in the mail the other day. It has been referred to the copy reader of The Eagle, along with a ten-day sentence to K. P. for laying himself open to such an attack from a "deer redur." He explains that he HEARD he was going to get his discharge the day he read the copy mentioned, hence his lapse from grace.

Deer Editur,

I enclothes two cutings from this week's issue of the "Eagel," in the smal one you take a slap at the "Expres" for a mis-speled word, I wish to kal your atention to the other. It kontanes a hole lot of wurdz rongly speled, wich I have marked.

I have allus helt we shoold take the motor outen our own lamp, before we flick the bean from our neybor's, and Scriptor suports me.

As I have a weekness for good speling, I hope you won't be soar at  
respy. yours  
John Aird.

and 24 motors received in the mean time, making a total of nearly 100 wrecks in a little over two months time. There was not a ship that did not yield something to the growing stock pile, even in some instances where the entire proceeds of a wreck were brought in on a shovel.

Since this department had nothing to do with the disposal or sale of junk after it was turned over to Reclamation, figures are not available covering this end of the work, but an approximate value of the serviceable material turned back to use ran well over \$7,000 a month.

By July it was down hill work for the Salvage men and half of the crew were released for work in other departments. The Salvage men moved to Building 45 B and with a crew of six men continued to keep the work up to date.

In September the Salvage Division, as an operating department, passed out of existence. Under new instructions, the salvage work formerly done at this field is to be carried on at the Depot Repair Shop, as will all wrecks covering extensive repairs. The Salvage men were turned over to the

## INTENSE COLD HANDICAP TO BRITISH ACES

British air forces daily defy the intense cold on the Murman coast. Reconnaissance flights are made, bombs are dropped and propaganda leaflets scattered. Even on the ground the cold is terribly severe, and of course, it becomes more so the higher the aviators fly. Daylight lasts only a few hours and night flying is dangerous because of the difficulty of locating the aerodrome where the deep snow obscures ordinary landmarks.

Frequently, owing to the cold, the airplanes wires snap from crystallization, and the engines give endless trouble. Boiling water put into the radiator becomes cold before the engine can be started. Oil thickens rapidly. Pilots and observers are frost bitten in spite of electrically heated clothing and other devices for combatting the cold. Those who would attempt a flight to the North Pole should avail themselves of the lessons learned by the Royal Air Force on the Murman coast.

Not only service flying but mechanical work of all sorts goes on there. Machines are repaired and sometimes rebuilt. Spare parts not in stock are made locally.

wrecking crew and the office moved to the Engineer Building.

Of the original crew Corporal North alone remains in the capacity of Salvage Inspector. Captain Crawford has consolidated his department with that of the Instructor-Inspector, formerly with a crew of two men, Private G. I. Sullivan, Squadron H., supervising the disposition of all salvaged property.

Lieut. Wm. S. Blakeley, Jr., A. S. M. A., was detailed as Assistant Salvage Officer in September 1918, later became Guard Officer of the Flying Department. When relieved of his duties with the Guard he was detailed as Pigeon Officer, though still serving in the capacity of Assistant Salvage-Inspector.

Capt. L. R. Crawford, A. S. M. A., is the son of the late Capt. William H. Crawford, U. S. Navy. He served as a Sergeant with the 13th U. S. Cavalry in the Philippine Islands, was Post Quartermaster Sergeant at Los Banos, Laguna, P. I., and attended the Service and Staff College at Fort Leavenworth, Kans., 1904-05. He served as Captain with the 1st Infantry, N. G., Arizona. Is a graduate of the First Officers' Training Camp at Fort Oglethorpe, Ga.

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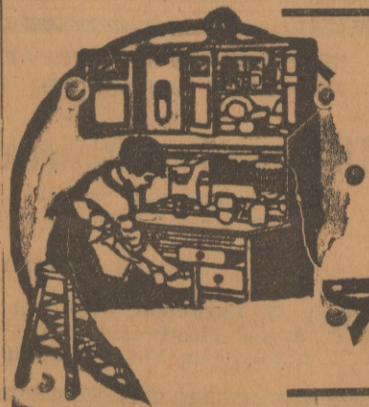
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# MAGAZINE SECTION

## Mexicans Influence Life Here

Latin Citizens of San Antonio Retain Old Spanish Customs

Perhaps no other race included in the cosmopolitan population of San Antonio exerts such a strong influence on the dress, habits, religious and general life of the city as its Mexican residents, lending a very marked tinge of color and romance to the already picturesque atmosphere.

The Mexicans live to themselves in the majority of cases and have retained their ancient customs and way of living to a remarkable degree, this being particularly true of their religious angle of their lives, very few of them being anything but Catholic. They have their own stores, theaters, homes, markets, halls, churches and burying grounds and lead an entirely independent existence, working, playing, worshipping, dying and being buried in their own peculiar way.

The Latin element is of a vivacious, pleasure loving disposition, particularly fond of flowers, music and gambling; prone to indulge in cock fighting, despite the law frowning on this deadly sport. Their political and religious festivals occur with great frequency, and are much more generally observed than is the case among the American population.

Formality and politeness are at a premium with them, and if a Mexican is rebuked in high-flown language, it will bring results and not leave a sting, but if cursed or villified in ordinary profanity or slang, he resents it as a deadly insult to both his family honor and ancient race, and will never forget or forgive the offender.

They have a fondness for brilliant colors that almost amounts to worship, and it is no uncommon sight to see one of the shoe-eyed, red-lipped senoritas strolling through a plaza dressed in a costume in which every color of the rainbow is well represented. Dancing is also very popular, and is indulged in by all classes and ages. Mexican cooking has taken a strong hold on the American residents, many of whom can be seen sipping the unsweetened black coffee and eating hot tamales, chili con carne, enchiladas and tortillas with marked relish in the outdoor cafes of the Latin quarter.

The Mexican youth is also a strong lover of dress and the ladies, but it is best not to interfere with his love affairs, or some dark night the trespasser is apt to wake up with a knife between his ribs, and wonder what Juan is mad about.

In the past two hundred years many romances have arisen between the Spanish beauties and the Americans, the most famous of which was the love affair of Colonel James Bowie, the inventor of the knife which became more dreaded on the border than shotgun or pistol, and Ursula Vera Mendi, the daughter of the haughty Spanish governor. The gloomy old palace and the garden through which they walked still exists, but today is Milam Square, surrounded on four sides by the traffic of the bustling city. The square takes its name from Ben Milam, who fell on this spot at the head of his troop while disputing the advance of the greatly superior Mexican army, just before the fall of the Alamo.

The majority of the streets and plazas of San Antonio bear names which are a constant reminder of the old Spanish regime, and indeed it is hard to find any part of the city's life which is not touched or affected to a considerable extent by the opinions, customs and belief of its Latin citizens. Contrary to the expectations of the pessimists, they have proved themselves as patriotic as the American element in the struggle with the Hun, showing on all occasions an eagerness to fight shoulder to shoulder with the Texan, for the liberty of oppressed mankind.

## FROM: FLIGHTS AND LANDINGS

A. E. F.

19th Aero Squadron—One of the first organized on Kelly Field.—Went Overseas in December; To 7th A. I. C. in May

A monotonous waste of withering cotton planes, browned and scorched from heating suns, a vast plain of them, which snapped and crackled under foot, with here and there a belligerent and brightly colored cactus plant, which seemed to bristle all the more upon approach, a sliding snake rustling among the dusty plants, a ragged fringe of Mexican mesquite across the fields, quivering through the dancing heat waves, sudden flurries of yellow sand tossed and twisted into fantastic whirls above a circuitous and dusty road, a relentless sun and a torrid wind—this was the neglected expanse chosen by the United States government early in April of 1917 for the location of an army flying school. To this place, not yet named, a handful of semi-soldiers, some boasting of a full uniform of khaki clothing, some sufficing as best they could with a pair of army breeches, civilian low-cuts, spring Fedoras and silk shirts, came on the ninth day of May, 1917, a group of boys thrown into blistering heat, fresh from Fort George Wright, Washington, where frost each morning was still coating the parade ground with a snowy white. This group of men, the first to arrive on this barren field, was the nucleus of the 19th Aero Squadron.

There was a tall, dramatic soldier in this little band, who, after pulling his barracks bag from the army truck and wincing at the sound of breaking glass, and the seepage from the bag of a peculiar liquid, and its sudden disappearance into the dust, ruefully remarked:

"D—n it boys, it's going to sure be Hell to an aeroplane here. Be a bloomin' one of us aviators could land a plane out there without puncturing a tire. God! It's so damned hot that every time a chicken lays an egg I'll bet it's already fried." And Private Soapy carefully reached into the bag to see if the other bottle was broken.

Fresh from the Northern States the Texas heat was most unbearable at first and added somewhat to the hardships in the new camp. Ice was impossible to obtain, and lukewarm water, from an artesian well at the end of the company street was the only available place to get drinking water and water for cooking. Scorpions, centipedes, and tarantulas found that the inside of a soldier's shoe was a most comfortable lodging place for the evenings, and not infrequently, an unfortunate soldier, in a hasty attempt to fall in for reveille found that his army boots were already pre-empted. Clothing was difficult to obtain, and was only procured after a lengthy debate with the quartermaster officials who were inclined to believe that recruits in the aviation section were not legitimately entitled to a clothing issue.

Hard days of fatigue did in no way interfere with what sports the men enjoyed. The 19th Squadron organized a baseball team, and, during a rather short season, played many of the teams in Camp Kelly, and at the other posts in San Antonio, without losing a game. When the squadron was not on fatigue, the men were drilled, and, under the direction of several of the men who had had previous military training, the organization became a well disciplined one. With a more efficient organization of camp headquarters, the men of the 19th and other squadrons were questioned almost daily as to their qualifications in the aviation section. Some of the soldiers, with a longing desire to be among the first to foreign soil, changed their occupations at repair men on Monday, chauffeurs on Tuesday, clerks on Wednesday, laborers on Thursday, cooks on Friday, previous service men on Saturday, but strongly opposed to any definite occupation on Sunday.

After the first contingent of men to arrive at Kelly Field had been organized into a squadron as well as acting sergeants could do it, Capt. T. J. Hanley was placed in command June 1, 1917. Through his

efforts the provisional organization was supplied with clothes, and all other necessary equipment. Drilling and fatigue continued, but the squadron was gradually rounding into shape under the new commander.

On June 14, 1917, the present 19th Aero Squadron was organized into the 14th Aero Squadron, with Captain Hanley retained as commander. On June 22, Lieutenant Harvey was appointed supply officer.

June 26th, the following instructions contained in a memorandum from the War Department, the 14th Squadron was officially changed to the 19th Aero Squadron. Coincident with the changing of the squadron's number, was the arrival of Sergeant Patrick Gauson, then 23 years in the service of the United States Army. He was much like the Patrick of today, except a trifle more so, and, his sudden injection into the midst of a group of inquisitive recruits seemed to be somewhat beneath this twenty-three years' growth of army dignity.

On July 4th with the camp practically deserted, and following close upon a burning wind that fogged the company streets with clouds of stinging sand, a rain fell that soon inundated the entire camp. Tent ridge poles snapped, guy ropes were flapping at the ends of torn canvas, rain, driven in great sheets drenched the interior of the tents, blankets blown from the cots were floating in the company streets, and extra shoes, placed in the morning, by tidy soldiers, at the foot of their bunks, were following each other in single file, like ducks, down the channels cut in the gumbo by the rush of water. As suddenly as the downpour started, it stopped, and the exodus soldiers detained in San Antonio during the storm, hastened to camp to find their belongings washed against the remains of tents a dozen company streets away.

All through the pioneer days in the dusty camp, Dame Rumor had full swing. Some squadrons were confident they were to be sent to Siberia because a requisition for heavy overcoats had been forwarded to the quartermaster; others were confident of an early passage to France because three of their men were studying French at the Upper Field. Needless to say, Dame Rumor's headquarters were mainly in little wooden huts, not far from the company streets, where a fair representation of the leisurely crowd of the various organizations could be found at all hours of the day, bent in ponderous debate, or gossip.

On July 25th Captain Hanley was relieved as Squadron Commander by First Lieut. Norman J. Boots, J. M. A., promoted afterward to captain. Captain Boots lost no time in whipping the squadron into excellent shape, and, on July 28th, what rumors that had been passed along concerning the departure of the 19th Squadron were found to have a foundation, for on that date orders were received to proceed to Dayton, Ohio. Entraining was completed at 11:15 a. m. July 29th, just as a huge and quickly growing Texas whirlwind was winding its way across the sandy fields beside the train, the squadron set out on the first leg of its journey to foreign soil. The 19th Squadron was accompanied by the 12th Squadron.

Record time, by way of St. Louis was made, and the two organizations arrived in Fairfield, Ohio, eight miles from the city of Dayton, August 1, 1917. Expecting to find a camp much more like Camp Kelly, the men were surprised to find that they had been sent to a field where barracks were provided with all of the modern conveniences. Steam heated buildings, standard plumbing equipment, tile bathrooms, shaded electric lights for each bed, and sheets, caused the boys to believe that the army was not such a bad sort of an institution after all. Work was soon started on the field, where Curtiss and Standard aeroplanes were being assembled as fast as they arrived. It was here that the 19th Squadron first entered materially into the management of a flying field, and the largest at that time in the United States. Long hours of flying continued each day in the week, but with the freedom allowed each soldier after the work had closed for the day, the drudgery of the work on the field and in the shops was little minded. Strict discipline among the men was maintained at all times by the First Sergeant, Samuel Salansky, who joined the organization several weeks before departure from San Antonio, and the commander, now Major Boots.

Shortly before orders came for departure to a port of embarkation, Major N. J. Boots was relieved of

command of the 19th Aero Squadron, by 1st Lieut. Frank P. McCreery a young lieutenant, who because of his recklessness in the air was known as "Wild Bill" McCreery, a man who was held in high esteem by his command and all who knew him. Sergeant Parker was appointed First Sergeant to relieve Sergeant Salansky, who was transferred. Sergt. Homer T. Durry was appointed Sergeant-Major, and Howard W. Chamberlin for many months Supply Sergeant was retained in that capacity. Thirty-seven of the first men in the organization were transferred to other squadrons on the field.

On the afternoon of October 30th, 1918, the squadron was entrained and the train pulled out of Osborne, Ohio, to where the squadron had marched from Fairfield, for Garden City, New York.

Upon arrival there on the afternoon of October 31st, the squadron was placed in half-completed barracks, without stoves, and cooking was done on field ranges near the barracks. During the stay at the concentration camp the squadron spent a majority of the time at drill under the direction of Sergt. Patrick Gauson. Days were cold and nights still colder. Passes were given at frequent intervals for visits to New York, where the 19th Squadron established headquarters in a hotel on 47th street, where in leisure hours Sergeants Durry, Gauson, Chamberlin, Mix, McFaden, Ward, Bradish and a few of the other lesser lights could invariably be found in a most cheerful mood. M. S. E. Bryant, gayly decked in spiral "putts", quite new then, and a frock coat, such as they are in the army, was quite the gay dog on Broadway, and surprised the members of the organization when he explained one morning at great length how he had paid ten dollars the night before for a seat in one of the best theaters in town, only to find that it was a French opera and he was unable to understand a word of it. Time passed quickly in the Concentration Camp.

Orders came on December 2nd, for immediate embarkation. Lieutenants P. B. Carrett, Charles L. Heyniger, Temple N. Joyce, Donald Wusburg, and James E. Wooley, were assigned to the squadron and Lieutenant McCreery was retained as commander.

At 2:30 a. m. on the morning of December 3rd the squadron was formed in front of the barracks, and, in commands gently whispered by the commander, the organization started off in one of those "silent marches" so much in vogue at that time. Not a word was said, lest some spy be lurking 'round the corner. The train was reached, noiselessly boarded and it quietly slid away.

Philadelphia was reached about 6 o'clock on the morning of December 3rd and the squadron did another turn at silent marching, this time between two august rows of Philadelphia coppers, who, no doubt, were placed there to keep the alien enemies from attacking the stalwart lads.

A corner was turned, and there, in the thickening morning mist lay the great gray hulk of the good ship "Northland." English from stem to gudgeon, English all over. There she lay, a staunch and sturdy ship, awaiting her human cargo, built like a scow, and guaranteed to outrun any sailing ship.

Without fear or hesitation, the squadron was marched aboard. The 19th was rather fortunate in having the entire command assigned to staterooms. Of course a few of the rooms leaked a trifle through the walls and the ceiling, and salt water dripped upon the bunks, and mice played at hide and seek in the mattresses, but such trivialities were not given much consideration, for the men were on their way to "bleeding France!"

(Continued Next Week)

## Greatest Ace Quit Cavalry For Air Service

Flanders' Mud, Real Cause of His Dislike for Duty on Ground

Col. W. A. Bishop of Owen Sound, Canada, the ace of aces of the allies' air forces, is in New York. This wonderful little man of 24 years of age is credited officially with 74 enemy planes and more than 100 unofficially.

He has been awarded all the medals awardable to war aviators, which are: The Victoria Cross, the Distinguished Service Medal with Bar, Military Cross, the Distinguished Flying Cross, the special medal of the British air fleet committee, the Legion of Honor, the Croix de Guerre with palm, the Gold Medal of the Aero Club of France, Order of Leopold (Belgium), Croix de Guerre (Belgium), and the special war medal of the Aero Club of America.

The colonel has been in more than 200 air battles and has been shot down four times. On May 19, 1916, he was shot down near Bailleur and received a broken leg, which put him out of the service for four months. On another occasion he was brought down with his machine in flames and during the engagement four shots passed through his coat.

Got Sick of Trench Mud.

Prior to the war the colonel was a cadet in the Royal Military College of Canada. At the outbreak of hostilities he went overseas with a regiment of Canadian cavalry. At his own request he was transferred to the air service because he got sick of the mud. After a short period of training he was sent to do night flying over London looking for "Zeps," but as the Germans were not in a "strafing" mood at that time they did not visit London; consequently the night flying soon palled on him and he was sent to the front.

Here things broke fast for the embryo flier, and he was shot down shortly after his arrival. "It looked at first," he said, "as if they had my number, but fortunately they must have lost it. I just kept right on going up, and in a short time I had quite a number of enemy planes to my credit. Of course, later on the Germans were of great assistance to me, and I was very thankful for the same."

"How were the Germans of assistance to you?"

Germans "Looked Him Up."

"Well," he continued, "my record soon got to annoy the Germans very much. And as I drove a peculiar marked machine, they had no difficulty in recognising it. They put a price on my head, and consequently every German flier was looking for me. That saved me the trouble in looking for them, and we soon got together when ever I took to the air."

The colonel spoke with considerable feeling concerning the sportsmanlike qualities of the late Captain Boelke and Captain Immernann, both of whom he engaged in the air. They were both very, very fine fliers, and were regarded by our boys as very alert and ingenious and capable of making the most of any situation. I shall never forget the fight I had with poor Boelke. It certainly was the hottest fight that I was ever in while it lasted. I believe that I winged him, but he was able to make his way back in safety. For some time afterward we were unable to see him, and this strengthens my belief that I winged him. He was an admirable fellow and a good fighter."

Colonel Bishop had in his squadron three Americans, of whom he says: "They did themselves proud. I tell you. They were Elliott Spring of New York, who got fifteen machines; Mack Grider, who was killed, and Larry Callahan of Chicago, who downed ten Boelkes."

Last Day Not So Bad, Either.

Colonel Bishop was unable to say which was the most exciting day he spent in the air, but admits that the last day was a "bully one."

## SPECIAL EVENTS AT THE HOTELS DINNER DANCES

Tuesday  
Wednesday  
Thursday  
Saturday

The Menger  
The St. Anthony  
The Menger  
The St. Anthony

DANSANT MILITAIRE  
THE ST. ANTHONY  
Daily Except Sunday, 4 to 6 p. m.

## Symphony Concert

TO-NIGHT

Empire Theatre 8:15

JULIEN BLITZ, Soloist

ENLISTED MEN HALF PRICE





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THURSDAY, JANUARY 30, 1919

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

Its chief purposes are widespread and  
various. The Eagle wishes to reflect sol-  
dier 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.

## Your Home Town Needs You

The average American soldier  
has been fed and trained full of  
energy while kept under a rather  
strict rule of life. Every one of  
the twenty-four hours in his day  
has had "duty" stamped on it, and  
he, being rather nearer twenty-  
five than thirty-five in his years,  
has not gained the philosophic  
calmness of choice that goes with  
middle age. Being discharged, he  
wants to make a noise. Does he  
want a job? Yes, if you are ask-  
ing an economic or financial or  
formal question, but not person-  
ally! Personally, our ex-dough  
boys and ex-gobs want to hit into  
something interesting and see the  
dust fly. Richard Roe of Sleepy  
Ridge wants to get a job in New  
York City, any sort of a job that  
he can get away with; John Doe  
of Vermont would like employ-  
ment in the citrus belt just to see  
if that Florida winter is up to the  
advertising posters. Ambition,  
change, self-expression, travel—  
these are the desires that dictate  
their attempt to choose. Our part  
of the war hardly lasted long  
enough to make a red-blooded  
young fellow long to return to the  
old town and the old ways. So  
if you want somebody to go trea-  
sure hunting or timber cruising or  
taking a chance on some new  
brand of metropolitan employ-  
ment, this demobilization pro-  
gram will furnish you plenty of  
candidates. It is hard and thank-  
less to quarrel with seeking youth  
and yet—it will mean everything  
to our towns and countryside to  
have their own come home again  
to stay. There is not a corner of  
our United States which does not  
need the hope and youth and driv-  
ing energy of the men Uncle Sam  
is now releasing. Give the old  
place a chance, go home and get  
a job and make it hum! You'll  
be gladder of it ten years hence.

## The Sure Cure



## The Rime of the Personnel

YES—they took me in the Army,  
Gave me shoes and uniform;  
Made a dummy soldier of me,  
Far from where the battles storm,  
I ain't got no gun or bay'net,  
Never seen a cannon yet—  
Why, they won't let me go marchin'  
Do you wonder that I fret?

But I write, write, write,  
Gee—the beggars keep me workin' half  
the night;  
And there ain't no blood and thunder  
'Ceptin' when you make a blunder;  
Lord—I wisht I had a gun so's I could  
fight.

ALL the blessed livin' daytime,  
On a hard and narrow seat,  
We just sit and write up so'jers  
And it's awful in the heat.  
While the sun beats down like fury,  
While the dust is everywhere,  
We just sit and write up rookies,  
Prayin' for a breath of air.

We just write, write, write,  
Gee—the beggars keep us workin' half  
the night;  
And they laugh at us and jeer us;  
Lord—I wisht I had a gun so's I could  
fight.

WE just sit and ask 'em questions—  
Where they live and what's their age?  
Was they ever in the Service?  
Why—the answers fill a page.  
If they croak, where should we send 'em?  
Where's their birthplace, who they keep?  
And some's so bloomin' ign'rant  
That their dumbness makes you weep.

But we write, write, write,  
Gee—the beggars keep up workin' half  
the night;  
Yep—we're in the Personnel,  
If you ask me—why, its hell;  
Lord—I wisht I had a gun so's I could  
fight.

FOR we'll stay here till it's over  
And the boys come marchin' back,  
Tellin' how they licked the Germans,  
How they gave Wilhelm the sack.  
But even then they'll keep us,  
I ettin' out what we let in,  
Then they'll send us back to home folks,  
Who will greet US with a grin.

For we wrote, wrote, wrote,  
No—we didn't cross no ocean in a boat;  
And we didn't see no fightin',  
We was too damn busy writin';  
Do you wonder that I think I am the  
Goat?

## Hybrid Costumes

...We print below an excerpt on a  
subject on which comment might  
be timely and which is so aptly  
expressed by the officer who wrote  
it that we publish it verbatim. We  
are happy to say we have not no-  
ticed any glaring offenses in and  
about San Antonio such as noted  
in the article, but these are the  
days when men who have been  
soldiers are going to be civilians,  
and any remarks along these lines  
might be permissible and perti-  
nent....The officer who writes was  
himself "fresh from the ordered  
uniformity of a well-conducted  
post."...His comments are as fol-  
lows:

"If this be reconstruction, make  
the most of it," is apparently the  
motto of a rather conspicuous part  
of the demobilized army. It is,  
without any doubt, a hard winter  
for men who had burned their  
bridges behind them (might one  
say burned their breeches?) and  
had fully expected to be wearers  
of khaki till gentle spring re-  
turned.

But it rather shocks a man fresh

from the ordered uniformity of a  
well-conducted post to find all  
sorts of ungainly hybrid costumes  
defacing the streets of his home  
town. On Broadway this morning  
we saw an enlisted man, civilian  
from the heels to the neck, wear-  
ing a service hat with no cord—  
which is a 'orrid sight at any time,  
and then a captain, with double-  
looped braid still adorning his re-  
gulation ulster, but with a bowler  
at one end and civilian shoes at  
the other!

The American people will never  
be sticklers for military punctilio,  
thank Heaven, but, after all, the  
military way of doing things is in  
essence nothing more than a re-  
gularized decency and order. A  
way has been provided for civil-  
ians, lately enlisted men, to indi-  
cate their civilian status clearly  
and unmistakably—the scarlet  
chevron on the left sleeve. If it is  
too soon to buy a new overcoat or  
a new hat out of reconstruction  
wages, he can wear all the good  
issued wool he wants, and yet not  
present the sloppy appearance that  
is evitable with the mixt costumes.  
And as for officers—they know better."

## SNAPSHOTS TO SNAPSHOT BILL

FROM: Publicity Officer.

TO: Snapshot Bill.

SUBJECT: Indoor Sports.

Dear Bill:—Since I heard the  
other day that "Cooks Imperial"  
Factory at Rome, N. Y., has been  
obliged to put on a night shift, to  
take care of the increased con-  
sumption of medicated grape juice  
down at the Waldorf, I have felt  
sure that all the ex-members of  
the Eagle staff, including yourself,  
had arrived safe and sound. Of  
course I don't know how long you  
will remain that way, but I sup-  
pose you have lots of friends in  
New York that would lend you the  
price of a fine, altho, Bill, the cost  
of high living is pretty serious and  
I suppose that fines have gone up  
just like everything else.

Wish you would look around a  
bit and let me know what kind of  
dancing is being allowed by the  
police down that way these days.  
They tell me that the high-brow  
cabarets (assuming there is such  
a thing) have a new dance with  
a French name, "shimmy" or some-  
thing like that, and I would like to  
know if the official O.K. has been  
put on this form of indoor sport by  
the Amalgamated Order of High  
Stepping Professors. They give  
very exclusive dinner dances down  
town here at Percy Tyrrell's Hous-  
ton Street Emporium, and the other  
Saturday night I stepped in there  
and not having been out on the  
Barbary coast lately, it made me  
feel as though I had been sudden-  
ly transported to that famous  
place of amusement, but upon in-  
quiry I was assured everything was  
all right, that the M. P.'s wouldn't  
interfere, and that horse's necks  
were the only questionable form of  
liquid amusement offered. I was  
also told that the dancing was "the  
very latest thing from Broadway."

If that's the case, why it's all right  
with me, only I wanted to make  
sure. I tried one of the horse's  
necks . . . but, you know Bill,  
it was a perfectly good brand of  
Ginger Ale, but outside of that,  
nuthin' doin'! And the music, be-  
lieve you me Bill, the Kelly Field  
Jazz players are putting on a show  
that would start those thin legs of  
yours a' wiggling and get you all  
nervous like. Its just as well you  
went away, perhaps, knowing as I  
do in a small way, your sportive  
(not sporting, please note) pro-  
clivities.

Just one other thing this week  
and that is to tell you that the  
movie crowd slipped one over on  
us at the Square Deal Association  
meeting last Wednesday and had  
the reduced prices to soldiers re-  
voked. You know how hard  
everybody worked to get that  
concession (?). I guess the car-  
toon on this page is the only an-  
swer and that's strictly up to the  
soldier himself after all.

Confidentially yours,

P. O.



## BALLOON WENT THRU BARRAGE ON THIS SIDE

Experience Sounds Like Chapter from Conan Doyle or Rider Haggard

A party of balloonists from Washington experienced near Aberdeen, Md., recently all the thrills of flying at the front. Due to change in wind currents and lack of appreciation of the balloonists' situation by the officers at Aberdeen, the balloon, while near the ground, passed through a heavy barrage of different size shells being fired by the test batteries at this proving ground.

The balloon was piloted by A. Leo Stevens, a well known balloonist and had as passengers, Capt. W. L. Saunders, Captain W. P. Fuller, Capt. H. W. Treat, and 2d Lieut. A. F. Jaquith, of the Aircraft Production, all of whom are safe back home today after their unusual experience.

The balloon left the Polo grounds at 11:25 a. m., passed in a northeasterly direction over Camp Mead. A little later they passed somewhat to the east of Baltimore and crossed the Patapsco river. Moving thence over the west shore of Chesapeake Bay, they approached Aberdeen Proving Ground about 1:45 and heard heavy firing at their front. Trying to learn the cause and to be as careful as possible, they descended to within about 300 feet above the ground, which was unsuitable for landing. They shouted to people on the ground, asked that the authorities of the proving ground be requested to cease firing until they passed over, but they were assured that it was perfectly safe.

The wind at this time was blowing very strong, and heading them toward the bay. A few minutes later they noticed that the ground below was full of shell craters and they suddenly observed several shell exploding just beneath them. The detonations shook the basket as though it had struck an obstacle. In order to escape the bursting shells they immediately threw ballast over the side and the balloon mounted suddenly. They finally reached an elevation of 5,000 feet, and passed out of the danger zone, as an easterly current took them across the Delaware river and over Southern New Jersey.

A landing was made at 5 p. m. about twenty miles northwest of Atlantic City at Camp Amato. While they did not know it then, the balloonists had literally jumped out of the frying pan into the fire, for it was discovered later that their landing place was storing station for the Atlantic Loading Company and they were informed that they had landed among vast stores of T. N. T. The buildings over which they had just skimmed and among which they had landed were literally packed with this high-powered explosive, but a second time they escaped without an accident. After the balloon was packed for shipment to Washington the party returned by automobiles and trains.

## Army Terms

From a Soldier's Point of View. CRAPS—A game played with dice and forbidden by the authorities. Therefore played. One reason why the soldier never has any money.

DETAIL—A bunch of men who are selected to do a particular job. Their hardest work it to waste as much time as possible so as to get out of the next detail.

DISMISSED—Means to break ranks. A command heard by even the last man in the rear rank. Means you will not be wanted again for at least three minutes.

DRILLING—Going through various formations you already know.

FATIGUE—Very properly named. Any kind of labor.

FURLOUGH—Permission to go home. Another word for heaven and about as hard to obtain. They are as freely given out as dinner invitations with the President.

GUARDS—Soldiers forced to stay up all night, carry guns and report men coming into camp late—which they never do. The only one who enjoys this is the fellow who was previously a night watchman or second-story man.

GUARD HOUSE—The soldier's residence after committing a breach of military etiquette. The only branch of the service to which he does not wish to be transferred.

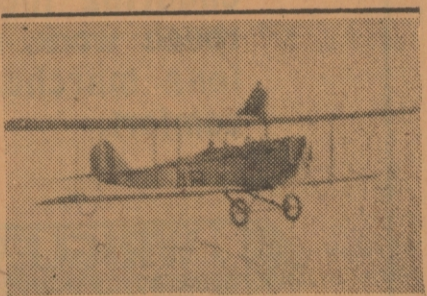
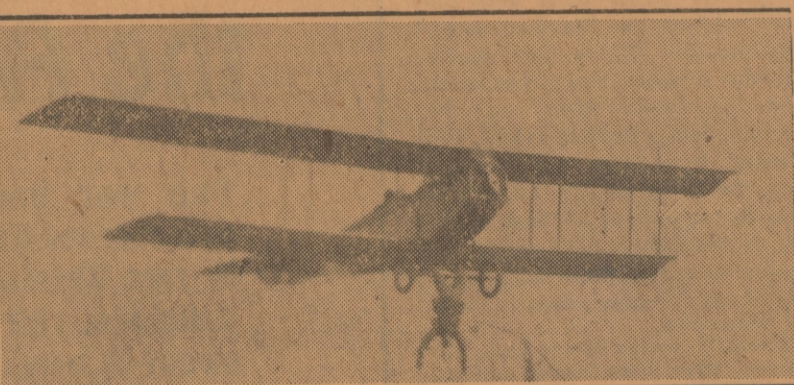
Passed the Censor—"Then we're engaged?"

"Of course."

"And am I the first girl you ever loved?"

"No, dear, but I'm harder to suit now than I used to be."—Kansas City Journal.

## Dare-Devil Flyer and Some Snapshots of Him in Action



Of all the hair raising and heart-stopping stunts performed by the members of the United States Air Service since the gauntlet was thrown down to the Kaiser, perhaps the one recently performed by a Barron Field daredevil takes the cake.

Lieutenant Omer Locklear, the daring flyer in question, has on several occasions jumped from the landing gear of one plane to the top wing surface of another, while both machines were in full light.

This startling fact was revealed by the lifting of the ban on photographs at flying fields all over the country. Lieutenant Locklear, who evidently is not satisfied to fly like "common people," has not only done this once but several times, with



variations, a photographing plane accompanying him on several expeditions.

In accomplishing the miraculous feat the premier air acrobat climbed down and hung by his hands from the axle of the landing gear. The other plane then passed under him, and timing his drop perfectly, Locklear let go and dropped to the upper wing of the passing ship.

Locklear has also performed many other unprecedented feats among them being clambering all over a plane while in full flight, and hanging by his knees from the landing gear while the pilot looped.

## Commander Of 94th Squadron Given Reward

Major Kenneth Marr, commanding the 94th Aero Squadron, stationed on the Western Front for the past several months, is among the large number of Air Service officers who have recently been decorated for exceptional gallantry.

A letter was recently received at the office of the Director of Military Aeronautics, enclosing a Croix de Guerre, with the following notation.

"Captain Kenneth Marr, Commander of American Squadron 94th, excellent squadron commander of legendary bravery, has been a beautiful example to his entire unit. Previously cited."

The quaint phraseology of the communique arises from its French origin. At the time the decoration arrived in Washington, Major Marr was en route to this side on a battleship.

## ILLUSTRATED LECTURES FOR OUR BIRDMEN

The Film and Picture Branch of the Executive Section has arranged three lectures on Aviation illustrated by lantern slides, and will be glad to lend both the notes and slides to anyone wishing to deliver public lectures.

The subjects are: "Wings of the Army," "Aces in the Making," and "Bombs for the Boches."

The lectures themselves are exceptionally interesting, having been prepared with a great deal of care by C. R. Thompson, the noted lecture writer, and the slides are the product of the Photographic Laboratory of the D. M. A.

To obtain their use, one need only write to the Film and Picture Branch, stating the date for which they are wanted, together with a statement that they will be returned promptly after use, charges paid.

The Film and Picture Branch is also preparing sets of motion pictures dealing with the duties and activities of the Division of Military Aeronautics, which will be available when completed in the same manner as the lectures.

## "WELCOME" Griffith Drug Co.

Where Quality Counts  
Scarborough Building  
Austin, Texas

## Morley Drug Co.

WHOLESALE AND RETAIL

AUSTIN, TEXAS

## NOBODY COULD SEPARATE DOG FROM MASTER

Roosevelt Not Louisiana Negro's Idea of Great Man by Any Means

Many anecdotes are told about the Colonel, one of the most amusing of which follows. They say that "Teddy" thoroughly enjoyed the laugh at his expense, which followed and after told it on himself.

While bear-hunting in the canyons of Louisiana with all the "supposed-to-be" good bear-dogs he could get together, "Teddy" came upon an old negro, who, with one dog, had just caught and killed a big bear. After his enthusiasm over the negro's report of the fight had subsided somewhat, he became very greatly interested in becoming the owner of the dog that had "turned the trick."

The old negro informed him that he did not want to dispose of the dog.

After the old darkey had declined all sorts of offers for the dog, the following conversation took place:

"Well, maybe if you knew who I am, you would not mind selling me 'Old Drum'."

"Who is yu?"

"Why, I am President Roosevelt."

"It wouldn't make a bit o' difference if yu wuz Booker Washington, ah won't sell mah dawg."

"All right Ossifer."

Nick Linz  
CLEANERS

Shoes Shined Austin, Texas

MAKE OUR STORE YOUR MEETING PLACE

## Van Smith Drug Co.

Eat and Drink at our Soda Fountain  
6th & Congress Ave. Austin, Tex.

At the Service of Our Soldiers

## The State National Bank

OF AUSTIN  
No. 2617

Walter Bremond, President  
Pierre Bremond, Vice President  
John G. Palm, Cashier

PHONE 886

## Mule Objected To Treatment Of Lieutenant

First Lieut. W. J. B. Taylor, Observer, Balloon Corps, First Army, residence Rochester, New York, has reported to the Division of Military Aeronautics headquarters from overseas for discharge. Taylor wears the distinguished service cross awarded him in action on September 26th and October 10th for declining to discontinue making observations for the Division Commander when his balloon was attacked by enemy airplanes and refusing to abandon his records, although he could have safely jumped in his parachute.

Lieut. Taylor is one of five roommates, at Harvard in 1917, who enlisted, three of whom have been decorated and two killed in action. The other four were: Capt. Douglas Campbell, aviator; Lieut. L. A. Morgan, 328th Field Artillery; Lieut. K. P. Culbert, Aerial Observer, Marine Corps, East Orange, awarded Croix de Guerre after death. Lieut. A. K. Dunn, 76th Division, Charleston, Illinois, killed in action.

From the records it appears Taylor has several unusual experiences in parachute jumping under fire. One time he landed in a tree; another time on an army mule. This last adventure took place about the first of October near Montfaucon when the Infantry were assaulting Romagne. Taylor had been up about two hours watching the Boche Infantry digging in and fortifying machine gun nests in front of the U. S. Infantry attack. Suddenly in the midst of his observation his balloon was attacked by a single seater combat plane. The Hun pilot was so near him that he could easily distinguish the man's features. But on account of the close range and the very hot fire, Taylor did not hesitate to jump immediately. The German pilot missed the balloon in his first onslaught and turned to follow it down, as the crew below

hailed it to earth. Despite the machine gun fire of the Balloon Company against him, the Hun came as low as 200 feet. His engine was finally so badly hit that he lost control and fell. The motor was cracked up but the plane was undamaged and as the Hun landed he vigorously cursed the Americans, one and all, whereupon a buck private punched him in the face. In the meantime Taylor's parachute had carried him well beyond this exciting scene into a peaceful pasture and a herd of army mules, on one of which he landed and was rescued from the bucking, kicking animal by some artillerymen who came by just in time. Taylor said he was more concerned over his seat on the army mule, than he was about his safety in making the parachute jump.

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The Ordnance Department of the United States Army alone is in need of 200 Senior Cost Accountants, at entrance salaries ranging from \$2,000 to \$4,200 per year; 300 Junior Cost Accountants, at stipends of from \$1,200 to \$2,000 and three hundred additional clerks at salaries ranging from \$1,00 to \$1,800 annually.

The collection of the new income tax also calls for the employment of a large number of accountants. The income tax unit of the Bureau of Internal Revenue is also in need of a number of traveling and resident auditors, with salaries of from \$1,800 to \$4,500 per year.

The Civil Service Commission is receiving applicants for these jobs and those who file papers will be rated on their physical ability, training, experience and education, based upon sworn data to that effect. Application blanks can be secured at the San Antonio headquarters of the Civil Service Commission and the men of Kelly Field are urged to look into the matter.

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