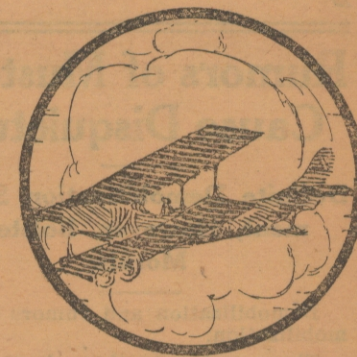


# Kelly Field Eagle

OF THE SOLDIER, BY THE SOLDIER AND FOR THE SOLDIER



VOL. TWO, NO. SIXTEEN

KELLY FIELD, TEXAS, THURSDAY, JANUARY 9, 1919.

PRICE FIVE CENTS

## Actual Demobilization of Kelly Men Begins Monday

### Two Hundred Officers And 3,000 Enlisted Men To Remain In Garrison

Men Will Be Sent To  
Draft Camps Near  
Home

Completion of  
Work By Feb. 15

Flying Department and  
A. S. M. S. Men Held  
Indefinitely

THE actual work of the demobilization in large groups of the Air Service troops stationed at Kelly Field begins Monday. Enlisted men will not be discharged at Kelly Field but will be formed into detachments destined to be transferred to camps nearer the home of the men. Two hundred officers and 3,000 enlisted men, selected mainly from the personnel of the Flying Department and the Air Service Mechanics School will be held here to establish this field on a peace time garrison basis. It is expected that the discharge of 5,000 enlisted men will be accomplished by the middle of February.

The final and complete plans for the operation of the demobilization machinery have been prepared by Major Stedman S. Hanks, demobilization officer, and Lieut. Seward C. Simons, assistant to the demobilization officer, and approved by Lieut. Col. Joseph E. Carberry, commanding officer of Kelly Field. The stage is completely set for the demobilization act and no further alterations in the present plans are contemplated.

#### Demobilization Office Closes.

Every phase of the demobilization problem has been thoroughly covered and clearly explained in a final bulletin from the office of the demobilization officer, which was issued to commanding officers of the Field yesterday. The work of the demobilization officer, which, in the order creating the office, was said to consist in the establishment of the complete system for mustering out the men of the Air Service stationed here, has been completed and the responsibility for the actual separation of officers and men from the service now rests with the commanding officer of the post. With the completion of the plan for demobilization the position of demobilization officer came to an end.

Early this week orders were received from the Adjutant General of the Army, through the Southern Department Headquarters, to demobilize Kelly Field, holding only a garrison strength of 200 officers and 3,000 enlisted men. Men included in the three thousand will be those in the Air Service Mechanics School, the Flying Department (commonly known as Kelly Field No. 2), and such other men as are needed for the maintenance, operation and guard of the post.

Later advices, received by telegram and letter, indicate that certain other classes of men are to be included among those to be held. Men enlisting prior to April 1, 1917, and those who did not enlist or were not drafted specifically for the period of the emergency will be held as part of the peace army. Other groups of men to be held for the present are those connected with personnel detachments, men suffering from diseases or injuries resulting from their own misconduct and men under special treatment of the medical department; enlisted personnel essential to the upkeep of organizations to be continued; enlisted men in the photographic section, and those connected with the meteorological, radio and pigeon work.

#### 150 Men to Leave Daily.

The work of demobilization will be pushed as rapidly as possible, and it is the belief of those charged with this work that it will be completed by February 15. It is expected that at least 150 men will leave the field daily, beginning Monday. But few of these men will be given their discharge papers here.

(Continued on Page 8)

### Kellymen Parade At Funeral Hour of ex-President

Work at Kelly Field halted temporarily Wednesday afternoon and every man in the country's greatest aviation field paid respect to the memory of Theodore Roosevelt.

At 3 p. m., the hour set for the funeral of America's most celebrated former president, a salute of 21 guns was fired and parades in honor of the late Colonel Roosevelt were held respectively in the Concentration Brigade, the Flying Department, and the Air Service Mechanics School.

Members of the Concentration Brigade paraded on the drill field west of the Hostess House, while the other two departments gathered on their respective drill fields.

### Silver Chevrons Indicating Service Part of Uniform

Silver chevrons, worn on the left sleeve to indicate service in America, are not only authorized but according to a recent General Order from the War Department are a part of the uniform and therefore must be worn. One chevron is worn for each six months service.

The authorized chevron consists of a silver braid, one-fourth inch wide, made in the form of a "V" each arm of which is one and three-fourths inch long, joined at right angles. Chevrons meeting these specifications are now on sale at stores in San Antonio.

Red chevrons of dimensions similar to the silver ornaments are worn five inches below the shoulder on the left arm to indicate the fact that the soldier is discharged. One chevron is worn for each "hitch" served.

### American Airmen Bag 824 Planes; Lose Only 271

American airmen in France brought down a total of 854 German airplanes and 82 German balloons, against an American loss of 271 planes and 45 balloons, according to a report recently cabled by Major General Harbord and made public by the War Department. Destruction of 354 of the enemy planes and 57 of the balloons had been officially confirmed.

The total casualties of the American Air Service in action are given as 442, including 109 killed, 103 wounded, 200 missing, 27 prisoners and three interned.

When the armistice ended the fighting, the report said, there were 39 American air squadrons at the front. They included 20 pursuit, six day and one night bombardment squadrons and five army, 12 corps and one night observation squadrons. The total personnel was 2,161 officers and 22,351 men at the front, with an additional 4,643 officers and 28,353 men in the service of supply. Eight American flying officers were detailed with the British army, and 49 officers and 525 men with the French forces.

The total strength of the American air service in France was 58,000, of whom 6,861 were officers. This was exclusive of the air service mechanics' regiment with the French army, numbering 109 officers and 4,744 men.

In addition to these trained men, the air service had eight separate schools in France, where 1,323, pilots and 2,012 observers were under instructions, and graduations up to November 11 included 6,069 pilots and 2,045 observers.

### Theodore Roosevelt



COL. ROOSEVELT

CONCENTRATION BRIGADE

THE death of Theodore Roosevelt comes as a very great shock to all true Americans, for this Patriot typified an Americanism which has never before been surpassed in the history of our country. The Colonel was one of the first subscribers to The Kelly Field Eagle and it is known that he was always generously in sympathy with the work and sacrifices of the men who made the world safe for Democracy.

### President's Proclamation Extols Superb Tribute To Theodore Roosevelt

WASHINGTON, D. C., Jan. 8.—The following proclamation on the death of Theodore Roosevelt was cabled from Paris by President Wilson and made public by the State Department:

"Woodrow Wilson, President of the United States of America

"A proclamation to the people of the United States:

"It becomes my sad duty to announce officially the death of Theodore Roosevelt, President of the United States from September 14, 1901, to March 4, 1909, which occurred at his home at Sagamore Hill, Oyster Bay, N. Y., at 4:15 o'clock in the morning of January 6, 1919.

"In his death the United States has lost one of its most distinguished and patriotic citizens, who has endeared himself to the people by his strenuous devotion to their interests and to the public interests of his country.

"As President of the police board of his native city, as member of the Legislature and Governor of his State, as Civil Service Commissioner, as Assistant Secretary of the Navy, as Vice President and as President of the United States, he displayed administrative power of a signal order and conducted the affairs of these various offices with a concentration of effort and a watchful care which permitted no divergence from the line of duty he had definitely set for himself.

"In the war with Spain, he displayed singular initiative and energy and distinguished himself among the commanders of the army in the field.

"As President he awoke the Nation to the dangers of private control which lurked in our financial and industrial systems. It was by thus arresting the attention and stimulating the purpose of the country that he opened the way for subsequent necessary and beneficent reforms.

"His private life was characterized by a simplicity, a virtue and an affection worthy of all admiration and emulation by the people of America.

"In testimony of the respect in which his memory is held by the Government and people of the United States, I do hereby direct that the flags of the White House and the several departmental buildings be displayed at half-staff for a period of thirty days, and that suitable military and naval honors under orders of the Secretaries of War and Navy be rendered on the day of the funeral.

"Done this seventh day of January, in the year of Our Lord, one thousand, nine hundred and nineteen, and of the Independence of the United States of America, the one hundred and forty-third.

"WOODROW WILSON,  
"By the President.

"FRANK L. POLK,  
"Acting Secretary of State.

### Many Journey Homeward for The Holidays

About 2,000 Kellymen Take  
Advantage of Yuletide  
Pass

Those Who Remain  
Have Merry Times

Pleas for Pass Extension  
Witty, But All Are  
Disapproved

ALMOST one-third of Kelly Field went home for Christmas.

Taking advantage of five and ten-day passes, around 2,000 men left camp for all parts of the United States; quite a number whose homes were too far away to allow them much time with their families went to Corpus Christi, and others formed hunting parties and scoured the country inside a radius of 100 miles from the camp.

They all had a good time. Some of them hated to come back at all; others hated to return upon the expiration of their leave, but no extensions were granted. A few of the vacationists furnished amusement for the less lucky ones who stayed at Kelly Field.

Their pleas for extension of leave were more humorous than military. "Dad's got lots of money. Having a good time. Please extend leave five days" ran one wire from a budding non-com of the Air Service Mechanics School. "Seven cases of flu in the house. Been sick myself. Newly married and having a good time. Please extend five days" said another telegram that reached Post headquarters. They all got the same reply "Disapproved."

Kelly Field, however, was probably as gay during the holiday as many homes during the holiday. Christmas dinners costing from \$2 to \$3 per head were the rule, and in some organizations so big were the dinners that the men refused to allow the cooks to serve supper. Some mess sergeants said it was the first time they had been able to satisfy a number of voracious appetites. Squadron dances, entertainments, etc., were employed to fill in the time so profitably that many are glad they did not go home for the holiday.

### Kelly Field Men May Yet Wear Bars

Commissioning of Recommended  
Enlisted Men in Reserve  
Corps Probable

A semi-official report from Washington states that enlisted men recommended for commission as second lieutenants in October and November of last year missed receiving them by but five days. All preparations for the commissioning and only the signing of the armistice on November 11 prevented the fulfillment of the commissioning.

Since then the men who were recommended from among Kelly Field's enlisted personnel have received letters from Major Stedman S. Hanks, at that time commanding officer of the Concentration Brigade, in which their services on the field and their ability and fitness for commission direct is given full recognition. The majority of the men felt upon receipt of this letter that it marked the conclusion of the whole matter.

However with the new report brought here from Washington, prospects for a commission and the wearing of the gold beauty pins have again taken an important place in the army interests of a hundred odd enlisted men. It is understood that reserve commissions will be tendered these men in the near future in the Air Service, non-flying status.

#### TO MOVE ATHLETIC OFFICE.

Upon the completion of the new gymnasium in Hangar No. 6, Concentration Brigade, the offices of the Athletic Officer, now located on the Frio Road, will be moved to the new gym. It will be two or three weeks before this change is made.



## Rumors of Muster Cause Disquietude

**Definite Demobilization Statement, However, Bolsters Morale**

Demobilization and rumors of demobilization.

These and only these have filled the atmosphere of headquarters and barracks and other assembling places of soldiers during the last two weeks. No other topic of conversation can attract a group of listeners as rapidly and hold their attention so undividedly as "dope" on time and manner of discharging troops.

Together with the spread of numberless reports, mostly unfounded, that demobilization was to begin at once men began to make every effort to expedite the matter and when it failed to materialize a decided slump in the morale of the troops was noticeable.

Early rumor which suggested a means of getting back to the "city" a little sooner buoyed the hopes of the men to dizzy heights only to be dashed to utmost depths of despair by an equally foundationless rumor that demobilization had been discontinued indefinitely. Men acted like the proverbial drowning man who grasps at straws and each bit of gossip, however idle, which offered the least bit of comforting information (or misinformation) was eagerly snatched at, enlarged upon, and passed on as official and authentic.

Though the slump in morale has been most decided, it is thought by officers conversant with the situation, that it is no greater than could be expected under the prevailing conditions. It is expected that with the definite announcement of demobilization plans in this week's Eagle that the innumerable conflicting rumors concerning the same, together with their disquieting effects, will be allayed.

## Start Law Course K. of C. Building

Law courses, embracing commercial, real estate and business law, are a feature of the Knights of Columbus War Activities vocational courses. This course is being taught at Knights of Columbus Building No. 2, Flying Department, and is under the tutelage of Guy C. Crapple, a graduate of Northwestern University of Law and a practicing member of the Chicago bar.

Latin and Greek phrases are entirely eliminated from the course, as it is realized that most of the students will not be equipped with a higher education and as the course is entirely along practical lines. Hypothetical cases touching questions of law that arise to confront the everyday business man as well as actual cases that have been tried are cited and illustrated in such a manner as to make them understandable to all.

No charge is made for the course nor for copies of lectures and books that may be furnished and the only requirement is that an interest in the studies be shown, even though it is possible to attend but a short while. The class will meet on Monday, Wednesday and Friday evenings of each week at 7:30.

## Urge Immediate Return of Books

Because officers and enlisted men on Kelly Field have been dilatory in the return of books to the American Library Association and its branches in the Y. M. C. A., K. of C., and J. W. B. buildings this laxity was made the subject of a field memorandum requesting men to return the books within the allotted week.

The Association is anxious that soldiers of the post get absolutely the maximum benefits from the service it offers. This will not be possible if books are allowed to repose at the heads of bunks when they should be on the library shelves as such a practice deprives others of the use of the book. More stringent means than a post memorandum of request are promised by the librarian in charge if patrons of the library do not cooperate in getting the books back.

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## Major S. S. Hanks Is Going Abroad For Upbuilding

Major Stedman S. Hanks, under whose supervision the entire plans for the demobilization of officers and enlisted men stationed at Kelly Field were worked out, has requested his immediate separation from the service in order to supervise reconstruction work in France. Major Hanks expects to sail for France about February 1, in the employ of the American-International Corporation of New York City, an international banking and engineering enterprise whose interests encompass the entire world.

Major Hanks was associated with this New York corporation just previous to entering the service. He was the secretary to the president of the corporation and through this position was enabled to obtain a comprehensive view of the work of the organization, fitting him for the supervision work he expects to take up soon.

Major Hanks is a Harvard graduate of the class of '12, holding the A. B. degree. Soon after graduation he became secretary to the American Ambassador to Great Britain. Later he was connected with the Department of State at Washington and most recently with the American-International Corporation, which is sending him to France.

During his stay at Kelly Field Major Hanks won his R. M. A. rating besides holding successively a number of the most important positions on the field. He was at various times commanding officer of the Trades Division, 1st Training Brigade; Summary Court and Survey Officer, Concentration Brigade; Commanding Officer of the 2nd Wing, Concentration Brigade; commanding officer of the Concentration Brigade; president of the Special Court-Martial, and most recently Demobilization Officer.

It was while he was in command of the Concentration Brigade that Major Hanks accomplished the reorganization of that Brigade for the handling of the 25,000 recruits slated to arrive here just previous to the signing of the armistice. Major Hanks was also the leading spirit in the establishment of the Air Service Clubs Association, and represented Kelly Field at the first meeting of this association held at Lake Charles, Louisiana.

Probably but few officers or men know how much credit for the present demobilization at Kelly Field is due to the personal efforts of Major Hanks. While on ten-day leave of absence during the Christmas holidays he went to Washington, personally interviewed the Director of

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PHONES CROCK

## Squadron "F" Holds Fine Dinner Dance

A delightful dinner dance was given in the ball room of the Gunter Hotel Tuesday evening by Squadron "F" of the Kelly Field Flying School Detachment. Dinner was served at 7:30 p. m., interspersed and followed by dancing. Two hundred couples were in attendance. Squadron "F" is one of the finest organizations in the Flying Department and Tuesday's party demonstrated its ability in giving for its members one of the most charming parties of the season.

The committee in charge consisted of M. S., E. E. Woods, Sgt. 1st Cl. A. H. Holtzman, Sgt. 1st Cl. E. A. Jacobs, Sgt. Maj. N. C. Shaver, Sgt. Nels L. Tuveson, Sgt. J. J. Cooley, Sgt. C. A. Aaron, Sgt. O. L. Brammer, Chauff. A. N. Bird, Pvt. A. H. McCarr, Pvt. T. E. Waldron.

Among the honorary guests were Lieut. Col. H. B. Clagett, commanding officer of the Flying Department; Maj. L. B. Jacobs, Capt. Jack Dublin, Capt. Puckett, Capt. W. R. Becker, Capt. S. E. Mitchell, Capt. Parisky, 1st Lieut. J. Y. York, 1st Lieut. M. G. Chamberlain, 1st Lieut. C. A. Borden, 2nd Lieut. McGregor, 2nd Lieut. T. R. McCracken, 2nd Lieut. L. H. Smith, 2nd Lieut. W. G. Rule.

Officers of Squadron "F" are: First Lieut. F. O. Carroll, commanding; 2nd Lieut. T. F. Otis, adjutant; 2nd Lieut. A. H. Chalke, supply officer.

Military Aeronautics and others connected with the demobilization of Air troops, and urged that demobilization at Kelly Field be expedited. But a few days later telegrams, ordering demobilization here, began to arrive.

The office of Demobilization Officer will cease to exist with the departure of Major Hanks as the work of organization for which it was created has now been completed.

J. G. Spurling, Prop. C. H. Cunningham, Mgr.  
PHONE CR. 2844

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## Promotions

Air Service Mechanics' School Detachment—To be sergeant first class, Sgt. John M. Clay.

To be sergeant—Corporals C. J. McHugh, E. C. Ollar, R. E. Rome, H. J. Nolds, W. M. Rogers, Fred Hoerger, G. W. Knight, A. M. Delano, J. W. Kier, A. A. Nyberg, R. W. Swayze, F. E. Rolfe, C. F. Lamb, H. S. Marvin, W. N. Varney, E. C. Smith, Edward White and Cook Sam Castelano.

To be corporals—Privates E. Livingston, J. Dates, C. H. Johnson, F. R. Dewhirst, C. C. Malmgren, T. Alter, E. C. Witwer, C. H. Russell, W. J. Jescho, R. E. Cloud, R. L. Enig, K. W. Nickerson, G. B. Deabler, F. A. Lipscomb, R. C. Grady. To be privates first class—Privates A. W. Wood, A. H. Paulson, P. A. Varner, J. H. Pegg, W. F. Crohen, P. A. Devoge, W. M. Butler, W. B. Grogan, H. C. McGonigall, W. J. Schlenk, B. Earley, J. E. Johnston.

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# A. S. M. S. Great Factor in Aviation History

**W**ALK down the road leading to South San Antonio and you will find one of the most remarkable monuments to Teamwork that even Kelly Field itself a wonder of achievement—can boast.

Don't look for any grandiose or appealing marvel of the sculptor's art, don't anticipate being charmed by any masterpiece of the master carver; just keep your eye on the string of steel hangars that fringes the flying field on the right hand side of the road, the hangars that function under the prosaic title of "Air Service Mechanics' School." Unromantic the buildings appear, seeming almost unworthy of more than the insignificant regard usually accorded the average hangar. But they are more than that, far more. For they are the embodiment of whole-hearted and systematic co-operation between officer and enlisted man that the Air Service, perhaps the entire Army, will find it hard to rival.

Fourteen months ago a more or less nondescript collection of humble canvas hangars, covering a handful of airplanes and motors and a few officers and instructors, and providing a brief course in mechanical instruction, today the School comprises fifteen huge steel buildings containing equipment worth \$2,000,000, a staff of almost 400 officers, instructors, and administrative assistants, and furnishing to its students a \$1,500 education in aeronautical work unprocurable outside khaki circles and complete to the degree. Capable of handling 3,712 students, the School was striking a new stride just when hostilities ended; from a purely selfish viewpoint it seems a great pity that the organization was robbed of its chance to prove that it could do still better, yet its sponsors and directors have the deep satisfaction that they have not labored uselessly. The School is an actual achievement—never need it bear the stigma of "might have been."

What made the School? Work—but work of the brand that has brought success to the world's largest commercial establishments vying with one another in a swirl of the keenest competition, work that resolves itself into the formula: System plus Teamwork, with the accent on "Teamwork." That ends all the nice things it is necessary to say about the institution at this stage. Let history prove that eulogy is merited.

The birth of the School was a stormy affair—literally so. When Washington had heard France call for 50,000 trained aero mechanics in the summer of 1917, the need for turning the mechanical ability and experience of enlisted men into the channels demanded by aeronautics became apparent, and speed was the word. So Major Dana H. Crissy, now in charge of Air Service ground schools all over the United States, was ordered from Washington to undertake organization of a school for mechanics. Capt. D. J. Neumuller came here, too, and the work was started.

The veteran little building just west of the officers' mess on Kelly No. 1, which acted as the camp's first Post Headquarters served as headquarters for the School; no, not the whole building—just half of it. One desk, one typewriter, with the typewriter crate as a chair, comprised the office furniture, and Glenn T. Brockerman, now Master Electrician and sergeant-major of the organization, comprised the greater part of the office staff.

An area just south of the three red hangars was selected for the School "buildings." But instructors must also be found. Six of them were obtained from the Flying Department—then in the steel hangars just called a monument, etc. "How would you like to go to school and become instructors in a ground school?" was the question put to them, and since they were comparatively green in air work, they jumped at the chance. They never got to ground school. Kelly Field, be it remembered, was then a true melting pot; it seethed with civilians being transformed into soldiers, and at the same time it was struggling to graduate from the cotton patch stage to the more dignified grade of the world's largest aviation centre. And in the seething and the struggling, the records of these six men got lost, and the "college detail" as they were called narrowly escaped the guard house on the ground that they were trying to desert and lots of other nasty things! So to the School they were assigned, and to them were added others who were picked from the lines by the "I want you and you" method so dear to the hearts of officers in those days.

Let it be said at once that, if the selection was haphazard, the instructor material that survived the gruelling it got from Major Crissy and Captain Neumuller was of the best—the men were all expert mechanics able to assimilate knowledge in a way that has made them some of the most valued men on the staff of the School. Proof of this is forthcoming through the fact that these men, all eager to see service abroad, are still in Kelly Field. With the School, ranking high in the opinion of the school authorities. They include Sgt. 1st class Carlton P. Smith, Sgt. 1st class Oliver W. Thyfault, Sgt. 1st class Merrill J.



Top row, left to right: Lieuts. J. W. Mentzer; Charles E. Hopper; R. Orlob; W. C. Herbert; Harry Powell; O. G. Kirkpatrick; H. H. Carrithers; J. Q. Wells; V. Wurtele; Earl Juul.  
Second row, left to right: Lieuts. W. T. Clark; H. W. Turner; R. W. Carlile; G. M. Engle; F. J. Corbett; Capt. H. T. Merrill; Lieuts. L. C. DeFrates; B. W. Walker; R. S. Willis; C. L. Young.  
Third row, left to right: Lieuts. M. L. Porter; R. C. Owen; E. D. Darley; H. M. Lowry; J. H. Utt; L. J. A. Keenan; R. M. Millington; R. H. Barnes; L. V. Dana; D. A. McGaffigan; F. G. Billker; F. L. Smith.  
Fourth row, left to right: Lieuts. J. J. Kelly; R. V. Lulow; D. C. Cady; J. F. McCarthy; L. C. Lichty; Capt. Harry Robertson; Capt. E. C. J. McShane; Capt. E. McCalley; Lieuts. C. J. Moors; B. Y. Burgher; J. J. Stromme; R. V. Nason; D. Stewart.  
Fifth row, left to right: Lieuts. S. L. Smith; H. K. Davis; J. H. Freeman; Major George . Stratemeyer, commanding officer of the School; Lieuts. O. B. Black; J. B. Pridham; J. L. Bonner.

Tackley, all Enlisted Aviators, and now crew chiefs in the School flying department; Master Electrician W. D. Wallace, A. M., now chief of the adjusting section of the Aero Motors Department; Sgt. 1st class Theodore Iettler, also of the adjusting section; Sgt. 1st class Charles M. Duffy, Enlisted Aviator, in the trouble shooting section of the Aero Motors Department; Master Electrician, Edward J. Collins, in charge of mechanical instruction, Aero Motors Department; Sgt. 1st class William H. Jackson, A. M., in charge of the advanced training section, Aero Motors Department; Sgt. 1st class Conrad E. Sherstad, A. M., of the same section; and Sgt. 1st class Forrest M. Snyder, in charge of the overhaul section, Aero Motors Department. There are others, too, who have left the Field and have fine records of service behind them.

The instructors were introduced to their new class rooms when they were taken to twelve canvas tents in the location named, each containing one L. W. F. ship and an engine, a Thomas, Sturtevant, or Hall-Scott. Few tools were available, no schedule of instruction or sheets which might guide the instructors were yet available—all that was known that instruction must commence, and that everything possible had been done to make the school feasible.

This was early in October, 1917. At that time the organization blossomed out as "The Enlisted Mechanics' Training Department," with Captain Neumuller as Officer in Charge and head of the Airplane Course which formed one-half of the School's instruction facilities, Capt. V. L. Burge as the head of the Aero Motors Course, the other half of the curriculum, First Lieut. B. L. Corsan as Maternal Officer, soon replaced by First Lieut. J. J. O'Rourke, and First Lieut. W. C. Moore as adjutant.

Washington had decided that all enlisted men available should be instructed, the courses to embrace "the care, repair, and maintenance of airplanes, and the principle of operation, care and maintenance of gasoline engines." Interpreting these instructions, the officers had arranged that 25 men from 30 squadrons should attend daily for one month, taking both airplane and engine courses, and receiving instruction in three classes lasting from 7:30 to 9:30 and 9:45 to 11:45 in the morning, and from 2 to 4 in the afternoon, the work being divided about 50-50 between theory and practical work.

Such were the plans when the first students were marched from their squadrons to the tent school on the morning of October 17. Rosters, etc., took almost the whole day—then came the stormy birth. Texas produced a fine specimen of its wind and sandstorms that evening and nearly blew the school away. Next day work had to be stopped, and one red hangar and a half of another were allotted to the classes.

That was the beginning of the handicaps. The course, it is true, was simple—just a short amount of teaching in the principle and operation of engines together with a little nomenclature—in the airplane section, the nomenclature and rigging of ships. But from the start the students' attendance was a source of trouble. "The squadrons in the lower field have attended regularly," said one report "but the retention of students for guard and necessary fatigue in other squadrons has impaired attendance, some students only attending one day a week." Add to that the fact that the boys had to march from the lower field, around what is now the asphalt road, and down to the school—altogether about two miles—and the

handicaps the classes were suffering can be realized. Remember again, that the creation of the camp was then in full swing; "guard and necessary fatigue" had an extraordinary awesome sound and proved a real bugbear to the school for months to come.

Under these conditions the School did surprisingly well—1,040 students were in the first classes which lasted one month each, and most of them graduated. That their discipline was not absolutely perfect may be gleaned from the statement in a report that "they seem to have comparatively small knowledge of military form," but they may perhaps be excused a little when it is recalled that they were trying to learn in class rooms so cold that 15-minute drill periods were necessary during the entire day, with intermittent hand warnings for both instructors and men at stoves devised by turning blow torches downward into boxes of sand.

Speed and more speed was still the aim of those in charge for Kelly Field at that time was an organizing center for squadrons, and Washington was insistent that "all enlisted men available" must receive some training. The situation became almost hopeless, the School could not cope with the demand for mechanics under the month-course plan; it was handling 40 men from 28 squadrons and that was taxing the capacity of the instructors who were few though they had been reinforced by fifty men picked from student bodies and retained for instructor work. There was nothing to do but cut the course to two weeks, and in the emergency some 200 men attended under this rule before the school found itself almost devoid of men to teach when, on December 15, 22 of the 23 squadrons supplying students were ordered from the Field. That was almost the last straw, piled on top of the "guard and necessary fatigue" which had already urged Capt. Neumuller to suggest that students should be assigned to the School to keep them in a position regularly to attend.

Efforts to comply with Washington's instructions, it will be seen, had approached the superhuman, and the reward was information to the effect that experience had demonstrated that a competent aero mechanic could not be turned out in a month, much less in a fortnight. Reorganization of the School was ordered, and Major George E. Stratemeyer, then in charge of testing ships in the Flying Department after having organized a ground school at Columbus, Ohio, was placed in charge on January 7, 1918, the School at that time having 1,200 graduates to its credit.

Minute consideration of the School's assets and liabilities was

the Major's first task. The liabilities were not difficult to discern—the organization was congested to a degree that rendered efficient work at the required speed a practical impossibility. There were assets, too. Basically, the courses were correct; though their application in the unswerving loyalty of the officers and enlisted men who had taken on their shoulders a new task and come through the test with the greatest credit. Major Stratemeyer saw he had here the best possible material for teamwork—the one element on which he relied to pull the School through during the critical period that must be consumed in reorganization—and after. His experience in organizing the ground school at Columbus, Ohio, had demonstrated what officer and man can accomplish if they reduce the bonds of military distinction to the minimum and drive forward shoulder to shoulder. The School became the most democratic institution on Kelly Field.

More officers were necessary if proper reorganization was to be undertaken. Going to the ground officers' training school, then in operation in this camp, Major Stratemeyer selected Cadet Edward C. J. McShane, then awaiting commission and assignment, whose technical and executive ability had been proven in one of the largest automobile producing firms in the country. He was named Officer in Charge of the Airplane Department, and quickly commissioned a first lieutenant; assisting him was Cadet John F. McCarthy, later made a second lieutenant; Cadet Leo C. Shippy was named Officer in Charge of Trades; and Cadet Ernest L. Richardson was placed over the Aero Motors Department. The last named were also commissioned.

With the aid of the new officers, the reorganization was carefully planned, classes meanwhile attending the 2-week course, though the ever-present "guard and necessary

fatigue" still reared its execrable self, to the everlasting discouragement of the men who were trying to prepare the enlisted men for work on airplanes.

As a prelude to the reformation, larger space and much more equipment was demanded, and Major Stratemeyer was able to secure seven of the steel hangars facing Quartermaster Depot Road, as construction of the Field Flying Department had reached the point where flying could be carried on in Kelly No. 2. Without floors, lacking many of the smallest conveniences essential to a school, the hangars were crude places for the classes, but they were a great improvement over previous conditions, and headquarters of the School was moved from the little building near present Post Headquarters which had served as hub of the School since its inception; the staff was also extended. Renovation of the hangars started simultaneously with introduction of the new regime.

Major Stratemeyer and his council decided that improvements along these lines were necessary, and introduced them in this order:

1. Requirement that students possess mechanical experience or some training that would fit them for school instruction.
2. Subdivision of the instruction courses.
3. Extension of the course.
4. Standardization of instruction given and of methods of instruction.
5. Insistence that instruction follow definite schedules.
6. Reduction of theory and increase in practical work.
7. Quarantining of students with the School.

Aided by the whole administrative and instructor personnel, the new commanding officer showed that his proposals were no figures of speech devised merely to decorate reports. Of 1,450 students who reported for a new course of instruction, only 718 survived the elimination test by which all men not having mechanical experience nor possessing other special qualifications were thrown aside. Then came subdivision of the courses. The men would take a course for airplane mechanics, known as the Airplane Course, or they would take the Aero Motor Course—hitherto they had all taken the entire course. Further subdivision was made; instruction in magneto work, highly important to any motorman, was made a subsection of the Aero Motors Course, a laboratory being opened under the supervision of Master Signal Electrician Louis Mois-

(Continued on Page 9)

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# History of Kelly Field's First Aero Squadron



OFFICERS OF FIRST AERO SQUADRON.

Reading Left to Right—Lieut. A. F. Cheney, Disbursing Officer, Department Air Service Office; Capt. Wilbur F. Wright, Asst. Department Air Service Officer, Ft. Sam Houston; Capt. K. R. Hyman, Dept. Air Service Officer, Ft. Sam Houston.

BUT a few years ago the prosaic populace of a busy commercialized world thought that the life of the pioneer and adventurer with all its romance and glamour were dead. The pioneer was set apart as a man just a little unusual and perhaps possessed of a rather "queer" notion. He was not the man whom the money-mad world could readily assimilate so it left him to his own resources roughly classifying him with the freaks, dare-devils, and others of the kind who knew not enough to be afraid.

Of course, in fiction, people can do things a little queer and instead of being ostracized from the realm of literature they are merely placed in the category of improbable tales. When Jules Vernes, that weaver of scientific romance and mystery tales, made bold to write books telling of strange inventions and accomplishments people read them eagerly, then smiled and laid them aside as the fabrications of an ingenious brain. But they did not know (nor could they see, that Jules Vernes had a prophetic vision and that he was but predicting in an imperfect manner what the world a few decades later should see developed in all its perfection and splendor. Imagination was to become reality and romance give way to business-like fact. The dreamer of dreams, the pioneer of thought, the dare-devil of bold suggestion and adventurer into realms unknown, had come into his own.

Had the War Lord of Europe in his wildest fancy been able to imagine that in less than a year a machine to combat him in the air, the element which he had planned to make his absolute servant, so gigantic in its structure that in a twelve-months it could assimilate almost a quarter million men and build airplanes by the tens of thousands where but a few years before they were counted by tens he might have hesitated and pondered the seriousness of the step he was taking when he signed the document that hurled the entire civilized world into the horrible throes of warfare and carnage.

When four airplanes flew over the city of San Antonio on April 9, 1917 from the old Remount station, where now stands Camp Travis, and landed in a cotton patch six miles south of the city there was little of romance in their flight or landing. The field in which they landed was stubby and rough and bordered by a wilderness of mesquite and prickly pear, infested with the rattler and other reptiles indigenous to this part of the country. Half starved cows looked up from their scanty grazing and grazed in bewilderment at the huge birds which droned so loudly and yet did not flap their wings, then continued to munch their cud as the aviators proceeded in a business-like way to establish their quarters at the sides of their machines under hastily constructed canvass hangars. Adventure there was, it is true. But this adventure meant hard work, and the flyers cursed to themselves that such a hopeless place had been selected for their future military home. None of them at that time had a vision of what was in store for them or what transformation, nothing short of marvellous, a year and a half would work in their surroundings. It is true, they knew that they had come here to es-

tablish a flying field and they had been told that it might become famous some day, yes, even become the largest in the world. But the unkempt fields and the mesquite covered sand dunes dampened their ardor and all but extinguished the spark of hope that lingered.

These four flyers were the pioneers in the exploration of the balmy air of Texas. Among them was Eddie Stinson, one of the best flyers of the country, then a civilian, but now a military aviation instructor. He was famed for his originality and daring and for many months taught the would-be aviators who followed him to this cotton patch in the art of attacking and evading the foe airman. A few months ago he was transferred to Washington. With him came Captain Davidson, Captain McDonald, Capt. Carl Spatz, since made a major and decorated for valiant service on the fields of Flanders, Lieut. C. J. Bagnell and another unknown officer.

But these four pioneers were soon to learn that the Government had a definite plan in moving them to this isolated wilderness with a cow-path as entrance. In less than a month seven hundred enlisted men, with officers and additional flyers were brought to the field in motor trucks, and soon, under the diligent application of hoe and shovel and pick, a cotton patch turned into a flying field. The date of the arrival of this first "big" contingent of Aviation men was May 7, 1917. The men who arrived comprised the personnel of the 3rd, 4th and 5th Aero Squadrons. These squadrons had been built with the detachment of the last Aero Squadron from the old Remount Station as a nucleus. The 1st Aero Squadron, itself, was located at Columbus, New Mexico, doing duty with the Punitive Expedition under General Pershing.

Soon afterwards, but a week to be exact, 4,000 additional troops arrived and the development of the world's greatest field had begun. And the men had seen the vision and caught the spirit of its growth and importance, and through their united effort the field began to take on the air of a civilized habitation. Buildings sprang up, as if over night. Stone and Webster were on the job with hundreds of workmen. Hangars and barracks, and mess halls were building everywhere and yet the building could not keep pace with the arrival of the men. Every where young men had heard the call of their country and had read that the war must be won in the air. Ambition bade them get into the service which would do the winning, and soon the receiving office was glutted with the rapid arrival of recruits.

During the first month of the formal establishment of Kelly Field 4,453 enlisted men and 19 officers arrived. The succeeding two months brought fewer enlisted men but more officers. Despite the fact that in a few weeks more men would arrive on one day than were on the field at that time people who were well informed in such matters felt that the field was soon approaching its limit. But the men who had planned the construction of the field had built for the future. In August over 10,000 men arrived to gain entrance to the ground officers' training school. Of course, the greater part of them could not be accommodated in training schools but they were given valuable training with the pick

and shovel and soon a flying field was being evolved out of a bit of Texas desert which was destined to astonish the natives and make Kelly Field a household word throughout the country. Each succeeding month brought its large quota of men, until December capped the climax with a total of 32,812 enlisted men and 1,289 officers arriving in that single month. It was then that things began to develop rapidly and the modern history of Kelly Field was made.

Kelly Field No. 2, now known as the Flying Department, was well-established and training hundreds of cadets. The organization for the receiving of men had been started, but far from completed. Thousands of tents were scattered over the lower field and the far famed "Rookie Camp" was the scene

of many hilarious gatherings and much fatigue. The Quarantine Camp with its two divisions, smallpox and measles, was well populated, and hundreds of service cars were speeding to and from the field at every hour of the day and night.

Under the able direction of Colonels Chitty and Quackenbush order was soon brought of chaos, and, before the winter had advanced two months, mess halls appeared throughout the entire lower field and wooden floors were placed in each pyramidal tent. Then began the organized drill and the preparation of raw soldier material for assimilation into an organized form in which it could be sent across to England.

Though 24 organizations were formed during the months of May and June none were sent out until

July, when seven squadrons left the field for ports of embarkation. The work of organizing squadrons was expedited with feverish haste by Colonel Chase in August, 1917. Sixty-seven squadrons, the largest number organized in any one month of the field's history, were organized, officered and provided with overseas equipment. Each month a score or more organizations left the field. The month of December saw the greatest exodus of squadrons and detachments. Sixty-six squadrons got their travel orders in that month alone. Rapidly the vanguard of the air forces of America were making their way overseas to combat autocracy in the air. Again in March of this year a large exodus of organizations was staged. Fifty-

(Continued on Page 9)

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## May Still Purchase Clothing From Q.M.

Officers and Enlisted Men Make Big Saving

Forewarned of the steep prices of clothing awaiting them in the civilian world, enlisted men of Kelly Field are rushing to buy Quartermaster clothing at the reduced prices sanctioned by the War Department. In five weeks \$5,500 worth of goods have been sold by the camp Quartermaster Detachment.

The Quartermaster offices have been closed for ten days for inventory purposes, and this has led to reports that sales had been stopped. This is wrong. The office now is open to officers, enlisted men and civilian employes from 8 a. m. to 3 p. m. daily and the list of articles available for sale are transferred at Government cost less ten per cent on new goods, and less 25 per cent on reclaimed articles.

Hats, leggings, and O. D. shirts have now been added to the clothing that may be bought. The Government price of a shirt is \$3.50; hats are worth \$1.80; and leggings \$1.05—all subject to the reductions named.

Russet shoes cannot be bought in Kelly Field. Sale of them is authorized, but the stock has been depleted. Uniforms and overcoats, too, cannot be secured as the Quartermaster is not permitted to sell them.

## Squadron Notes

Pvt. "Pat" O'Brien returned to his post in the School for Bakers and Cooks after spending the Christmas holidays with his wife and "Little Pat" in New York.

Pvt. C. F. O'Donnell of the 144th Squadron has returned after a 10-day furlough in Chicago.

Sgt. 1st Class David P. King of the School for Bakers and Cooks has left for a 30-day trip in California, having recently been discharged from the hospital where he was laid up for several weeks with pneumonia.

Pvt. Leslie Armstrong of the 819th Squadron is marked duty, having been to his home in Nebraska for the holidays.

Pvt. C. McLean of the Concentration Brigade who spent the holidays at Eagle Pass, Texas, is "on tap" again.

Corporal G. M. Green of the 819th Squadron has returned from an unsuccessful "deer" hunt in Northern Texas and again answers "Yho" as his name is called at reveille.

Pvt. Radabaugh has returned from a 10-day leave of absence in Detroit, Mich., and is again acting as barber in the School for Bakers and Cooks.

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## New Hospital Ship Now Being Built by Flying Department

A new hospital ship, the second of its kind on Kelly Field, is being built from a Curtiss JN4-C airplane at the Flying Department.

This new machine will probably supplant the old, which was constructed from a Curtiss R-4, as both plane and motor are of more recent design.

The Canadian type of Curtiss was selected because of its lightness and superior lifting power. It has been found that the Canadian model weighs 300 pounds less even than the Curtiss training type, the JN4-D, and that with complete hospital equipment, including litter, the JN4-C is speedier than the unequipped JN4-D by about five miles per hour.

Another important feature of the second hospital ship is that the litter will be attached to and be a part of the bottom of the fuselage, whereas it was necessary to lift the litter of the first ship to the turtle back, which could be opened to admit it, and this taxed the strength of a strong man. In placing an injured person on the litter in the new machine it is necessary to lift only about eighteen inches.

The R-4 is a very hard ship to land and pilot and few pilots are accustomed to manipulating it. It is also much larger and more awkward than the JN4-C, to which most of the flyers of the post are accustomed.

One of the most important things that the American Red Cross has done to help the men in the service, and which no doubt will aid every man discharged to some extent, is outlined in a small booklet entitled "When You Get Home" to be issued to every man in the service when he receives his discharge.

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STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.,  
REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912,  
of Kelly Field Eagle, published each Thursday at San Antonio, Texas, for  
October 1, 1918.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared Capt. F. J. White, who, having been duly sworn according to law, deposes and says that he is the Editor of the Kelly Field Eagle, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 433, Postal Laws and Regulations, printed on the reverse of this form, to-wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:  
Publisher, Capt. F. J. White, Kelly Field, Texas.  
Editor, Capt. F. J. White, Kelly Field, Texas.  
Managing Editor, Sgt. Howard R. Bangs, San Antonio, Texas.  
2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.) None, not incorporated. Purely a military camp enterprise, sponsored by a few officers at the time it was started, but now entirely self-supporting.  
3. That the known bondholders, mortgages, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.  
4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or securities than as so stated by him.  
5. That the average number of copies of each issue of this publication sold or distributed through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is:  
(This information is required from daily publications only.)

FRED J. WHITE, Capt. A. S. A.  
Sworn to and subscribed before me this 19th day of December, 1918.  
(Seal) L. C. SMITH, Notary Public.  
My commission expires June 1, 1919.

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## Construct Fine Gymnasium In Concentration Brigade

Three Basket Ball Courts, Indoor Track and Regular Gym Equipment Erected in Hangar No. 6—Flying Department Wants One, Too

Kelly Field at last possesses a gymnasium. Through the continued efforts and pleadings of Lieut. Oscar L. Clough, post athletic director, a fine gymnasium now is being built in Hangar No. 6 in the Concentration Brigade. It will be completed within a few days.

Everything appertaining to an up-to-the-minute gymnasium is being installed in the hangar and when the work is finished soldiers of the Field will have as fine a place for athletic recreation and contest as could be wished.

Three separate basketball courts are being built and the hangar is large enough so that three games can be in operation at one time if necessary.

Besides the basketball courts there will be an indoor track, horizontal bars, rings and all the other equipment of a gymnasium.

Flying Department Wants One.

Now that the Concentration Brigade has a gymnasium officers and men in the Flying Department also feel that they are entitled to one. It is pointed out that an indoor place for flying officers and cadets to receive athletics training to keep them in condition is imperative.

"An indoor gymnasium is an absolute necessity if flying officers and cadets are to be kept in perfect physical condition."

This was the statement of Lieut. L. H. Field, athletic director of the Flying Department.

"On rainy days, when out-door work is not possible," further avers Lieutenant Field in advocating a gymnasium for the flyers, "men on flying duty have more leisure than they know what to do with. Then, after taking things easy for a day, or maybe several days, they must resume hard training again. These extremes are decisively not conducive to perfect physical condition, but are circumstances with which we must contend without some sort of a gymnasium."

For Recreation Too.

"Of course the use of the gymnasium need not be confined simply to rainy days. Indeed, this is but one of the many reasons why we should have a large building for gymnastics only. At night the gymnasium may be held available and will serve a recreational purpose as well as one of physical benefits, and in that way not only will the service be benefited but much pleasure may be derived."

"Shower baths are not at present available for officers, and this is another consideration to be reckoned with in planning the new indoor gymnasium. The cadets have the showers that are in their barracks and officers have been compelled to use the showers with which the barracks are equipped. These showers, however, are inadequate and it is necessary for the men to await their turn. By having to wait the ordinary benefits of a cold shower are lost. It may be that shower baths will be installed in the Aviation Club, as this would be convenient to officers and cadets could use their own in their respective barracks."

Insufficient Athletics.

Officers and men of the Flying Department are enthusiastic over the idea of the indoor gymnasium proposed by Lieutenant Field and feel the need of the exercise a gymnasium would afford. It is a matter of fact that the flyers get insufficient athletics, and everything possible is being done to remedy this condition without interfering with the flying program.

When the Flight Surgeon diagnoses trouble with flyers, he usually prescribes that they be given some special kind of exercise which they have not been receiving. This is part of the work of Lieutenant Field, the Athletic Director, who has a staff of assistants. There are usually in this class about ten or fifteen flyers. On days when the weather prohibits out-door work these men can not receive the treatment in the form of special exercises they are so in need of.

A hangar would be of about the correct size for the new building and, in fact, if there were one available it could be fitted out as an indoor gymnasium.

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## Athletic Pot Perking Abit

Regular Fight Program and Court Practice Is Resumed

Athletic activities on Kelly Field have been exceedingly quiet during the holidays, owing to the big exodus of soldiers home on pass and furlough for the holidays. Things have begun to perk up athletically now, however.

The regular fighting schedule is being resumed and the basketball team is back at practice in preparation for a tough winter schedule, which was drafted last week when representatives from all the nearby army camps gathered at a meeting in San Antonio. Kelly Field is going to make a strong run for honors in the Army Basketball League.

The basketball squad has been hard hit of late by discharges and sickness. The Five lost its coach and one of the best players when Lieut. Nathan Malefski was given his discharge from the service. There still remains a fine nucleus for a five in "Big George" Kelly, McLaughlin, Kahn, Statter, Lund, McKean, Golden, Harm and others.

## Big Fistic Card To Open Kelly's New Gymnasium

Two championships of the Southern Department fistic circles will be decided Friday night at Kelly Field when Willie Ames meets McGuigan for the lightweight title, while Helms and Cotton Mayfield battle for the bantamweight championship. The card is set for the opening of the new gymnasium and gives promise of having a larger attendance than the bill staged at Fort Sam Houston Monday, when more than 2,000 saw the tournament held under the auspices of the Third Infantry.

Mayfield recently won over "Bumblebee" Davis of Camp John Wise and will no doubt give Helms a real run for the bacon. Caverett vs. Landeryou will be another act on the lengthy bill.

## Kelly Diamond Team To Mexico and Cuba

Members of last season's Kelly Field baseball team may have the opportunity of a two months' sojourn in Mexico and Cuba if present plans materialize.

A majority of the classy Air Service nine still are held on the Field. An insistent desire for the team to come to Mexico City and Havana for a series of games already has come from those two cities.

START TRACK WORK.

Greater efforts are to be expended this winter on Kelly Field in the training of track athletes and the development of prospective material.

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## Lieut. Malefski Is Discharged

Efficient Athletic Officer of Kelly Field Goes Home

Second Lieut. Nathan Malefski, athletic officer of Kelly Field for the last several months, has been discharged from the Air Service and left last week for his home in Brooklyn, N. Y.

Lieutenant Malefski achieved much success on Kelly Field during his regime as Athletic Officer. He succeeded Lieut. W. L. Ewing early last summer and from the time he entered upon his new duties instilled new life and pep in post athletics.

Lieut. Malefski had much to do with the great strides made in athletic training and calisthenics by all men of the Field and lent his every effort towards the development of the minor branches of sport, including track, indoor baseball, boxing, wrestling and basketball.

Prior to his departure, Lieutenant Malefski was centering his efforts in developing a representative basketball team for Kelly Field. He was playing on the five himself and acting as coach. Lieutenant Malefski was a member of last winter's Kelly Field basketball team and suffered a fractured leg while playing in a game at Eagle Pass.

He is a former Syracuse University athlete and played professional basketball in the New York State League for several seasons.

## Lieut. Sherburne Athletic Officer

Lieut. Raymond F. Sherburne of the Flying Department has been named athletic officer of Kelly Field to succeed Lieut. Nathan Malefski, who has been discharged from the service.

Lieut. Sherburne came here as an enlisted man and now is a flyer. He has achieved a splendid reputation among the men of the field during his days here and is the champion wrestler in his class of the entire Southern Department.

## Army League Games Tuesday and Friday

All games in the Army Basketball League, of which Kelly Field is a part, will be played on Tuesday and Friday nights. This was decided at a meeting of League representatives Tuesday evening.

Lieut. Ralph L. Powers of the Fifty-Third Field Artillery was named secretary and treasurer of the league. A full representation from all camps was present and it was decided that regular meetings would be held every two weeks.

SGT. COLEMAN RETURNS.

Sgt. Harold Coleman, Entertainment Director of the Community House, has returned from a 20-day furlough spent with relatives in New York City. He says there was a big crowd in New York the few days he was there and that he reckons there must have been a circus in town, 'er sumptin'.

DAVE FULTZ HEADS LEAGUE.

Lieut. David L. Fultz, U. S. A., was unanimously elected president of the new International League at a meeting of the club owners in New York. At his own request the term was limited to one year.

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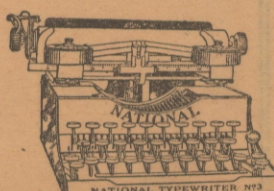
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## SLIPS and "TALE" SPINS BY ROY C. ELMENDORE

It isn't  
The shortcomings  
Of the young man  
The girl's father  
Objects to so much.  
It's his long staying.

When the train robber finds business dull, it is suggested that he come to San Antonio and open a restaurant.

HAPPY NEW YEAR!

I claim it's a pretty tough season to stick around a cold 2,000 miles from the paternal fireside on New Year's Eve, with no more of the holiday spirit to cheer you than exists in some of Mr. Welch's w. k. grape product, and hold communion with that rough game of "parcheesi" or flirt with an ouija board.

Then to add insult to injury, I inquire of "ouija" if anything shows in my horoscope pointing towards a wee bit of the fluid that inebriates and breeds conviviality for the Yuletide season.

"Oujia" answers, "Peace on Earth, Good Will Toward Men."

HELL—the "peace on earth" is all to the tobacco and the "good will toward men" is not so bad, but take it from one who went through the driest Yuletide season in history, that the "good will" would have been a lot stronger, dipped in the spirit of the seductive grape. Yo!

SURE NUFF!

A New Jersey Justice says:  
"Judging by  
The number  
Of Divorces  
The average  
Marriage  
Certificate  
Seems to be  
A mere scrap  
Of paper."  
Some scrap,  
We'll say.

CAN YUH BEAT IT?

Side Slips, Dear:

The reason we Southern girls get engaged to several men at once should be easily understood by you. When you have only one match it usually goes out, doesn't it? You tell 'em cutie. PAULINE VALEJO.

FASHION NOTE.  
LAST YEAR'S OVERCOATS ARE VERY MUCH WORN.

COUCH CALISTHENICS

At eight P. M. Pa and Ma  
Help entertain with sis  
Both sis and me in distant seat  
Were far apart—like—this.

At nine P. M. Pa withdrew and went to bed upstairs.  
She and me played "parcheesi" and nearer brought our chairs.

At ten P. M. Ma decamps  
And then, ye Gods! what bliss,  
She and me stay 'till nearly one,  
About as close as this.

YOU MAY HAVE OBSERVED THAT BACHELORS CAN HOLD A BABY ALMOST AS AWKWARDLY AS A WOMAN CAN THROW A STONE.

VENI, VIDI, VICI.

"Full many a gem of purest ray serene  
The dark, unfathomed caves of ocean bear;  
Full many a flower was born to blush unseen  
And waste its sweetness on the desert air."

In another poem I've often seen  
The words I've quoted here,  
And though the language was quite plain,  
The meaning was not clear.

A windy day on Houston street—  
The windiest place on earth—  
A sweet young thing in flowing skirts;  
An accident, of course

The outer skirt was blown aside  
With style plain and modest hue.  
And clothing not meant for the eye  
Was then exposed to view.

While I'll admit the wind was rude  
Unto the maid that day,  
Breathes there the man with soul so dead  
Who could look the other way.

"Full many a gem of purest ray serene  
The dark unfathomed caves of ocean bear;  
Full many a flower was born to blush unseen  
And waste its sweetness on the desert air."

And next week I'll be sayin' to you all—  
Good-bye,  
Good luck,  
God Bless you.

Come on you—DISCHARGE.  
Wow!

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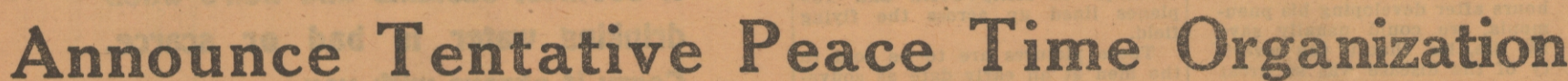
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*By Sgt. Dennis B. McCarthy*



The number of organizations authorized for Kelly Field, as shown in this outline, are virtually the same as now exist on the field. Just how many men will be affected by transfers from one organization to another and the final disposition of some of the squadrons now on the field cannot be foretold, as apparently no action concerning the same has been taken by the Director of Military Aeronautics.

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## Demobilization of Kelly Men Begins Monday

(Continued from Page 1)

but will be sent from this post in detachments to draft camps in various scattered geographic locations of the country and there will actually be mustered out of service. Detachments will be made up according to a definite schedule, giving prime consideration to the geographic location of the homes of the men to be discharged. These detachments, of necessity, will be rather small.

Each detachment of men leaving the post will be under the command of a commissioned officer who will be responsible for the comfort of the men en route and for their prompt discharge at the draft camps. By this arrangement the demobilization officer hopes to prevent a repetition of some of the unpleasantnesses experienced by many of the men en route to Kelly Field on troop trains. Detachments will be inspected before leaving the field.

A definite statement as to the destination of the first detachments was not available but it is intimated by reliably informed officers that the first detachments will be made up of men living on the Pacific Coast and in the New England States.

Men who have already applied for discharge under the provisions of Circular 77, War Department, which authorizes the discharge of men having dependent relatives or needed in essential industries, whose case has been found to be a worthy one, will be the first to be discharged. They will be formed into detachments for the various parts of the country on Monday. About a thousand of such applications are now on file with Capt. Homer B. Love, post personnel adjutant. As soon as these thousand applications have been considered the enlisted men of the Second Wing, Concentration Brigade, will be formed into detachments by geographic location of their places of enlistment, and will be transferred to appropriate camps for discharge.

After these men have been disposed of the post personnel adjutant will select organizations and individuals for discharge in such a manner that the necessary work of the post will not be crippled and the demobilization machinery kept in operation at the highest rate possible compatible with efficiency.

### But Few Discharged Here

Only under exceptional circumstances will men be discharged at Kelly Field and be paid travel fare at three and one-half cents a mile to the point of their enlistment. The exceptions are:

(a) All men discharged under Surgeon's Certificate of Disability.  
(b) All men who entered service within 350 miles of this field or who are nearer to their point of entrance into the service at this station than to an other camp to which they can be sent.

(c) All men in whose case no substantial saving in distance traveled would be effected from the point of discharge to their home by their transfer to any other station.  
(d) All men, who having married in the vicinity of this post, desire to reside here.

(e) All men, who having had employment in this vicinity prior to their entrance into the service, have definitely arranged to return to such employment upon discharge.

(f) Such other exceptional cases as may be authorized by the Adjutant General of the Army.

**Hundreds Already Discharged.**  
Demobilization of officers has progressed rapidly during the past week. More than 250 officers had received discharges by Monday noon of this week, and it is expected that almost as many more will have been discharged by the end of the week. Three hundred and nine enlisted men had been discharged under the provisions of Circular 77 by Monday noon.

Quite a substantial increase over this figure is expected before Monday when the general demobilization will begin.

### Field Becomes Garrison

As rapidly as circumstances attendant upon the demobilization work will permit, the post will be turned into a garrison and the routine prescribed for peace times will prevail. Officers, who will command the garrison troops, will be selected from among those desiring to remain in service and are at present stationed at this field, and if necessary, additional officers will be sent here from elsewhere.

It is the confident expectation of officers connected with the work of demobilization of the enlisted men at this post that the peace time schedule may be entered upon by the beginning of March and that the personnel will by that time be down to the figures specified by the War Department for the garrison strength of Kelly Field.

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## An Explanation

Office of the Surgeon,  
Kelly Field, South San Antonio,  
Tex.

December 23rd, 1918.

From: The Surgeon.

To: The Editor of the Kelly Field Eagle, Kelly Field.

Subject: Mis-statements in Eagle of December 19th.

1. In the Eagle of December 19th, there was an article on the first page entitled "Flu epidemic has subsided at Kelly Field." I desire to correct some false statements in that article which have resulted in giving wrong impressions of the true situation. The writer who wrote this article, entirely misunderstood what was said to him.

2. In the head lines appears a sentence "Deaths from Pneumonia due to tardiness in treatment." The 4th paragraph in the article also states "Death occurred within 24 to 48 hours after we received the patients. In each case, the patient was too far taken for us to do much towards saving his life. Had we received the patients 48 hours sooner, I am convinced that we could have saved a good number of them." No such statements as these, were made at all. What I did say, was, that if the patient lived 48 hours after developing his pneumonia, we could usually save his life, but that if the severity of the disease was so great as to cause death within 24 to 48 hours, that we did not have a chance to do anything for him, as the treatment which we would give him, would not have an opportunity to take effect. It would be impossible to receive these patients 48 hours sooner that we do. We receive them now before the pneumonia is hardly developed at all. In fact, a great majority of our pneumonia cases are received here with the diagnosis of pneumonia in doubt, so early is the stage. The last sentence of the article states that the death rate at Kelly Field has been kept down to 10 per cent. The death rate in the original epidemic was a trifle under 10 per cent, but the greater severity of the cases in the second epidemic has raised our percentage to approximately 14 per cent.

3. It will be appreciated if you will correct the mis-statements in the article to which I have referred, in your next issue.

L. H. BAUER,  
Lieut.-Colonel, M. C.

### Service Pin Prohibited.

The wearing of the Mexican campaign badge for National Guard service on the border is prohibited by a recent general order.

Members of Kelly Field entitled to wear this badge must receive authority to do so before appearing with it.

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## Capt. Wheeler Named as Engineering Officer

Captain C. F. Wheeler has been appointed Engineering Officer of Kelly Field, relieving Captain Bernard M. Cane who is to be discharged within the next month.

Captain Wheeler is a veteran officer of the Engineer Department and has served most efficiently as the assistant to the Engineer Officer. During the recent absence of Captain Cane to the Liberty Motor School at Detroit he assumed that officer's duties.

Captain Cane will go to Rochester, New York. He came to Kelly Field a first lieutenant, and was prior to his entrance into the service an automobile engineer. Since being here Cane has served in various offices, including duty as an instructor, supply officer and battalion commander. For efficient services as Engineering Officer last August was promoted to the rank of captain. Captain Cane with but one exception is the oldest officer of this post in point of service on Kelly Field.

### New Pictures Ready.

"KELLY FIELD" spelled out in airplanes is the subject of one of three panoramic pictures taken from the water tank at the Flying Department Sunday noon.

Other panoramic views were an outline of a huge airplane formed in ships of Kelly Field and 160 planes lined up across the flying field.

These pictures are to be sold to the men at an early date as souvenirs of their service here. The photographer was Charles Steele, of San Antonio.

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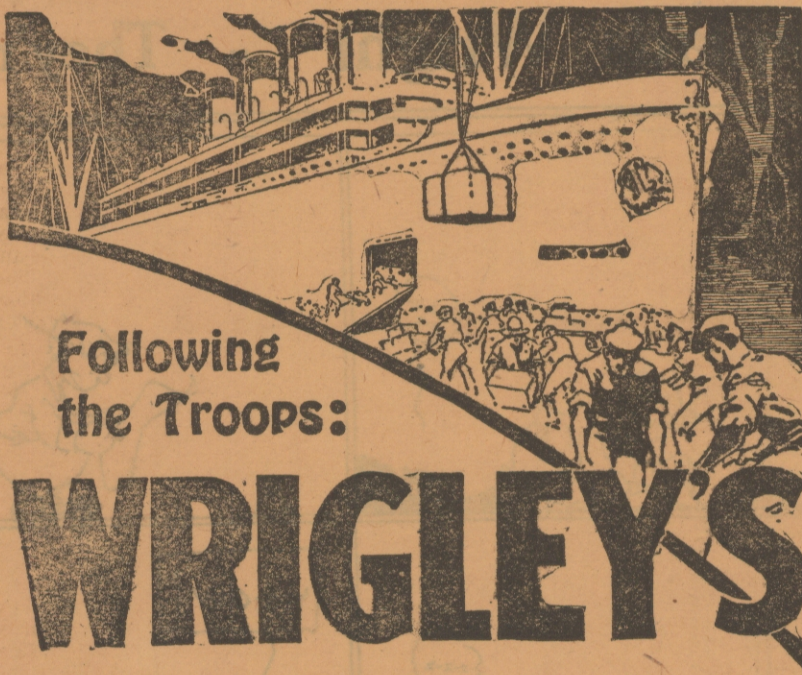
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## A. S. M. S. Great Factor In Aviation History

(Continued from Page 3)

selle. Classes for carpenters, blacksmiths, and coppersmiths formed part of the work of the Officer in Charge of Trades. Hours of instruction were changed to 7:30 to 11:30 in the morning and 1:30 to 4:30 in the afternoon, and the course was extended from two to three weeks.

The inner working of the school, too, underwent rapid change. Notes for the guidance of instructors and students had now been received from Washington and replaced those created by the former officers to meet the emergency of 1917. In the Airplane Department, instruction veered from the 50-50 theory and practical work basis to 20 per cent theory and 80 per cent practical work. Schedules for the daily work of classes were re-arranged and the instructors held responsible for their application. The results were gratifying. First Lieut. McShane, now Officer in Charge of Training, reported that he was able to keep closely in touch with his men, and, by their tireless work and adhesion to rules, the progress in efficient teaching was directly noticeable.

Early in February systematization of the courses was complete, and permitted commencement of a new course in Transportation, under the supervision of Second Lieut. L. C. Lichty. Four instructors took charge of 46 students as a beginning, and gave lessons to prospective truckmasters, assistant truckmasters, and drivers in "Army paper work permitting the men to take charge of vehicles" as well as routine work on the care and maintenance of trucks. Later a course for motorcyclists was added to the Department.

Highly gratified with the progress made in the School, Washington sent to Kelly Field Mr. George E. A. Hallett, now a major in the United States Army, who had had considerable experience in the formation of instruction courses. He arrived late in February, and once more the whole curriculum was combed, some changes made, with the result that on March 18, it was announced that the School was now on a new basis. Lieut. McShane continued as Officer in Charge of Training; Second Lieut. C. J. Moors headed the Aero Motors Department, assisted by Second Lieut. Thomas E. King—Master Signal Electrician W. D. Wallace headed a staff of 57 instructors teaching 360 men with an addition 40 in the blacksmith course, now part of the Aero Motors Department. In Transportation Lieut. enant Lichty remained, and his instructors numbered 36, with 250 students. In the Airplane Department Second Lieut. H. H. Luttrell took charge of "A" week, with Master Signal Electrician James Minot as chief instructor—150 students were ministered to by 24 instructors and later a propeller making course was added to the course. In "B" week, Second Lieut. Frank G. Bilker took charge (he was then a non-com), aided by Master Signal Electrician Frank K. Ogden—instructors numbered 19, with 150 students. Lieut. John F. McCarthy headed "C" week, and had 21 instructors and 150 students.

Meanwhile the question of quartering students with the School pushed to the front more than ever, and on April 29 authority was sought to form a Provisional Training Battalion to which all students would be attached, the administrative personnel and instructors, then in the 325th and 326th Aero Squadrons being assigned. At the same time, the course in the School was extended to one month, to allow of even more complete training for the pupils.

At the beginning of June the Provisional Training Battalion became an accomplished fact, the instructors and administrative staff at the same time being transferred to the 860th and 870th Aero Squadrons which were to form the nucleus of the organization. Sections 1 and 2, for motor and transportation men and riggers, respectively, were formed, the three red hangars, which had been used as an Ordnance Depot since the School had moved into the gray steel hangars, were turned into barracks, mess halls, latrines and bath houses added, and all students who had hitherto been marched daily from their tents in the Trades division, made an integral part of the School. Second Lieut. W. F. Bull headed Section 1, and Second Lieut. A. M. Culpepper commanded Section 2; each section was divided into subsections of 150 men and in addition to the school work, drill for one hour per evening was introduced.

By this time the graduates of the School had been spread far and wide—some were in France, but the majority were in other flying fields in the United States, for the lack of American airplanes was being felt and operations of the Air Service consequently restricted. On all sides praise for the work of the Kelly trained men was heard, and Washington came to regard the School as one of its most valuable acquisitions. But one thing had become apparent. Good mechanics, men who would completely discharge their responsible and highly intricate work could not be turned out in three or four weeks. Three months, it had

been determined, was the minimum time that should be devoted to making an air mechanic, and the course was extended accordingly. The School at once rose to the foremost position among institutions of its kind in this country; it was now capable of handling 2,200 students and giving instruction that cost the Government \$1,500 per man—an education that not only fitted the fortunate student for war, but also for the epoch-making days in the near future when Peace would reign again, and aerial work would show its worth to the commercial and industrial world.

The summer brought still further promise of a brilliant future for the organization. Major A. J. Hanlon, chief of the Mechanical Instruction Branch, of the Training Division of the Department of Military Aeronautics at Washington visited Kelly Field, inspected the School, and personally expressed to the officers and instructors the Government's appreciation of their work. The object of his visit was shortly apparent. Indication that the School would be enlarged to accommodate 3,700 students was forthcoming, and \$209,000 for building, etc., were sought by the Director of Military Aeronautics. At the same time Major Stratemeyer was given the widest powers to secure additional instructors and equipment, and documents showed that, with students awaiting school, in school, and graduates awaiting assignment to squadrons, his command under the plans for extension would rise to about 5,000 men. More buildings went up, more hangars were taken over; a Mechanical Trades Division was organized under Capt. Harry Robertson to teach cabinetmakers, carpenters, coppersmiths, ignition repairmen, fabricmakers, instruments repairmen, and machinists, these being additional to the other courses, and the whole being under the supervision of the Officer in Charge of Training who had recently been promoted to a captaincy. From June 1 onward the value of equipment in the School was increased from \$1,000,000 to \$2,000,000, and in August Major Stratemeyer was authorized to expend up to \$447,000 on material School.

A unique feature was added in September. A flying department was organized which would provide ships in which students would be given practical experience in flying—primarily to acquaint themselves with the conditions they might have to face at any time in active service, but also to impress on them the need for heading the School's motto "Care and Accuracy"—there's nothing like a 2,000-foot ride for turning a lax student into the most careful of workers.

November saw the School braced for its newest effort, students from all parts of the country were arriving daily, then—the Armistice. To say that the school authorities were sorry would be misrepresentation, but they did hate to be robbed of showing the country what the School—now called the Air Service Mechanics' School—could do toward building up the Service with real mechanics as quickly and efficiently as the new Production Board had supplied ships.

Students in the School continued their sources and augmented the 3,185 graduates recorded since the reorganization; those awaiting entry were held out; later prospects of still further curtailment of activities were held out by Washington, and now the future of the School is on the knees of the gods at Washington. But the School should not worry.

Whatever its future in peace, it has done its bit right nobly in war.

### Never Stops for Change of Name.

Since its organization about a year ago, the designation of the Salvage Division has been changed four times. It was first known as Reclamation, then as Conservation, later changed to Conservation and Reclamation and recently it has been designated as the Salvage Division. However, its duties have never changed in the least, to it the word CONSERVE stands out ahead of all others and the war is still on as far as it is concerned.

### Co-operation in Khaki.

You are in business for yourself when you wear Khaki. Besides benefiting yourself you benefit your government whenever you knuckle down to the business of being a soldier. You are not one of those who would injure the chances of the government to better your condition, are you? Surely not. Co-operation is a wonderful thing, yet very easy to accomplish.

### "War Still On," Says Salvage Division.

Conservation knows no armistice because of the fact that we must battle every day with the demon WASTE. He is always lurking about and anxious to make the cost of victory much more than it should be. Help to defeat him by conserving. The Armistice has not yet been signed between conservation and waste. And never will be.

## History of Kelly Field's First Aero Squadron

(Continued from Page 4)

five squadrons left the field during that month. A total of 326 organizations has been formed on this field since May, 1917. During the same period 306 organizations were sent from the field to other fields and to ports of embarkation.

Kelly Field reached the zenith of its expansion, so far as population is concerned, on December 27, when there were 37,000 men encamped here. The high mark in the daily commissioned strength of the field was reached on February 2, 1918, when there were 1600 officers on the field. This unusually high mark was reached at the time when officers from the line were being transferred to the Aviation Section of the Signal Corps as ground officers.

There are still many men on Kelly Field who were here with one of the three original squadrons or who came soon after the first tent had been pitched in the cotton patch. It is impossible to mention all of them as this information is not available. It is conservative, however, to estimate that there are about fifty men and officers here at present who were enlisted men in April, 1917. There are perhaps a half dozen officers here now who held commissions and were here when Kelly Field was first laid out.

But sharing almost equally with the pioneers the glory of the development and marvellous achievement of Kelly Field are the 135,000 officers and men who have spent some weeks or months on this field in preparation for their greater work at another field or across. Kelly Field has helped to train over half of all the men, enlisted in the Air Service.

Kelly Field has had a large number of commanding officers for the short time in which it has been organized. Colonel Chitty held this position longer than any other commander, with Colonel Quackenbush a close second for this honor. The commanders and the dates of their entrance upon and release from duty follow:

Capt. Thomas S. Bowen, S. C. (J. M. A.), May 10 to May 28, 1917; Capt. Seth W. Cook, Cav., May 29 to June 10; Col. Charles E. Tayman, Inf., June 11 to July 2; Col. Wilson Chase, Inf., July 3 to September 17; Lieut. Col. William D. Chitty, A. S. S. C., September 18 to February 14; Lieut. Col. G. V. S. Quackenbush, A. S. S. C., February 15 to September 4; Col. J. E. Fechet, S. C., September 5 to October 2; Col. W. E. Gillmore, A. S. A., October 3 to November 20; and Lieut. Col. H. B. Claggett, A. S. A., in temporary command since November 20, when Colonel Gillmore was ordered to Washington on duty with the Director of Military Aeronautics. During the time that Lieutenant Colonel Chitty was in command he was promoted to a full colonel, and ordered to Washington for a short time in November. During his absence Colonel Quackenbush was in command. During the time that Lieutenant Colonel Quackenbush was in command he was also promoted to a full colonel. Lieut. Col. Thomas Duncan was in temporary command of the field on May 30 and 31, 1918, while Colonel Quackenbush was on duty at Dallas, Tex. Recently Lieut. Col. Joseph E. Carberry, who has been away on sick leave returned and was in command for a few days the beginning of this month.

Though the story of how Kelly Field got its name has been often told many men still wonder who Kelly was. The custom of naming aviation fields in honor of fallen heroes of the air was observed in the selection of a name for this field. Lieut. G. E. M. Kelly, 30th Infantry, while attempting to make a landing near Camp Travis, realized too late that unless he swerved his machine at a dangerous angle he must inevitably crash into a tent erected on the field, which was at the time filled with women and children. He took the chance and missed the tent, but himself was killed in the wreckage of the airplane. The date of the fateful event was May 10, 1911.

Though the work Kelly Field has done for the United States Army and for the Air Service especially will live forever, even though the site of the camp should be rated, the War Department has planned that this fate shall not befall this camp. Kelly Field as it stands represents an investment of perhaps ten million dollars in buildings, land and improvements, alone. Added to this there are millions of dollars invested in equipment. This alone would preclude the possibility of the abandonment of this field. Instead, Kelly Field will continue to improve and expand so that it will forever be holder of the title of the world's greatest flying field.

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## Start Flight From England To India

The greatest airplane flight ever undertaken by man started from an airdrome near Ipswich, England, when a giant Handley-Page airplane carrying six members of the Royal Air Force headed across the channel for France on a flight to Karachi, India, and thence to Delhi. Shortly after taking the air the craft ran into a dense fog and was forced to land on the French coast. The distance to Delhi from the starting place is nearly 6,000 miles.

Before the signing of the armistice the machine was designed to bomb Berlin. It measures 127 feet from wing tip to wing tip and weighs with fuel and passengers about 27,000 pounds. It can make 80 miles an hour and can carry 1,200 gallons of petrol, sufficient for a flight of nearly 16 hours.

Major Archibald MacLaren and Captain Holley, famous as long distance bombing plane were in charge of the machine.

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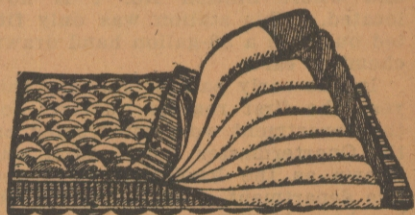
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CROCKETT 3988  
At all Canteens, Furniture and Department Stores  
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LOOK FOR IT  
STANDARD MATTRESS CO.



## Fire Department of Kelly Field Wins Distinction for Efficiency

The story of the growth of the Kelly Field Fire Department is the history of the expansion of the field into one of the largest of its kind in the entire country.

It was but a year ago, August 20, 1917, that the Kelly Field Fire Department was organized, but since that time it has made rapid strides ahead and today can be classed among the best in the many army camps and fields in the nation, and will outrank departments in cities of 50,000 or more people.

At the time the department was organized on August 20, 1917, it consisted of only one hand drawn 50 gallon chemical wagon and four men. The little station was located in a tent to the rear of where the Officers Mess building in the Training Brigade is now. It was soon found that the improvised quarters and equipment were not efficient to take care of the field in the proper manner and on November 9, the authorities received a Ford chemical engine and moved into a part of the truck shed south of the L. M. C. A. No. 151. From this time forward the department was quickly brought up-to-date in every detail.

On December 10, a tent was erected for another station near Hangar No. 4 on the Quartermaster Road and where Station No. 1 is now located. This station was only fitted out with a 50-gallon hand drawn chemical cart.

In the early part of January this year the first regular quarters for the department were constructed on the Quartermaster Road and it was known as the headquarters of the fire department. Since that time it has been known as such, but many improvements have been made in the station and its equipment.

Owing to the constant growth of the field more apparatus was needed and the department ordered a Roa hose truck, two more Ford chemical engines and an American La-France engine with triple combination. With the arrival of this fire fighting equipment the department was at last ready to combat any fire that might start in the field.

It was not until June, however, that the department was put on a strictly thorough working basis. George R. McAlpin, a man of five years experience as engineer of the Oklahoma City, Okla., fire department, was made chief with direct supervision over all the stations in the field. As a result of his initiative combined with support from the officers who were connected with the department, Station No. 2 near the Field Headquarters and Station No. 3 on the Frio City Road were built and equipped.

With the proper facilities for

fighting flames, then came the task of selecting the men to man the different stations, and keep the department up-to-date. A Firemen's School was instituted by Chief McAlpin and lasted during several weeks. Several good men, who had previous training on fire departments in cities over the country attended and the best men were picked for the positions. At the present time there are 34 men on duty with the stations in the field, and the department is always ready to place any more on duty providing they can show the ability to stick.

In discussing the history of the fire department, all the men who have been on the force for a number of months and have seen it grow bigger and stronger are of the unanimous opinion that to Chief McAlpin must credit be given for the excellent work that has been accomplished. He has worked with untiring energy and faithfulness for the department as today it is regarded as one of the best equipped departments in any army camp in the United States.

Many improvements have been made within the past four or five months the most important being a hose tower at Station No. 1 on which 3,000 feet of hose can be washed and dried. In addition to this, nine small hose houses have been built over the field and each has been equipped with a cart and several hundred feet of hose which can be used in case of an emergency.

The entire Training Brigade has been divided into five parts to enable the work to be handled easier. The first district being the Second Wing of the Concentration Brigade, second district embracing the territory from the Hostess House to the Cooks and Bakers School, third district taking in the field from the Hostess House on the Frio City Road to the Barracks No. 67, fourth district the territory along the Quartermaster Road including the Post Corral and the fifth district the Lower Field, known as the Trades Division.

The alarm system is perfect, it being so arranged that an alarm being turned into the stations rings two gongs and lights up the station in an instant. By the aid of the Globe Quick Hitch suits all the men can bunk out and clear the door in 15 seconds any time an alarm sounds at night.

Since April 1, 1918, the department has answered 30 alarms, but most of them have been of a minor nature. The biggest fire that the department has fought was the one in Kelly Town September 10, 1918,

when several stores, their contents and other material were destroyed. The fire department from San Antonio also answered the alarm and aided in combating the flames, however, the Kelly Field department did most of the work.

The largest single fire that the men have fought was one that was turned in late in the afternoon of August 10, 1918, when a section of Hangar No. 7, used by the Air Service Mechanics School, was reported in flames. Two water lines were run on the fire for 40 minutes, and it was only 20 minutes after the department arrived that the fire was brought under control. The field has the record of having the least number of fires and the lowest fire loss of any camp or field in the nation.

A number of officers have controlled the destinies of the department from time to time, the first being Lieutenant Colonel Goodrich. He was followed by Lieutenant Colonel Brandt, From Colonel Brandt's time up to Major S. S. Hanks a number of officers were in charge of the work. Major Hanks was relieved from field fire marshal but a short time ago, due to other duties and Capt. John C. Tureck, Provost Marshal for the field was named in his stead. Lieut. J. C. Joyce was assistant fire marshal and handled a good part of the work from the time it was organized up until a few months ago when he was relieved and Lieut. Jason Jensen was assigned assistant fire marshal.

The men now connected with the stations in the field are: Chief George R. McAlpin, Assistant Chief C. F. Bachelder, Supply Sergeant William Anger, Clerk Ralph F. Frizell, Clerk Grady W. Hodges, D. W. Dickman driver for Assistant Fire Marshal, Fred Pratt engineer, Roscoe Cutler pipeman, John Gray pipeman, Chas. J. Wieland plugman, Otto Reese hoseman, Roy Neugebauer hoseman, Earnest Skiles hoseman, Emil Slecta hoseman, William Hart driver, Roy Walker driver, Roy Shroyer chemical man, Lawrence Kneisl chemical man, Station No. 2 L. D. Blanton assistant chief, H. J. Geiss driver, E. A. Lopez second driver, E. A. Hayman pipeman, W. M. McKee hoseman, A. L. Peterson hoseman, W. F. Pineyard hoseman, J. F. Farmer plugman, G. Welin driver, J. J. Mohr second driver, H. Kehoe chemical man and J. Lackner chemical man. Station No. 3 Theo Kahn in charge of station, P. J. Fitzpatrick driver, H. P. Nicoll second driver, H. Buckenhorst chemical man, Grant O'Connor chemical man, M. L. Folan chemical man and W. J. Robertson chemical man.

## War Losses Rise To 14,000,000

Austria Estimates 4,000,000; Other Nations To Hear From

London—Austria-Hungary lost 4,000,000 killed and wounded during the war, according to an Exchange Telegraph dispatch from Copenhagen.

Eight hundred thousand men were killed, including 17,000 officers.

This, according to Chicago Tribune statistics, makes a total of about 14,000,000 men lost in the war, but does not include heavy losses by Russia, France, and Italy and also by Serbia, Greece, Bulgaria and Turkey.

Other Nations Have Heavy Losses.

The German losses were placed at 6,330,000 by the Socialist Vorwaerts of Berlin on Nov. 20. The newspaper's estimate, which was unofficial, said that up to Oct. 31, 1,580,000 German soldiers had been killed and the fate of 260,000 was not known. Four million soldiers were wounded and 490,000 were prisoners.

The British losses in all theaters of activity, including killed, wounded, and missing, were officially placed at 3,049,991 on Nov. 19. Of the total 658,665 were killed, including 37,000 officers. An official announcement from London Wednesday said that 1,000,000 men had been killed or were dead through various causes, it being explained that the earlier total of killed did not include the men reported missing who actually lost their lives, nor those who died from sickness.

United States Loses 236,000.

American casualties have been officially announced as totaling 236,117. Of this number, 36,154 were killed and died from wounds. Slightly more than 17,000 deaths were from disease or causes not classified.

Casualties in the British Indian army during the war, according to figures given out here today, totaled 101,439, of which number 33,051 were killed, died of wounds or are missing. The wounded totaled 59,296, and 9,092 were taken prisoner. The majority of the casualties were suffered in Mesopotamia.

## Red Cross To Gain By Objectors' Work

Money in excess of regular army pay, earned by conscientious objectors furloughed to farms during the period of the war will be turned over to the American Red Cross, according to a circular from the War Department.

When the draft first became operative a number of men were drawn into the Army organization whose religion caused them to have conscientious scruples against bearing arms. These men were at first placed on the personnel of the sanitary corps. However, they contended that in this capacity they were still actively engaged in military work. It was then that provi-



## "TOP" HANDS OUT A TIP ON SHOES

He says—"Always have an extra pair handy—'cause shoes get tired and need a chance to rest and dry." When you shop for shoes get

## Rosenwasser's U. S. ARMY SHOE

Made of dependable materials over a Munson Style Last, by men who know how to make good shoes—they give good service when worn every other day to give the Q. M.'s issue a day off.

### Two Styles

No. 1—A lightweight, well made marching shoe with waterproof outsole.

No. 2—A heavy marching shoe made waterproof by an extra sole between the insole and the waterproof outsole.

If you can't buy them near camp, write to Dept No. 140

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### Announcement!

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PICK NOW While the Picking's GOOD

117 W. Houston St.  
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Military Tailors

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## Germany Plans Airship to Attempt Flight to America

To Build Zeppelins of Large Size for Travel Between European Cities

With her navy practically destroyed by the surrender of the best of her ships and with her commerce shipping disrupted by the prolonged war, Germany plans to excel in another element—the air.

Through the production of air-planes and Zeppelins of huge size she expects to be able to link all cities of Europe with Berlin and is even planning a trans-Atlantic machine, states a dispatch from a foreign correspondent.

The correspondent says he learned this when being shown over an aircraft factory at Staaken, a suburb of Berlin, by Managing Director Raasch, a former naval officer.

The machine, says the correspondent, has a wing spread of 198 feet and engines of 3,000 horsepower.

Almost immediately after the armistice was signed, the Staaken plant began converting the fighting planes on hand to commercial machines intended to link all the European capitals with Berlin, and dozens of planes built entirely of aluminum are being transformed for postal service.

To Carry 100 Passengers.

The correspondent says the Zeppelin factory at Friedrichshafen is building an airship for a trans-Atlantic voyage capable of carrying 100 passengers. It has nine engines and eight propellers.

Its first flight will be in July, next, if the international situation clears up by that time. The trip is expected to be made in forty hours.

The correspondent was told of the remarkable flight of a Zeppelin in November, 1917. The airship started from Bulgaria for East Africa with twenty-two tons of munitions and medicines and a crew of twenty-two. It had arrived over Khartoum in the Sudan, the correspondent's informant declared, when it was ordered by wireless to return because it was learned that the bulk of the forces of General von Lettow Vorbeck, the German commander in East Africa, had surrendered.

## Air Mail Service Is Established West Of New York City

Postmaster General Burleson has issued an official order directing the inauguration of the air mail service between New York, Cleveland and Chicago. The planes to fly the route were distributed to the various stations and trial trips were made over the entire route to acquaint the aviators with the landmarks of their new territory. The plane left the landing field at Elizabeth, N. J., at 6 o'clock in the morning, the mail being dispatched from New York City postoffice at 4 o'clock. The start from Chicago will also be made at 6 o'clock in the morning.

On a 10-hour schedule the mail should arrive at New York at 4 p. m. and on a 9-hour schedule at 3 p. m. It should arrive at Chicago at 3 p. m. on a 10-hour schedule, and at 2 p. m. on a 9-hour schedule. In order to maintain a 10-hour schedule the actual flying time must be at the rate of 75 miles an hour. With the actual flying time of the planes at the rate of 80 miles an hour a schedule of 9 hours can be maintained. With the 135 miles per hour DeHaviland and 135 miles per hour Curtis R-4 machines it is expected to be able to maintain a 9-hour schedule except in days of severe head winds.

Arrangements have been made to dispatch mail on train 140 leaving Washington at 9:25 p. m., which will include dispatches from Washington, D. C., Baltimore, Md., Philadelphia, Pa., Wilmington, Del., and Trenton, N. J., due at Elizabeth, N. J., postoffice, will be taken to the field for dispatch by airplane schedule at 6 a. m.

Mail from Newark, Jersey City, Brooklyn and New York City will arrive at the aviation field at Elizabeth by 5 o'clock in the morning.

Mail from St. Paul, Minneapolis, Milwaukee and points nearby Chicago should be dispatched so as to reach Chicago about 2 a. m. for eastern air mail dispatch at 6 a. m.

Letters by airplane may be registered. The rate of postage is 6 cents an ounce, with either the distinctive airplane stamp or an ordinary 6-cent stamp marked "By Aeroplane."

## Kelly Flyers Map Out Aerial Mail Route to El Paso

Route As Recommended by Loggers To Include San Angelo, Fort Stockton and Sierra Blanca

The preliminary work of mapping out the best aerial route between San Antonio and El Paso in the interest of the new Aerial Mail Service, and locating the sites for the various landing fields en route has been completed by Kelly Field flyers.

While some difficulty was experienced on account of the inclement weather and mechanical trouble of various kinds by First Lieut. E. W. Raley and Second Lieut. Travis Bailey, the pilots selected for the work, the trip on the whole was an entire success, comparing favorably with anything of the kind heretofore accomplished by the experts of other flying fields.

The journey of 1,088 miles was covered in 22 hours and 30 minutes by Lieutenant Raley and his companion sailed the course in 50 minutes additional time. The loggers recommended that the permanent route be laid out via San Angelo, Fort Stockton and Sierra Blanca and that suitable landing fields be established at each of these points, the towns designated being approximately 200 miles apart.

Both men left here in the morning. Ship No. 167 carrying Sgt. 1st Class Kenneth R. McPhail as trouble shooter and passenger ship No. 2448, with M. S. E. Emmett Wood in the same capacity.

"Non-Coms." Take Stick.

Several times on the long stretches of desert trail the non-commissioned officers took "the stick" from their commanders, piloting the ships in veteran style.

Adhesive tape played a prominent part in the success of the trip, proving invaluable in mending minor injuries to the wing surfaces, caused by the forced landings in the mesquite because of motor or other minor faults of the machines.

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Packages Checked Free of Charge

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## Demobilization Decidedly Improves Morale of Troops

**Slump in Morale Resulting  
from Signing of Armistice  
Disappears With Approach  
of Demobilization**

"The morale of the troops stationed on this field has taken a decided turn for the better since some definite announcement regarding the probable date and manner of demobilization has been announced," stated Capt. C. P. Chaffin, morale officer.

"The morale of the men and officers, alike, so far as we were able to note immediately after the close of the holidays had taken something of a slump and with nothing definite regarding separation from the service to offer them as a solace threatened to reach the freezing point; but now things have taken a decided upward shoot and the morale thermometer is registering summer temperature."

Thus briefly, Captain Chaffin summarized the situation regarding the spirit, interest, enthusiasm and the many other finer shades of temperament which combine to make up what the Army groups together roughly as morale.

The very recent establishment of the position of morale officer made the situation a difficult one to handle as the morale officer was not prepared to take care of a great slump in this most vital factor of the fighting man's training. Despite handicaps, however, the spirits of the men, who of necessity or through choice, were unable to go home for the Christmas holidays were kept up through the efforts of this officer. Many Kelly Field men availed themselves of the invitations to spend the day in town with private families. These invitations in many cases were secured through the morale officer.

The men of the Second Wing, Concentration Brigade, who have no company fund such as the organized squadrons can fall back upon to provide themselves with little luxuries and good times, were given especial attention by the morale officer. Each man received a small gift and the meals served during the holidays were improved by the addition of a number of delicacies, not on the regular bill of fare.

The morale officer has some strikingly new plans to build up the morale of the men remaining on the field during the next few weeks. At present they still await the official okay of the post authorities, but Captain Chaffin expects to have that shortly.

## Post Exchange Stock Rapidly Being Reduced

The stocks of the Kelly Field Post Exchange are being turned into cash by both wholesale and retail deals, with the object of paying all possible dividends to the men before they leave camp.

These stocks now stand around \$60,000, having been cut in half since the signing of the armistice. Plans are for the stock to be reduced again by one half, so as to take care of 3,000 enlisted men who will remain here. To do this a large quantity of goods has been disposed of to manufacturers and dealers for cash, and prices in camp have been cut to the minimum. In December the average profit made was only 2½ per cent.

The Main Post Exchange and Exchange No. 11 in the Concentration Brigade are scheduled to close; the Exchange serving the Air Service Mechanics' School may also close shortly through its fate is yet undecided. The Exchange opposite Post Headquarters will remain to serve Kelly Field No. 1, and the two exchanges in Kelly Field No. 2 will continue.

## Say Boys

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WITH A SQUARE DEAL VISIT THE

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MAKERS

Crockett 7787

## Maj. Van Nostrand



Former adjutant of Kelly Field, who visited this camp last week, Major Van Nostrand was one of the pioneer executives of Kelly Field, and left last May to take command of the Balloon School at Omaha, Nebraska.

## New Office Hours Post Headquarters

A new schedule of office hours was the subject of the first General Order of 1919, issued at this post by Lieut. Col. Joseph E. Carberry.

According to this order all offices must be open by nine o'clock in the morning and all department officers and enlisted men must be at their desks by that hour. Enlisted men should be at work an hour before this, however. Offices will close at 11:30 for lunch and remain closed until 1:30. They will close at 4:30 for the day.

On Saturday and Sunday offices will be closed all afternoon and transact business only between the hours of 8:30 and 11:30.

## Offer Inducement For Instructors

**Propose Petty Officerships for  
Air Service  
Tutors**

Petty officerships for instructors of the Air Service Mechanics' School, with pay from \$75 to \$150 a month, allowances, and all the distinct privileges of a warrant officer, have been proposed and are being considered by the Director of Military Aeronautics at Washington.

The proposal emanates from the instructors themselves; the privilege of stating what they consider fair terms might attract instructors to the Air Service in time of peace was conferred upon them by Washington through the Commanding Officer of the School. Very frank discussions between the technical officers and the men followed.

The attitude of the instructors is this. As instructors they consider that a man must be well educated, well trained and a specialist; as an Aerial Flyer or Enlisted Aviator he must perform duties more hazardous than the average man of the Air Service; that as an Aviation Mechanician he must be well trained and a specialist; and that in civil life such qualifications and responsibilities would yield greater return than the existing non-commissioned ranks of the Air Service.

The petty officering, as proposed, would follow mainly the lines of the rank of Chief Petty Officer in the Navy. He is really a sub-commissioned officer, is entitled to the salute from the enlisted man, is addressed as "Mr.", eats in a separate mess, and is generally relieved of formations and drill.

## LONE STAR FISH AND OYSTER CO.

PHONE CROCKETT 650

218 DOLOROSA ST.

We operate fishing boats in  
Texas Waters

Fish caught and shipped Daily  
into San Antonio

Mess Sergeants—NOTE THIS

## PASS IN REVIEW

Major J. M. Hite, post adjutant, will return to Kelly Field this week after leave of absence spent in California.

First Lieut. P. B. Jackson, assistant adjutant, has been acting as adjutant in the absence of Major White.

## DESIGNS NEW STAMP.

The Postoffice Department has issued a new six-cent stamp for use in connection with the Aerial Mail Service, under the rates which went into effect on December 15. Airplane mail routes are now in operation between Washington and New York and Chicago and New York and routes in Texas will soon be established.

## MAVERICK CAFE

We Serve the Best the  
Market Affords

MODERN AND UP-TO-DATE

332 E. HOUSTON ST.

San Antonio

Texas

## Joseph's Pharmacy

Everything in Drugs and Soda  
Make Our Store Your Store  
Postal Sub Station

622 Congress Ave. Austin, Tex.

## GRAHAM'S DRUG STORE

900 CONGRESS AVENUE

Austin : : : Texas  
"Where You Are Always Welcome"

Jobbers of

HEAVY HARDWARE, MILL  
SUPPLIES AND MACHINERY

AUTOMOBILE ACCESSORIES

## The Walter Tips Company

AUSTIN, TEXAS.

## Nick Linz

CLEANERS  
Shoes Shined Austin, Texas

## Looke's Restaurant

For Soldiers

QUICK SERVICE  
POPULAR PRICES

113 W. 6th St. Austin, Tex.

MAKE OUR STORE  
YOUR MEETING PLACE

## Van Smith Drug Co.

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

## Kuppenheimers Uniforms

Stetson Hats

Military Furnishings

## Hershfeld & Anderson

619 CONGRESS AVENUE  
AUSTIN, TEXAS

"WELCOME"

## Griffith Drug Co.

Where Quality Counts  
Scarborough Building  
Austin, Texas

At the Service of Our Soldiers

## The State National Bank

OF AUSTIN

No. 2617

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## Morley Drug Co.

WHOLESALE AND RETAIL

AUSTIN, TEXAS

CONSIDERATE CONSERVATISM IN BANKING IS TO CARE  
FOR MANY INTERESTS WHILE CAPITALIZING NONE.

## The American National Bank in Austin, Texas

Capital and Surplus.....\$1,000,000.00  
Resources ..... 8,500,000.00

MAKE OUR BANK YOUR BANK.

George W. Littlefield, President  
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## THE DRISKILL

AMERICAN PLAN

ALL OUTSIDE SINGLE OR EN SUITE

Artesian Water Throughout the Hotel  
Electric Lights, Steam Heat and all Modern Conveniences

AUSTIN, TEXAS

UNITED STATES DEPOSITORY

## The Austin National Bank

of Austin, Texas

RESOURCES OVER \$6,000,000

No Account Too Small

We Want Your Business

## Austin's Greatest Military Store

FOR MEN IN ALL BRANCHES OF THE SERVICE  
A STORE THAT FEATURE QUALITY AND SERVICE

## E. M. Scarbrough & Sons

AUSTIN, TEXAS



**discharged?**

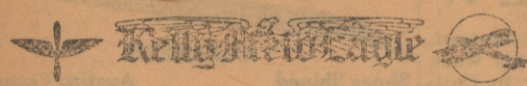
if so, you will, no doubt, need a bag  
or suit case?

You may want to take advantage of  
the opportunity to save on a real good  
one—or you may want just an in-  
expensive one to get your things home.

Both kinds—and for less

At the  
**Post Exchange**





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

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

THURSDAY, JANUARY 9, 1919

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Sgt. 1st Class Jake F. Thomas Pvt. William E. Jones

##### CIRCULATION

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#### FOREIGN BUSINESS OFFICES.

Richard W. Cooke, Inc., Eastern office 154 Nassau Street, New York City; Western office, A. R. Keator, 1411 Hartford Bldg., Chicago, Ill.

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

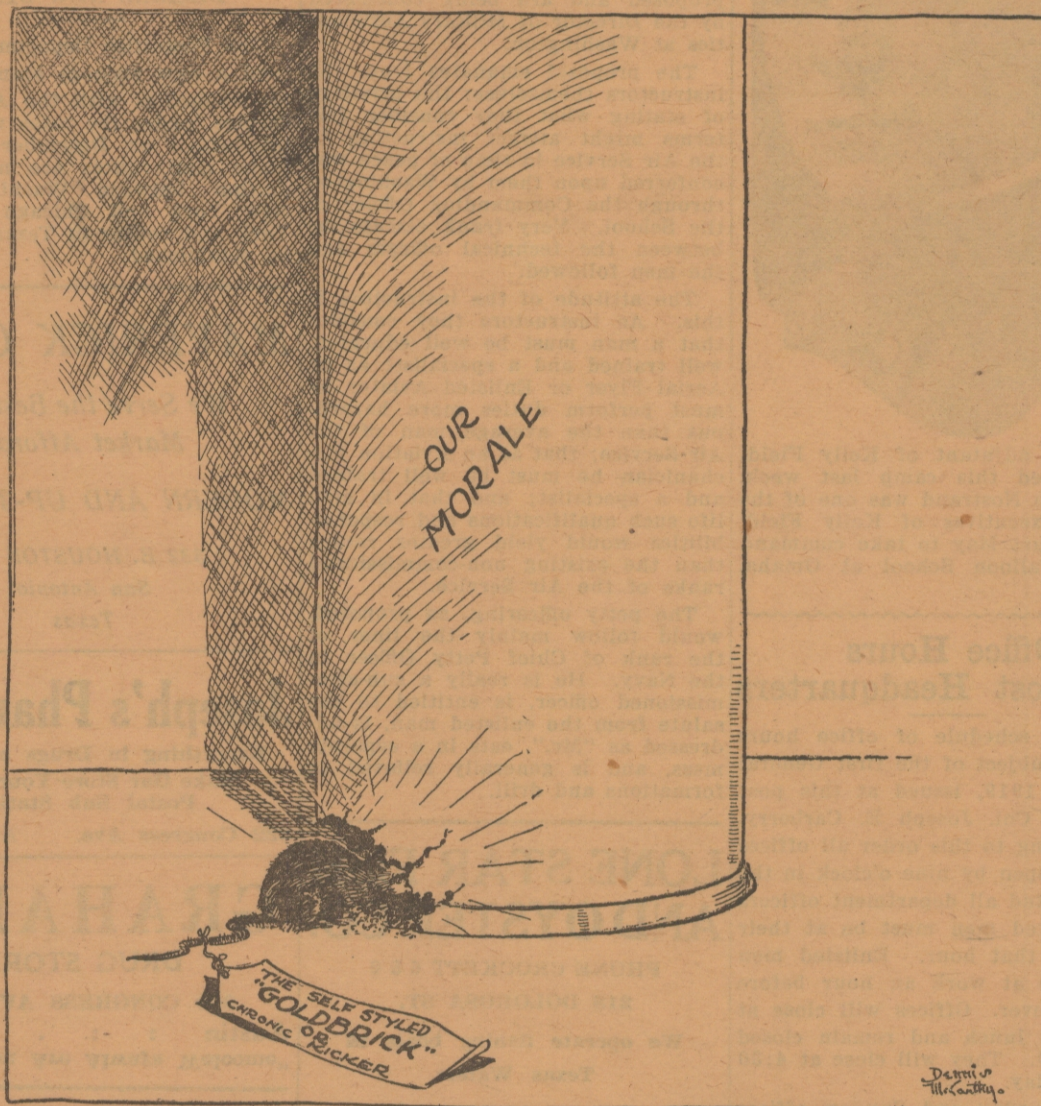


The Kelly Field Eagle is the outcome of a firm conviction on the part of those who are responsible for it, that the soldiers to whom it goes should be kept informed of the news events which are vital to their welfare.

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

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

## The Gnawing Goldbricker Mistakes Morale for Cheese



## Demoralization Versus Demobilization And a Word to the "Gold Brickers"

DEMORALIZATION IS NOT the hand-maiden of Demobilization and it is not out of place to call this to the attention of certain individuals whose mouths are frothing with the thirst for a discharge. The Psychological and Neurological aberrations of the human mind are wonderful to behold especially at a time when that piece of machinery is being revolutionized every fifteen minutes by vague and oftentimes contradictory rumors. An impressionistic artist reproducing on canvass the highspots of such a mental condition would undoubtedly find his brush dipping more often into the yellow than into any other color.

A man's stamina is one of his greatest assets in times of just such a nature as now confront most of us. And those of us who are beginning to experience that crawling feeling along the base of our spine would do well and profitably to spend a few hours in sane cogitation. There is no gainsaying that sacrifices on this side of the water have been great and that probably ninety per cent of the men who spent the war in this country would rather have done so on the actual firing line, but we who have never received our baptism of fire should not attempt to compare our baptism of beans with the experiences of our other brothers who actually faced the shell and heard its thunder.

If getting out of the army were as easy as getting into it we might all soon expect to return to our pacific tasks and to take up the burdens of Peace, but inasmuch as it is a tremendous undertaking to sift all of us properly and beneficially back into civilian life, we should not be lacking in patience nor in the good fellowship which should expedite rather than hinder this movement. If we lose our morale—a word which though much abused—is nevertheless a very potent factor in our lives, we lose the right to claim for ourselves that brave spirit of sacrifice which made possible so rapid an ending of the war.

Just because an Armistice has been signed and Peace is in prospect in the very near future we should not forget the fact that we are still soldiers, and being such, still must subordinate ourselves to all the demands for soldierly conduct and discipline. Any man who wears the uniform cannot expect to revert to his own desires as to how he should live or under what conditions and it is a sorry example if any man set himself up and above such demands and regulations. Men who are becoming lax in their habits and who have joined the self-termed "Gold-brickers" union, an insidious organization with an open membership, akin in many respects to Bolshevism, would do well to remember that they are still in the army and that Military Courts Martial are still holding sessions, while at Kelly Field there has just been established a new \$25,000 guardhouse with ample accommodations for those who fall by the wayside.



## SNAPSHOTS BY SNAPSHOT BILL

Office of  
Snapshot Bill  
Kelly Field Eagle Jan. 9, 1919

FROM: Snapshot Bill.

TO: Various Gentlemen.

SUBJECT: Jobs for Soldiers.

Dear Civilians: It has grieved us painfully to have learned from many sources of a reliable nature that hundreds of our boys upon returning to civilian life from their long term of patriotic service in this country and overseas, have discovered to their sorrow, and to your undying shame, that those jobs they had hoped to get back were not there. Or if, perchance they were there, the emoluments carried with them were far below those which they had enjoyed before entering the service.

It is an injustice of the rankest type that such a condition of affairs exists and those employers who are so utterly without decency or respect for earnest sacrifices that they now attempt to "pass the buck" to the men who offered their lives for their country's safety, should be heralded from one end of the country to another as not being exponents of the Square Deal.

While we were in the service there were many tears shed and much sympathy extended towards the "poor soldier," but now on his return to his peaceful tasks he wakes up to the fact that all this worry at home was cloaked in hypocrisy.

We do not say that all those who stayed at home and never wore anything but a Liberty Bond or a Red Cross button should be kicked out of the jobs they slid into when the more sturdy members of American society went to war, but we do say that these fillers in should be sifted back whence they came, just as our boys are being sifted back from the service into civilian life.

It will be a very sorry commentary if in after years we who have served our country are made to feel that our sacrifices were made in vain to a lot of persons who took advantage of our absence, to fill the jobs we once held faithfully and well.

In many instances the returned soldier finds his former job waiting, true, but the salary far below that which he had formerly received. He has been undersold by his less competent brother.

Let us try to readjust this gross infraction of the Square Deal. Our boys have won an undying position in this nation's history and they should be rewarded.

Snappily yours,  
SNAPSHOT BILL.