PASSED BY CENSOR

Vol. I, No. 50

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Price 25 Centimes

GYMNASIUM IS NOW ASSURED FOR THIS POST

The Plane News Plan Receives Hearty Endorsement From Staff and Flying Officers

CINDER PATH PLANNED

Building Has Been Designated, While Equipment Will Be Obtained at Once---'Y' Helps

A gymnasium for conditioning Flying Officers at the 3rd A. I. C. is now assured.

The plan suggested in the last issue MANY AMERICAN AVIATORS of PLANE NEWS has met with hearty response from flying Officers, Staff Officers, the Y. M. C. A. and the Red Cross.

During the week, subscriptions from Fying Officers assumed such size that the purchase of necessary equipment will be made possible. In addition, the Y. M. C. A. has promised the donation of a large amount of necessary apparatus. It is expected also, that the Red. Cross will co-operate, and it too will assist in providing equipment.

Lieutenant Colonel Bingham, Commanding Officer of the Post, officials of the Medical Research Board, whose especial duty it is to study the physical condition of pilots, Staff Officers, the Flying Officers themselves, and others interested, have heartily endorsed the PLANE NEWS plan. A building for the gym, large and airy, with excellent lighting facilities, has been set aside by the Commanding Officer. It is conveniently located upon the main field, and is within easy walking distance from the barracks used by Flying Officers. Laborers were at work during the week putting the structure in shape for future use as a gym. In addition to an indoor gymnasium being assured, Lieut.-Col. Bingham has approved the construction of a quarter mile cinder path, where track athletics of all kinds can be employed throughout practically the entire winter. The track adjoins the gym. Steps will be taken within a few days to purchase the necessary equipment and arrange for its immediate shipment to Issoudun, with the idea of making the gymnasium an actuality as soon as is possible.

Vree Ball, Newest Indoor

Dr. Naismith, one of the committee | Since the above citations were an-Fight," is noted as the originator of Corps. basketball. This fasinating game imthe time of its inception when it was flying with French escadrilles. truly "basketball" since ordinary peach baskets were used as goals.

Dr. Naismith is enthusiastic over the prospects of the new game for which Lieut-Col. Bingham has coined the

name of "Vree Ball."

any other smooth surface, either indoors or outdoors. The size of the court, four feet by seven feet, will percan play at the same time.
Saturday night at both Y. M. C. A.

huts there will be demonstrations of Vree Ball. The exhibitions will be put on at seven o'clock between players who in trial games have shown profiiciency at this latest sport creation.

WORTHY OF COMMENDATION

The following officers, undergoing flying training, did excellent work during the past week and were considered by their Field Commanding Officers as worthy of Commendation:

Lieutenants Harold, F. Andrews, Guy K. Rudd, Thos. D. Johnston, Jr., J. F. Randall, R. W. Redin, N. F. Andrews, Richard Rollins, W. G. Lycan, T. D. Carnahan and N. L. Kindred.

The above applies also to the tollowing enlisted men undergoing training:

Sergeants L. E. Arnold and W. N. Parkhurst.

Languagement

Third A. I. C. Graduates Scorn Danger at Front and Win High Military Medals

sner and "Doug" Campbell, distinguish- out the United States, Canada, England ed graduates of the Third A. I. C. are now the proud possessors of the Distinguished Service Cross. Furthermore at the Front. they each have one or more bronz oak leaves on their ribbons. Their citations were announced during the week.

These American "Aces" are not alone, the war. however, in their rewards as the Commander-in-Chief has seen fit to bestow the Nation's highest military honor on more than a score of aviators who learned the real art of aerial warfare at this school.

The compliment paid these aviators and the frequency with which the American Air Service is now heing mentioned in the official American Communiques has caused general satisfaction in Air Service circles. A few days ago out of a six line American Communique four and one half lines were devoted to the Air Service, and each sentence was a cold statement of bald facts. Officers returning from the front speak in the highest terms of the performances of the American Air Service. It is making good on all early-in-the-war press-agent stuff.

Other American aviators who have been awarded the D. S. C. include:

Major William Thaw, First Lieutenants Frank A Llewellyn, Joseph O. Raible, Jr., Arthur H, Alexander, Donald B. Warner, Edward W. Rucker, William P. Erwin and A. F. Bonnalie. Second lieutenants Ralph A. O'Neill, Roland H. Neet, Thomas J. Abernathy, Alan F. Winslow, Sport, a Local Invention Kenneth S. Clapp, John McArthur, R. E. DeCastro, Arthur H. Dogan and Byrne E. Baucom.

governing athletics for the Y. M. C. A. in nounced the British Government has France, and Director of Athletics at the awarded the British Distinguished Ser-University of Kansas, has again invented | vice Cross to Lieutenants G. A. Vaughan, an indoor game which should achieve T. J. Herbert, M. L. Campbell, L. A. great popularity. Dr. Naismith, who Hamilton, and J. A. Keatting of the was recently here lecturing in connec- American Air Service, all of whom have tion with the big Griffith's film, "Fit to been brigaded with the Royal Flying

The French government has honored mediately sprang into popular favor and scores of Issoudun graduates with the gained a popularity undreamed of at Croix de Guerre for feats of valor while

RISK INSURANCE RATE NOW

Good news came this week to officers The game can be played on a floor or and men who because of recent or pending birthdays were uncertain as to when they would begin paying an increased rate for their war risk insurance. mit of the game being played in a small | The present rates will not change until room. A rubber hand ball or tennis July, 1919, according to the following ball is used. The ball is batted with telegram received by Capt. C. A. LaSalle, the open hand and four or six persons Disbursing Quartermaster, from the Quartermaster General:

> do not increase to rates for higher age twice weekly, weather permitting, and that clothing be until July, 1919. Advise all concerned."

Make PLANE NEWS a Xmas gift home-5 francs, six months.

AMERICANS ARE NATURAL-BORN AIR FIGHTERS

Their Enthusiasm Grows After Every Victory, Says Veteran From the Front

STEADY WORK URGED

Confidence--- Keynote of Success---Result of Thorough, Application to Training

"The American pilot, from my experience both at the front on active service. and in training, is a natural-born flyer. His love for the sport and the individual part he is playing brings increased enthusiasm with each victory."

This is the opinion of Major G. H. Bonnell. He speaks from three years experience gained from his connection with the American Air Service since America declared war and immediately prior as a Squadron Commander with in '14. "Eddie" Rickenbacker, "Jimmy" Meis- the R. F. C., in training centers throughand France as a flying officer, Flight Commander and Squadron Commander

> Being a New Yorker, Major Bonnell transferred to the American Air Service shortly after his country's entrance into

> Every Airnat is urged by Major Bonnell to fit himself to fill a place of more responsibility. With the Air Service and group commanders, etc., will be needed, declares Major Bonnell.

The Flyer's Duties

officers in allowing themselves to be- post memorandum. come careless and think that their duty | Otherwise Major Lanphier has plenty ends with flying. "Other important of time to take his daily flying. duties of the pilot are keeping a military appearance, properly saluting, to this he puts pep and energy into work, observing military customs and gest game of all times. constantly taking every opportunity whether in training or at the Front to LEUTENANTS WHO MADE GOOD practice and improve on any points in which he has not the greatest confidence in his ability," he continues.

"Too much stress cannot be laid on the necessity of having complete confidence. Officers must have the confidence of those under their command. chine is at a disadvantage from every standpoint.

Air Warfare Hints

(CONTINUED ON PAGE 3)

WATCH YOUR STEP TO PRE-VENT FLU; POST ORDER

To prevent a spread of influenza, strict orders have been issued by Lt.-Col. Bingham relative to sanitary condition of barracks. Ventilation, clean- | within the next two weeks. liness and care of person are main conditions necessary to preserve full vigor. The order follows:

"I. In order that we may do our full duty in keeping the Hun on the run, it is necessary that each officer and man make the greatest possible effort to keep himself fit

and in good condition. "2. In order to lessen the danger of infection from the prevailing influenza, and to prevent, as far as possible the reduction of efficiency at this Post, the following rules will be strictly observed:

"Alternate windows in barracks will be kept open from 9 a. m. until 5 p. m. daily, weather permitting. "At least tour windows or ventilators shall be kept open

in each barracks day and night, except in case of violent

in each barracks will be made responsible for the ventistoves be banked at night, and that at all times a can of

chief or piece of cloth before the mouth. gatherings and from the Y. M. C. A. huts in order to pre- | the run."

WHO'S WHO AT THE THIRD A. I. C.



MAJOR THOMAS G. J. NPHIER

He played on the West Point eleven for four years and won the 220 yard dash in two Army meets-not so many years ago for Major Lapphier is only 28 years of age and finished at the Point

But neither football nor swimming is his favorite sport. It is flying-"The greatest sport I ever knew."

Major Lanphier reported to us direct from Chateau-Thierry, where as Captain of a Machine Gun Co. he helped stop the Huns in their last drive on Paris.

and Executive Officer of the Third Avi ation Instruction Center. Therefore, recent record-breaking training performances are interesting.

this Post is charged with carrying out the wishes of the Post Commander in all matters, and is the personal repre-In this connection he points out a sentative of the Post Commander whenneglect of duty on the part of the flying | ever the latter is not present," says a

His motto is: "Beat the Huns," and

Bleistein, Ferguson, Simons and Davis Are Included in List of Those Rewarded

More than a dozen first lieutenants confidence. A pilot without a thorough Instruction Center on the map as the field. knowledge of his gun, sights and ma- greatest flying center in the world were rewarded for their work a few days had meanwhile tumbled his observer ago when G. H. Q. received a letter out of the machine and gone away. from the War Department announcing The American lieutenant was still trythat they had been promoted to cap-"It is the absolute perfection to the taincies with rank from August 1_ No point where flying becomes mechanical promotions in the Air Service A. E. F. caused as much general satisfaction as did these and other junior officers, on the same list, whose efforts elsewhere were of the same high caliber.

> chevron men while the remainder will the scene and took him captive. be entitled to their second service stripe

Officers now at the Third A. I. C. who have received their captaincies include: Harry C. Ferguson, Officer in Charge of Flying, George Bleistein, Jr., Air Service Disbursing Officer, Richard S. Davis, Commanding Officer of Field Seven, and Henry H. Simons, Commanding Officer of Field Three, Lieutenants formerly stationed here who were made captains Close, Charles S. Lyons, Carroll D. Weatherly, E. R. Steigel and James W. Osgood.

vent the spreading of infection.

"The use of common drinking cups is forbidden.

"Organization Commanders will take particular pains to instruct the members of their command as to the "The non-commissioned officer in charge of each room | method of transmission of influenza, of the highly infectyous character of the disease, the liability of infection by lation and cleanliness of his part of the building, and that proximity to others, and the necessity of maintaining high degree of health on this particular Post. The men water be kept thereon, and that the floor be dampened will be instructed to report immediately when they begin "War risk insurance premium rates before sweeping, and that bedding be aired and sunned to feel sick, and to do everything possible to aid their officers in preventing the spread of disease, in order that brushed, shoes cleaned and blankets shaken out of doors. we may continue to supply the Air Service at the front "All persons sneezing or coughing must hold a handker | with a steadily increasing number of "the best pilots that have ever been turned out". Health means effi-"Persons who cough are to be excluded from indoor ciency, efficiency at this Post means keeping the Hun on

AIRNAT FIRST AMEX OFFICER TO ESCAPE HUNS

Lieutenant George W. Puryear Succeeds on Second Break For Freedom

SWIMS RIVER RHINE

Issoudun Graduate Taken Prisoner While on Patrol Over Chateau-Thierry

A former student at the Third A. I. C. has the distinction of being the first American officer to escape from a German Prison Camp. He is First Lieutenant George W. Puryear, who has just returned to France, after succeeding, upon his second attempt, to escape from the Hun. Lieut. Puryear is visiting the various instruction centers relating his experiences.

His first break for liberty was made with a French pilot, but the two of them, were caught after three days of freedom and returned to the prison camp where the Lieutenant was placed in solitary confinement. Upon the expiration of this sentence, he "soloed" out of Germany, swimming the Rhine into Switzerland, and from there his He is Officer in Charge of Training sailing was comparatively easy, because the Red Cross and kindly Swiss people were eager to give him a helping hand.

> Lieut. Puryear, whose home is at Memphis, came overseas last November as an R. M. A. Cadet, and received his commission in January. He was taken prisoner, July 26, while on patrol over Chateau-Tierry, just eight days after his initial flight over the front.

He had started out with four other chasse pilots, two of whom turned back on account of the heavy misty weather. The other three soon engaged a German bi-plane machine which had ventured out alone under cover of the fog acquainting himself with army paper everybody he meets, for this is the big- and the combat gradually carried the group over the lines above German territory. Lieut. Puryear shot the observer in the Boche plane, whose pilot thereupon rapidly descended, having no protection on his tail. Lieut. Puryear then followed him down and finally landed nearby, believing himself in French territory. He would still have saved himself from a strange predicament had he not nosed his machine into A pilot cannot obtain success without who helped to put the Third Aviation a ditch while taxeing about the strange

> The German pilot, not observing him, ing to determine where he was, hearing machine gun fire some rods to the rear, when an unarmed German came up, accosted him in French, saluted and told him where he was. Within a few moments a party of Germans, evidently Most of the new captains are two gold | notified by a hostile balloon, arrived on

From that point his experiences were largely a series of transfers and forced marches on the insufficient sustenance furnished him by the German Army. Although he had had only a cup of coffee before going into the air at 5 a. m., he had no appetite for the soggy. are Richard V. Waller, Francis E. Walton, Harry B. | bacon-like bread which the German officers offered him, until 6 p. m. when a German in the guardhouse gave him some of his barley and horsemeat soup 'which was good", he commented.

"I went through intelligence offices at four different places on my way to a permanent camp" he related this week, "and in each case I passed through several offices, but they only asked me one question that seemed to involve any important knowledge. That I refused to answer, and they didn't force me- Of course I slept in a horse-stall in some

(CONTINUED ON PAGE 4)

Canada in the territory on taking

Plane Hews.

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Captain Leo R, Sack, A.S. Officer in Charge 2nd Lieut, Carl H. Kioo, Jr., A. S. Asst. O. in C. Art Editor: Sgt. Geo. D. Alexander Asst. Art Editor: Pyt. Timoleon Johnston Sport Editor: Pvt. James R. Glauque Special Writer, Pvt. Gene D. Robinson Circulation Manager: Sgt. Emmet E. Frank

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"All For One Aim-One Aim For All"

THE HUN TAKES NOTICE

officer and man at the Third A. I. C. should be on his toes from now until such time as peace comes by virtue of the allied military superiority.

"The German Air Board is stated to be preparing, for this winter a gigantic program in order to counter balance the American production. With reference to the increased German air program, it should be noted that not only the aeroplane factories in Friedrichshafen are enlarging their works, but that this extension of aeroplane factories is taking place throughout the whole of Germany.

"A prisoner states that his flight was used as a night protective flight, their mission being to defend rear areas from enemy planes and they work individually."

This is from an official document. The Boche realizes that the American Air Service is in the fight. He is trying to head us off. This he must not be permitted to do. And to help null and void his efforts is the particular job of every man in the Air Service,

Don't let selfishness, disappointment, indifference, or any other personal grievance interfere. This war is not your personal affair, you are but an infinitely small part. If anything should happen to you, if you should be "bumped off" or if you should cease entirely the war would continue until right trumphs over wrong. But while you are here you can help; your work counts.

Don't be a Slacker.

Don't be Selfish.

Don't be a False Patriot, But-

Play the Game.

Use your Brains and your Muscle, and we will Defeat the Hun's Increased Aviation Program.

KEEP WELL TO BEAT THE HUN

up the output of pilots, we must not to motion. Violent reactions to motion delays its onset in longer flights. overlook our Health, especially at this often disappear with training, but a few time when "Spanish Influenza", colds, chills and pneumonia are on the increase.

Sick men are of no value to the Government and instead of being a help they are a hindrance.

Every man who is sick in the S. O. S. automatically reduces available hospital space for men wounded or taken ill at the Front because of the terrific nature of the fighting in which our men are engaged, it is essential that there be as many vacant hospital beds as possible.

It is the duty of every officer and man to safeguard his Health. This he can do by observing certain simple rules of sanitation, which are set forth in Post Memorandum No. 10, printed elsewhere in this issue. This order states "health means efficiency and efficiency at this Post means keeping the Hun on the run.' We must continue to keep the Hun on the run.

INCREASED RATIONS

NCE more the powers that be have master is unable to furnish the full demonstrated that the American soldier is the best fed man in the world. Not that he has not been all along; he is Hooverizing on its food consumption has, but now he is to be better fed.

EFFECTS OF ALTITUDE IN AVIATION

By MAJOR EDWARD C. SCHNEIDER, M. C.

(Editor's Note: This is the third of a series of articles by members of The Medical Research Board The others appeared in special issues).

It is now well recognized that flying may expose the human body to a greater strain than it has probably ever undergone. It is also evident that all men do not tolerate the strain equally well. Both aviator and infantryman must withstand the stress and the excitement of fighting, the tension of waiting for orders, the anxiety of the possibility of bombardment and the short and irregular hours of sleep. The aviator in addition spends a great deal of time in TERE is a paramount reason why every the air, under conditions for which he is not specially designed by nature, where he is subjected to rapidly varying changes in his oxygen supply and in temperature.

The human body is delicately made and is sensitive to the low oxygen changes in altitude. It likewise may loose in efficiency as the altitude increases. There is, however, a difference. The human machine can adjust itself to the decrease in the oxygen supply of high altitudes but the engine can not. The ability to endure altitudes without loss in efficiency is dependen upon the ease and the quickness with which the adaptive adjustments are made. There are marked individual differences in this respect. Some men adjust so quickly and readily that they are not disturbed by heights which will render the average person quite uncomfortable. A few men fail entirely to respond to the altitude and become inefficient at relatively low altitudes.

The adaptive changes that occur in the body as the aviator ascends are for the purpose of providing an adequate supply of oxygen to the nervous system, heart, muscles and other parts. (1) The breathing gradually and unconsciously becomes deeper, thus increasing the amount of air passing into the lungs each minute. (2) The heart begins to beat more rapidly, which causes more blood with its load of oxygen to pass to the organs each minute. (3) A third adaptive reaction occurs in some fliers, the blood concen trates. This permits a unit volume of blood to carry more oxygen than normally. The more perfect these three reactions, the better will the man with stand the altitude.

during flying are due to the low oxygen of altitude, some are the result of over sensitiveness to motion. It is well to the use of oxygen in the low pressure distinguish between these. During chamber withstood a rarefaction of the straight flying, panting, difficulty in concentrating attention, headache, dizziness, nausea and vomiting are chiefly the result of oxygen starvation. The headache and extreme tiredness after landing are also its after effects. Dizziness, nau-WHILE we are exerting every energy sea and vomiting as experienced in acro-to keep ships in the air and speed batics are due to unusual sensitiveness the fatigue of short flights and certainly men are too sensitive to overcome these.

> Fliers often are not aware of the harmful altitude effects because attention to the technical and other duties of the flight often suffice to divert notice from the physical symptoms. Furthermore, one of the striking effects of oxygen starvation is that there occurs al test.

A. E. F., provide for increased and more | Sqt. Wilcox Rejoins His Squadron varied meals. Fresh pork, sausages, canned pork or Vienna, and boneless fresh beef, added as additional substitutive articles for the meat component will provide a choice of meats that can't be

But this is not all, cheese and macaroni, baked beans, canned corn, and canned peas have been added to the ration and this isn't all either, the jam and dried fruit ration has been more than doubled, it is increased from 1.28 ounces to 3 ounces per ration.

To this must be added real made in America canned soups for men in the front line sectors and canned potatoes for everybody on days when the Quartertwenty ounces of fresh spuds.

Verily at a time when the whole world the "soldat Americain" in the A. E. F. Changes in the garrison ration just is the most fortunate and privileged inannounced in General Orders, G. H. Q., dividual in the world.

dulling of the judgment and intellect. This gives an unwarranted sense of security and well being. There may be impairment of vision and hearing. The. body and mind become feebler little by little, gradually and insensibily so that there may be no discomfort. A muscular weakness, that incapacitates for movement, paralysis and even unconsciousness may gradually come on unnoticed.

The above symptoms occur only in men who do not adjust well to altitude or who have gone to extreme heights where the powers of adaption fail.

For each aviator there is an altitude beyond which he cannot go without compelling his nervous system and muscles to work at a disadvantage because his blood is difficient in oxygen. If he is flying with a squadron in a formation he will then begin to lag behind and reduce the general level of efficiency of his group. To avoid such experience a grading of fliers becomes desirable.

A classification examination has been developed by the Medical Research Board to determine the flier's power to respond to the influence of altitude. considerable percentage of all men ex amined have been found to tolerate well altitudes above 20,000 feet, a larger number showed they fly safely to 20,000 feet; some should not go above 15,000 and others not above 8,000 feet. A few men showed physical conditions which more or less absolutely disqualified them for air work.

Flying at altitudes higher than those to which the body easily adapts entails a serious strain which will eventually hasten the onset of flying staleness. Flying fatigue is byno means thoroughly understood but unless proper care is taken, it is accumulative and soon spells staleness. The breakdown may occur in the circulatory system and breathing, or in the nervous system. In some men there may be muscular weakness which manifests itself in a flabby abdominal wall, weak eye muscles and muscular soreness.

The onset of flying fatigue may be postponed by keeping in good physica training, but it can be prevented by breathing oxygen during flying. It has been proven in the low pressure or vacuum chamber and during flying that oxygen prevents the overwork of the Many of the symptoms experienced heart, giddiness, blurred vision and other altitude symptoms. Two members of the Medical Research Board by air equal to 34,200 feet without any trace of altitude symptoms. The administration of oxygen when the vision had become blurred and the heart overworked by the altitude effect, immediately restored sight and the heard to a

An apparatus which will automatically regulate the flow of oxygen is now available. It can be used to introduce the oxygen into a mask worn over the nose and mouth or, where desired, directly into the mouth by means of a tube with the teeth. American aviators should give the use of oxygen a thorough

Sergeant George D. Wilcox, who joined the PLANE NEWS with the fifth issue and became editor with the tenth issue, has left the Third Aviation Instruction Center to rejoin his organization at the Second Aviation Instruction Center.

He has passed his flying examinations and expects soon to take up flying training.

Sergeant Wilcox was one of the prime boosters of athletics at the Third A. I. C., having once been Assistant in Charge of Athletics and later Athletic Treasurer.

Wilcox is well known in the automobile game, especially in Detroit, having handled the advertising of the Regal Motor Car Company, Detroit Lubricator Company and Republic Motor Truck Company, before entering the army.

The Mess Sarge Must Have the "Flu" There's nothing left but the corn willy, So often whispered in your ear:

I give it now, and hope perchance, Twill all be gone-from your mess gear.

OF HONOR IS TRIBUTE DIPLOMA TO EFFORTS AT FOOD PRODUCTION



In recognition of the efforts of officers | ham. The diploma is reproduced above. and men of the 3rd A. I. C. and Interhere, to increase the food supply of France by cultivating 180 acres, the French government has presented the Post with a diploma of honor. presentation was made through the Commanding General of the Ninth Military Region (French) to Lieut-Col. Bing- | expected.

The 3rd A. I. C. farm was the largest mediate Q. M. Depot No. 5, located in France during the past season solely in charge of Americans.

> Major Godfrey and Captain La Salle, of the Intermediate Q. M. Depot No. 5 at the 3rd A. I. C., are planning next season's work and a banner crop is

TEAM WORK AT THE FRONT

The wonderful value of team work is

well illustrated by the first concentrated ALLAMERICAN effort during the recent offensive where over 300 airplanes participated in driving the Hun from the sky and incidentially giving the doughboys both moral and material assistance in their wonderful advance.

If the full details of this "show" could be told, it would make all of those men who are completing their training and those who are assisting them, feel mighty proud, and who, while they may buck insisted that the Spanish language not be there in person are there at least was the prettiest and most harmonious in spirit, and by continuing their efforts language of the entire globe. To this here they are preventing the Hun from | the other buck retorted: attempting any imitation of real up to date American methods of fighting.

obstacles to air work have been over- English." come by their spirit in flying in every variety of weather, the elements not be- C. O. Must of Come From Milwaukee ing taken into consideration at all except to be utilized to tactical advantage. As an illustration, a formation of bombwhen there was an unusally low "ceiling", and a swarm of American birdmen traveled to a previously designated point last he solved the problem. high above the clouds. Very soon a Hun formation of 12 machines attacked the sky and easily disposed of the enemy, for you." permitting the bombers and observers to reach their objectives, and in addi- tracer bullet, which meant not only gasoline truck which was struck by a that was due to a forced landing.

Most Time to Retire

Two men were discussing their length of service in the army, when an old timer came along and paused to listen to their argument, whereupon one of the debafers turned to him.

"Well, old timer", he said "how long have you been in this here army?"

"Son", said the old guy, "I've been in this man's army so long that I have to put my service stripes on my wife's stockings."

They Roll the Bull in it Anyway

Two Airnats were arguing about the various languages of the world. One

"Not so. The English language has it all over them all, 'cause if it didn't The work of the American Airmen at have'm why Sears, Roebuck and Cothe front has proven that the customary mpany wouldn't print their catalogs in

A corporal by the name of Moon was hauled up before the C. O. for being drunk, and he stoutly denied the charge. ing planes was sent over during a time The C. O. was a bit undecided upon what course to pursue as there was no definite proof of the man's intoxication, but at

"Well, my man", there seems to be some doubt as to your being drunk, but the Bombers formation, when down the the almanac says that its the right season Airnats came from their rendezvous in for a full moon, so I guess its a C. M.

tion, all machines participated in a "curtain" for the occupants but a general general fiesta of bombing and strafing piling up of trucks on that part of the of the German lines of communication, road. There were instances also of which assisted greatly in routing the trucks being shot up where the drivers Hun. One of our boys who participated deserted the wheels while still in motion, in this scrap said that the havoc wrought which resulted in a general piling up. by the airmen strafing the transports One of the most noteworthy features of was unbelievable, and as it was all done this grand coup was the fact that this on such an extensive scale the panic wholesale air expedition was conducted spread rapidly; one instance being of a with the loss of only one machine and

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Christmas Money

to the United States from members of the

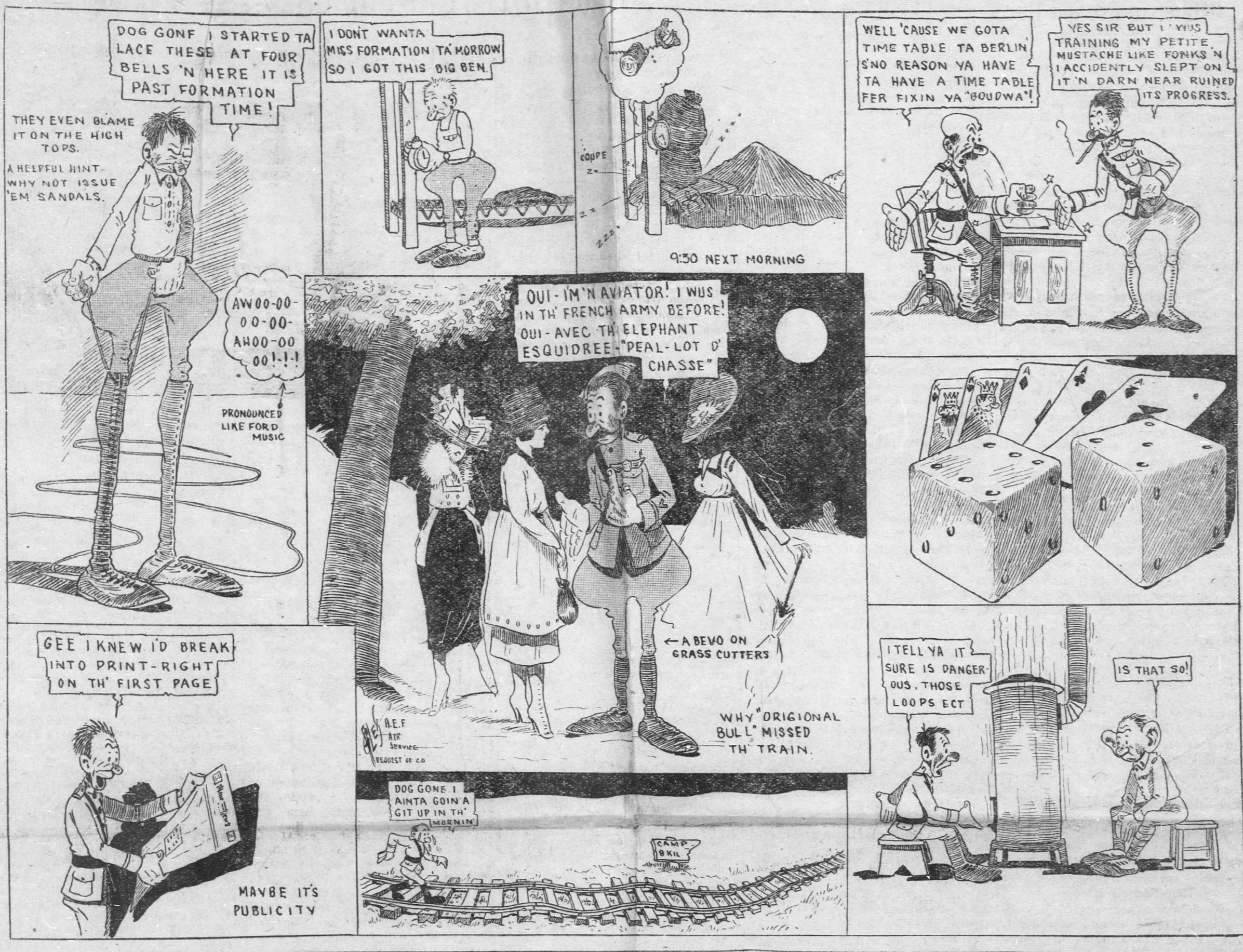
American Expeditionary Forces

Funds received from now on until Christmas gifts can be held in New York, if so instructed, and forwarded, from there in time to reach the beneficiaries for CHRISTMAS.

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\$50,000,000 {600,000,000



WITH OUR PILOTS AT THE FRONT

de chasse to destroy an enemy obser- of the combat both machines became vation balloon which had been peering dangerously near the ground. The tion balloon from the attacking enemy. time for scanning the sky in search of into Allied lines, making note of the Yank flier skimmed over the tree tops activity.

fabricated gas, first one then the other pursuit inasmuch as the contest was all about the surrounding ground, and gines and machine guns. pouring volley after volley into the bag being waged on German soil and all through it all the farm hands never without apparent effect. Soon the archies were pounding away at the Allied intruders who had prolonged their visit an unusually long time in pursuing Germans. Riding on the protheir effort to carry out orders.

The pilot, being one of the formation, lingered even longer than was necessary, much to the discontent of in-America lead that ripped out the the Hun who sent up his latest and deadliest protection known as the flaming onion. The onion, which is only of course, a name, consists of a five foot shaft of fire that is shot up to a height parallel with the balloon, and at the end of its course begins to jump around much similar to a snake in the grass used in July 4th celebrations.

It is a comparatively easy matter to avoid a few of these deadly objects, however, the Boche have the facilities for seemingly filling the air all around. and soon the Yank flier found he was literally in a nest of the fire shafts.

Only by performing a series of difficult flying tricks could the flaming onions be avoided and his life saved. and in a few short seconds he had freed himself of this danger, only to find himself confronted by a Boche avion, ready and in waiting with the drop on him. it-ive-ness of the Yank is seen in the confirmation of the Boche plane and the Scouts will escort the two-seater artil- result of which he was commissioned a In an instant a volley or more of shots recent safe landing made by a 3rd balloon victories had already been re- lery machines. If either is late at the Captain and Flight Commander. Then had pierced the fabric of his machine, A. I. C. graduate, who, having attacked ceived, which was a complete surprise rendezvous the scout may go off Hun-ing he went to Canada shortly before and again he was forced to resort to a fee superior in numbers, receiving to him as he had no balloon gun and inevery trick within his means to outwit wounds in the head by bullets, three cendiary bullets at the time, and he said sight of the artillery machine, having ties in behalf of aviation brought him his opponent and maneuver to a posi- shots in the leg, and both arms pierced, that as he had only fired four shots, he is a mission to fulfill promptly, may sacri- the rank of Major and Squadron Comtion of advantage.

It seemed that shots were coming fainting away.

An order was given for a Petronville from all directions, and in the course which fortunately made him a more made on the gas bag by several foe shooting is the result of not only pas-Mounting into the air, the formation difficult target. The Hun was not to planes flying in formation. Machine sing training tests but thorough applilost little time attacking the ball of be shaken, though, and followed in gun bullets were flying in deadly volleys cation to the care of planes, their en- Always make it a point of telling them was in his favor.

> a shot skyward that even surprised the peller, it turned as quickly downward again and directly at the onrushing foe who was faced with a torrent of madevital parts of the machine, killed the operators, and thus accounted for another of the German air fleet.

American fliers lament the evident fear the Hun has for Yank aviators, which makes it difficult to pick a scrap and thus hasten the destruction of all things German. Allied patrols must necessarily be made over the German lines, usually about five miles back, as the Hun has long since learned "to keep on his own side." And even under these conditions it is seldom the enemy ever attacks unless travelling in superior numbers. As nearly as possible it is certain he is playing a safe and sane game, even against his own orders.

What well represents the spirit and determination of the French farmer peasant, who is ever striving to utilize every inch of soil for the support of the great army in the field, and for his people, is told by a Yank flier whose duty and shooting is 'second nature' that

sought shelter, even for the time being, Suddenly the American machine took rather going on quietly in the cultivation of their soil.

> he was credited with one Boche which he never "got." The following is related by one of our birdmen who is now months with the French:

the ground where he lost him; he then climbed up to our height where we saw own aerodrome. Returning over the the ground." lines he encountered a Boche observation balloon, and after firing only four shots the balloon burst into flames.

lits own shell fire.

Americans are Natural-Born Air Fighters

(CONTINUED FROM PAGE 1)

it was to protect an American observa- brings confidence allowing maximum A sudden and unexpected raid was enemy planes. Excellence in flying and

The Offensive Spirit

"A complete understanding of his gun and 'bus' allows that offensive which with all classes of pilots is twocustomary modesty often relates how pilot avail himself of the opportunity, while in training, of more intelligently knowing his machine by visiting the various aero engine and plane repair here, and who has spent a good many shops. This ground study combined can't keep the pace. with the air experience gives the pilot "I was out on this particular patrol that mastery which is daily becoming when the incident happened. There more and more important in air warwere three of us out, when we sighted | fare especially in formation flying which two biplane Huns, Putman took after is a case of individual and team work one and I followed the other. Putman | confidence. Like one recruit in a squad took a crack at his man, and followed lessens efficiency so does a straggling him right down to within fifty metres of pilot endanger the safety of himself and fellow-flyers and play the enemy's game. "Straggling is the cause of a big perfour more Boche about fifteen miles centage of casualties. Don't straggle in of the Aerial Gunnery Department and back of the German lines. Putman went formation flying or at any other stage Officer in Charge of Field 8, 3rd A. I. C., after them and they landed on their of the game whether in the air or on enlisted in the Canadian Field Artillery

Be on the Job

confidence. Pilots must train them- enant late in 1915 and transferred to the "Upon returning to the aerodrome selves into always being ready to leave Royal Flying Corps and flew in the An excellent example of the stick-to- the Frenchmen cheered him wildly, for the ground on the minute. An instance: Somme offensive through 1916 as the escaped and made his aerodrome before sure that the balloon was destroyed by fice itself. The habit of promptness mander in the R. F. C. transferring to should be cultivated in training. It not American Air Service as a Major.

alone helps the pilot, individually, but allows for training plans to be carried out on schedule and is just as important a part of 'playing the game' as keeping in proper formation.

The Mechanic

"All pilots whether in training or on the Front must consider their mechanics as part of their machine just as the pilot, himself, is a part of his machine. how the machine is flying. If she is flying beautifully, tell your mechanics. If not, point out the fault and show your interest in the repair or change necessary. They want you to keep your thirds of a victorious battle." To this eye on their work. And when they The late "Dave" Putman with his end Major Bonnell suggests that every work late it is only natural that it pleases them to know that you appreciate their industry-drop 'round and see how things are coming along. Don't taxi so fast that the men on the wings

Visiting Aerodromes

"Always observe flying rules of the fields you visit as well as you do at your home field. Pay respects to Commanding Officer or his aide on arriving and leaving, thanking him or any assistance or courtesies extended."

Sergeant to Major

Major Bonnell, who is now in charge in August, 1914, going to France with the first Canadian forces as a sergeant. "Promptness goes hand in hand with He was commissioned a Second Lieut-

Airnat First Amex Officer to Escape Huns

(CONTINUED FROM PAGE 1)

hav one night and couldn't get any decent food until well back of the lines, and my shoes wore out on the march.

The First Attempt

On the way I fell in with some Americans and French, including Adj. Andre Conneau, a French pilot, with whom I made my first attempt at escape. The American Officers were grumbling and arguing over the prospect of living on such poor food the rest of the war. which might last months, and the initial impressions were certainly disthe food given us was good, though too little to satisfy, but it was supplemented by good American Red Cross food,

"I really made my first resolution to my journey." escape the very first night I slept in the in the Friedrichsfeste Camp at Rastatt, true comrade and shared his fur leather coat with me, so we could lie on it and sleep during the day time, travelling by night. Finally we ran plumb into a German sentry, having got away off our shipped back to Rastatt where I spent a week in solitary confinement until being transferred to a new American officers camp in a castle at Landshute, Bavaria.

cers who were taken captive on a bombing expedition into Germany in July. We were a great distance from the border and there was no chance to escape. I was finally sent to Villingen. which is about 36 kilos from the ance of my 15 days confinement for trying to escape before, I again laid plans to escape.

The Second Escape

"We were in barracks in a camp brightly lighted inside and out at night. Just outside was a high board fence with barbed wire, then a wire fence. then a ditch with barbed wire entanglements, the main wire fence, 9 ft. tall with hooks projecting inside to prevent climbing it, all brightly lighted at night. There were four guards down this side at night. There were two of us that wanted to try to escape, but eleven others were ready to try it later and wanted us to wait for them. We finally made our arrangements together and determined on the night of Oct. 6. Hallowe'en Ball Great Success out. That was the work of our fellows and the signal to escape. My friend and I jumped out of the window, from which we sawed the wire grating, passed out a ladder we had built, put it up 'Halt' in harsh German. The ladder was long enough to permit me to reach fairly dark, but I could see the other remembered by those present.

guard approaching and knew I couldn't I keep one tree between myself and two guards very long. I waited long enough to give my comrade a chance to make his getaway, thinking I'd keep these guards busy, then I dodged just 8 feet away from the nearest guard and started zig-zagging down the field. He called halt twice and then fired. Then the other guard fired and they repeated. The only thing that saved me the second and another visit from Mr. Fay and his band at an time, I believe, was that I stumbled in a ditch which Lknew of, but had forgotten about, and fell flat, hearing the meeting was held for the purpose of organizing bullets whizz over me. I ran a short musical and dramatic clubs distance and sat down to rest.

Thirteen Try for Liberty

"Shots were being exchanged freheartening. Back of the lines, however, quently, for 13 men were all trying to get out at once. I waited 15 minutes at an appointed place, by agreement, and not being joined by anyone, started on the rivals will thresh it out before them.

Puryear's implements of guide were open, I slumbered until I was located a home-made compass, bought from a Russian soldier for bread, meat, coffee in Baden, about 160 kilometres from the and an O. D. Shirt, and a hand-made was the only score of the game, as the sergeant was Swiss border. Conneau and I found map. He made his journey entirely watched too closely afterwards to permit of any an easy way to get out. How, I will not alone, travelling at night and resting in say, for it is not known to the Germans, | woods by day. Though he covered over I believe. I depended largely on Con- a 100 kilometres to travel the 36, he neau, who had a French map and com- finally reached the Rhine river, which pass. We escaped on the night of Aug. is the border between Switzerland and 5 and met at a rendezvous. For three Germany, at Walshut, after four days. days we were at liberty. It started It was the night of Oct. 10th. He had Pulliam as commanding officer of the field, Captain raining that night and never let up un- lived on his Red Cross food, and escaptil we were captured. Conneau was a ed all observation, except in one case when he was accosted by a German peasant who had replied civilly to his "Gute Nacht".

Swims River Rhine

"When I got to the Rhine I went up course; we were so dead tired and wet on a hill to survey the country and of this field. In view of the fact that but one squadthat we gave up. An officer interviewed make sure I had found the right place us, swore at us in German, and we were and to watch for guards", he went on "I saw none, and so took off my clothes except those I planned to swim in and crept slowly to the edge of the river. I swam it at 5:30 a. m. and in about 15 minutes, waded out onto Swiss soil "There I met several American offi- with my breeches and shirt, all I wore, sah, if dev depends on me to bomb dat German city sticking tight to me. I used to be a of Berlin I will go fudder round de table after a pretty good swimmer, but it was some swim with a swift current and frequent eddies at this point.

"I received splendid treatment at the hands of the Swiss peasants and author-Swiss border, and after serving the bal- lities, and later the American authorities, was enabled to get credit through the Red Cross to buy civilian clothing and then made my way back to France.

LEADING TEAMS CLASH

Tomorrow's football program brings together some of the leading elevens and the fur is bound to fly. The 35th- increasing the percentage of airplanes in commis-641st clash as well as the 257th-644th sion. The field, according to the memorandum, is battle should be a hummer. Other interesting games are scheduled as follows: At 1:30 p. m., Marines vs 1st Co., at

Field 1, 35th vs 641st at Field 2, 801st vs 32nd at Field 3. At 3:00 p. m., Hospital vs 13th Co., 3rd Regt. at Field 1, 3rd Co. vs 372nd at Field 2, 642nd vs 13th Co., 4th Regt: at Field 3. 101st vs 31st at Field 5, 10th vs 33rd at Field 8, 644th vs 257th at Field 9.

The Hallowe'en ball of the Third A. I. C. stands first among the big doings of the post. Hut 2 was entirely unable to house the huge crowd in attendance.

The contests furnished much exciteon the fence and I went up. Of course ment, while dancing was enjoyed until a the guards were alert and one yelled late hour. Refreshments and jazz music kept everybody pepped up. Visitors from neighboring camps were the guests of the evening. Many unique over one fence and jump beyond, which and original costumes were seen in the I did, dodging behind a tree. It was grand march. The event will long be

可尼巴巴巴巴巴尼巴巴巴巴巴 ON THE OUTLYING FIELDS

FIELDS ONE AND TWO

Activities at Field One and Two are under full sway. Last Monday evening the Fay Concert Company gave a concert in the "Y" Hut, which was largely attended. The concert was greatly enjoyed, early date is hoped for. In the meantime, other entertainments are being planned for the coming weeks, and one evening recently an enthusiastic

The 35th Squadron football team is being coached by Lieut. Dawson, who says his team will be a hard aggregation to dispose of. On the other hand, the Borst Squadron has ateam in the running, which is being developed by Lieuts. Worthington and Foster, both former stars of note, The rivalry between the two team is very keen, and the pending game is looming large as a hard contest. The men of the fields are eagerly waiting for the day when

The 35th eleven nosed out the team of the Marines last Sunday, when they took the long end of the score, which was 7-0. The feature of the game was the work of Sergeant Brown, who tore through the opposing team 65 yards for a touchdown. This

Things are booming at Fields One and Two under Captain Knight's command. A new steel hanger has been erected on Field One. Lieutenant Willard has taken command of the 35th Aero Squadron.

FIELD THREE

Captain II. II. Simons has succeeded Captain Pulliam having taken up other dufies.

In honor of Captain Simons, who was recently held a musical entertainment recently, officers and men attending the show. Captain Simons was formerly in charge of training before taking up his duties as commanding officer of the field.

Field Three contributed to the record breaking day by chalking up a record breaking number of hours of flying, which surpassed any previous effort ron is located upon the field, the officers and men

are proud of the achievement. Three negro soldiers were recently given a ride flight, but only one was able to talk when the landing was made and he spoke thusly of his experience:

"Ah sho was not cut out to be flitting in de air. And I tells you boss, Ah is one niggah dat won't never git in one of dem flying coffins again. Yas biscuit then Ah will towards dat airyplane.'

FIELD FIVE

The 10th Squadron handed out a licking to the 101st Squadron on this field in their Sunday game. The score was 21-0 with the 10th living up to their name. A large crowd witnessed the game, which was full of thrills. Both teams were fast, which lent added interest to the game.

Sergeants Wade and Youtz of the forst Squadron hope soon to be put on the flying list, as does Chauffeur Yeoman of the 31st Squadron.

Sergeant-Major Hannifin of the 31st Squadron has been recommended for a ground commission. Lieut.-Col. Bingham recently issued a memorandum of appreciation to Field Five for its enthusiastic work and unflagging interest in steadily within 5/100 of being in first place in that respect.

FIELD SEVEN

Lieutenant R. S. Davis, commanding officer of the field, has recently been promoted to Captain Before succeeding Captain Gayle as commanding officer of Field Seven, Captain Davis was in charge of the training.

Captain Moulton is now medical officer of the field, having succeded Lieut. Van Gundy.

The engineering department under First Lieut Rozar, and all the enlisted men on the field are to be congratulated on the fact that one evening recently the "O. K." ship report for the field showed

About sixty mechanics from the 3-th, 173rd and 640th Squadrons, who have been on detached service at Field Ten, have returned to their squadrons.

Field Seven entertained the following guests at a dinner last Monday evening; Lieut.-Col Bingham Major Lanphier and Captains Moulton, Sack, Baer, Ferguson and Armstrong and a number of Red Cross nurses, Y. M. C. A. and Red Cross canteen

In celebration of the home coming of the men from Field Ten, a dance was held last Monday night at the "Y", being attended by officers and enlisted men. The music was furnished by the Jazz Band Refreshments were served during the evening, the | Song services and speaking.

of fun lasted until a late hour. Ladies from the Red Cross and hospital were the guests of the evening. The field desires to thank Mrs. Sanford of the Y M. C. A. for her aid in planning the dance.

Saturday night marked the opening of the indoor sport season on the field. A live program of wrestling and boxing bouts was staged under the direction of i. ieut. Barnes. In the wrestling matches. Berthond of the 3-th defeated McCov of the 173rd Arness of the 640th and Santonge of the 173rd staged the-173rd.

The boxing bouts were no decision affairs, though clever work was displayed by the lads taking part It is apparent that championship caliber can be developed at this field. A large crowd enjoyed the evening's entertainment, and plans for matches in the future are already on foot.

Field Seven has recently led all fields in the number of O. K. ships in commission. Its splendid showing prompted Lieut.-Col. Bingham to issue the following memorandum:

"1. The Commanding Officer has noticed wit great pleasure and intense satisfaction the splendid record which Field Seven has been making.

"2. The general appearance of your Post, the condition of your equipment, the efficiency of your demonstrating surprising strength. various departments and the fact that you are now. The 641st frustrated in their attempts to leading all fields in the percentage of ships in commission; all testify to the hard work and faithful attention to details by the officers and men on you

"3. Your record deserves the highest praise an merits hearty commendation.'

FIELD EIGHT

Private McTeer of the 10th Squadron has been

promoted to First Class Private.

A vaudeville show eomposed of talent from Fie Eight was recently shown at the Main Field and promoted to his captaincy, the officers of the field | the Engineers' camp. "Final Flying Field Follies' was the way they styled themselves, and their short kick. The ball rebounded almost to tour proved a complete success. Sergeant Havi- the goal line where left tackle Hornbeck land was the orchestra, tickling the ivories of the pimo in a manner that left no regrets for the other sistance was made by 801st but Gumbert instruments of an orchestra, The scenery was made from the parts of planes, while the costumes were 611st out played 801st thereafter but will be repeated at an early date.

A stock company is being organized at the field, with Sergeant Haviland as manager, Chauffeur Lindberg and right half Miller letting Webb as director, Private Ashpeter as stage carpen- left half Larson and Gumbert through in the clouds. They made no comment during the | ter, Mr. Wakefield of the "Y" as secretary, Private Wallace as publicity agent, Bugler Hall as costumer. The first show will be given about Thanksgiving at this field. Some good talent exists in the company. while it is planned to add an orchestra as a side card-

FIELD NINE

The 257th Squadron's eleven won from the team of the 33rd Squadron in their Sunday game by 28-o. ing the Marine's secondary defence, Both teams are getting in shape for their second raced fifty yards for a touchdown. Twiss game which will occur about Thanksgiving.

thrown open to the men of the field upon Hallowe en. The field has been desiring the hut for some time and it will be gladly welcomed now,

The Fay Concert Company played our field i cently to the unstinted delight of the entire field. soon with their progrem.

FIELD TEN

The 372nd Squadron is the new arrival on the side of the field. field, making a total of three squadrons on the field. Detached men from Field Seven have been returned to their old outfits.

Sergeant Blackwood of the 140th Squadron has lore off big gains. Gribbell scored the been appointed sergeant major of the post.

evening recently, when they gave an excellent program for the entertainment of the men. Some French entertainers were on hand also, an unusually interesting evening being the result.

Lieut. Klein has been assigned as engineering officer of the field. He is better known as "Art' Klein, one time speed king, and holder of many automobile racing records.

Sergeants Bobbit, Bennett and Cavanaugh of the 149th Squadron were promoted to Sergeants Fin Class recently.

The field is rapidly nearing completion with the exception of the transportion, machine and power once. plant sheds, which are under construction.

The field is longing more than ever for a Red Cross or "Y" Hut here, and the men are looking forward anxiously to the time when such a step will be taken. There is no means of recreation exand a "Y" Hut, even in a small tent would bring 21, 101st 0; 644th 1, 31st 0; 257th 28, 33rd 0.

Y. M. C. A. SERVICES

Morning services, 11:00 a.m., at all fields. Special of the Main Field, assisted by the band of this field. speaker. Evening services, 7:30 p. m., at all fields.

SPLENDID WEATHER MARKS FAST GRIDIRON CONTESTS

Under the finest weather conditions the game has ever been played here, splendid football was witnessed last Sunday afternoon. Most of the elevers have rounded into form and many a fast and stirring battle will be fought before "Turkey Day."

The feature tills on the Main Field brought together 641st and 801st, and 35th and Co. B, 11th Marines. When the 802nd withdrew from the league the a draw; while West of the 3-th won from Aman of "Devil Dogs" leaped into the breach and with practically no practice put up a real battle against the strong 35th. The 801st gave the Kelly Field champs a large surprise party and were only subdued after a fierce struggle. The other winners: 642nd, 10th and 257th easily vanquished their opponents. Again several teams declined to appear and are forced to take the short end of a forfeit. In a fast exhibition contest 32nd defeated 13th Co., 4th Regt.

A huge crowd saw the 641st and 801st hook up, 804st soon after the kick-off rush the ball worked the forward pass from quarter Gumbert to right end Robertson with good results, but throughout the first half could not bring the ball within striking distance of the goal. Shortly after the second half started 801st had the ball on their own forty yard line and attempted to punt. Wiant, who played a smashing game at center for 641st, was through the line like a flash and blocked Long's of the 611st fell on it. A determined recrashed over on the third down. The tailed to score. The former showed great interference, the work of fullback for substantial gains. Larson picked holes cleverly while Gumbert showed great speed and dodging ability.

Brown, captain and fullback, put over the stellar feature in the 35th-Marines clash. In the first half in midfield he broke through center and, skillfuly dodgkicked goal. That was the margin by The new "Y" Hut is almost completed and will be which 35th won, although later both teams were dangerously near the goal.

Again the 642nd was an easy winner, 372nd falling before Lieut. Cozzen's speedy crew. Winan's booting of the and hopes were aroused that the band would return | pigskin was noteworthy. Besides punting in great style, he put over a thirty yard drop kick and narrowly missed another at a forty yard range from the

In the 32nd-13th Co., 4th Regt. scrap the work of Elder and Gribbell on the The 140th Squadron moved in their new barracks | wings featured the playing of the 32nd. Truett, quarter, and Parks, fullback, first touchdown on a forward pass from Mr. Fay and his band were gladly welcomed one Parks from the twenty yard line. Truett later tallied on a pretty quarterback run. Waterbury, right end, and Swan, quarter, starred for the opposition.

At Field Five the 10th easily triumphed over the 101st. The former was greatly outweighed but has been developed by Lieut. Kronig, coach and former New Mexico "Aggie", star, into a fast and formidable machine. Farber, right half, scored twice and Marks, left half,

Results: 641st 6, 801st 0; 35th 7, Co. B, 11th Marines 0; 642nd 15, 372nd 0; 32nd 1, 1st Co. 2nd Regt. 0; 13th Co. 4th Regt. 1, 13th Co. 3rd Regt. 0; 3rd Co. cept the well known "indoor sports" of soldiers, 2nd Regt. 1, Base Hospital No. 59 0; 10th

CATHOLIC DEVOTIONS

Mass will be celebrated Sunday at this field at 7:30 and 11:00. Sunday evening at 8:00 there will be sermon and benediction of the Blessed Sacrament. Confessions Saturday afternoon 4:00 to 6:00, even-

By "Tim"

Private G. I. Kan Names the Army

