

I made the mistake of my career by not removing the Hohenzollerns from the throne of Prussia when I had my opportunity.
—Napoleon.

Plane News.



PASSED BY CENSOR

Air Service Paper
of the A. E. F.

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BALZAC'S STRUGGLES AT ISSOUDUN

Noted French Novelist Spent Many Years in Vicinity

Honoré de Balzac was born May 16, 1795, at Tours, France, the day that marks the grand celebration of Saint Honoré. It is after this Saint that Balzac is named. His parents were indigent but they managed by economizing the odds and ends to give their son a scant education at the College of Vendome.

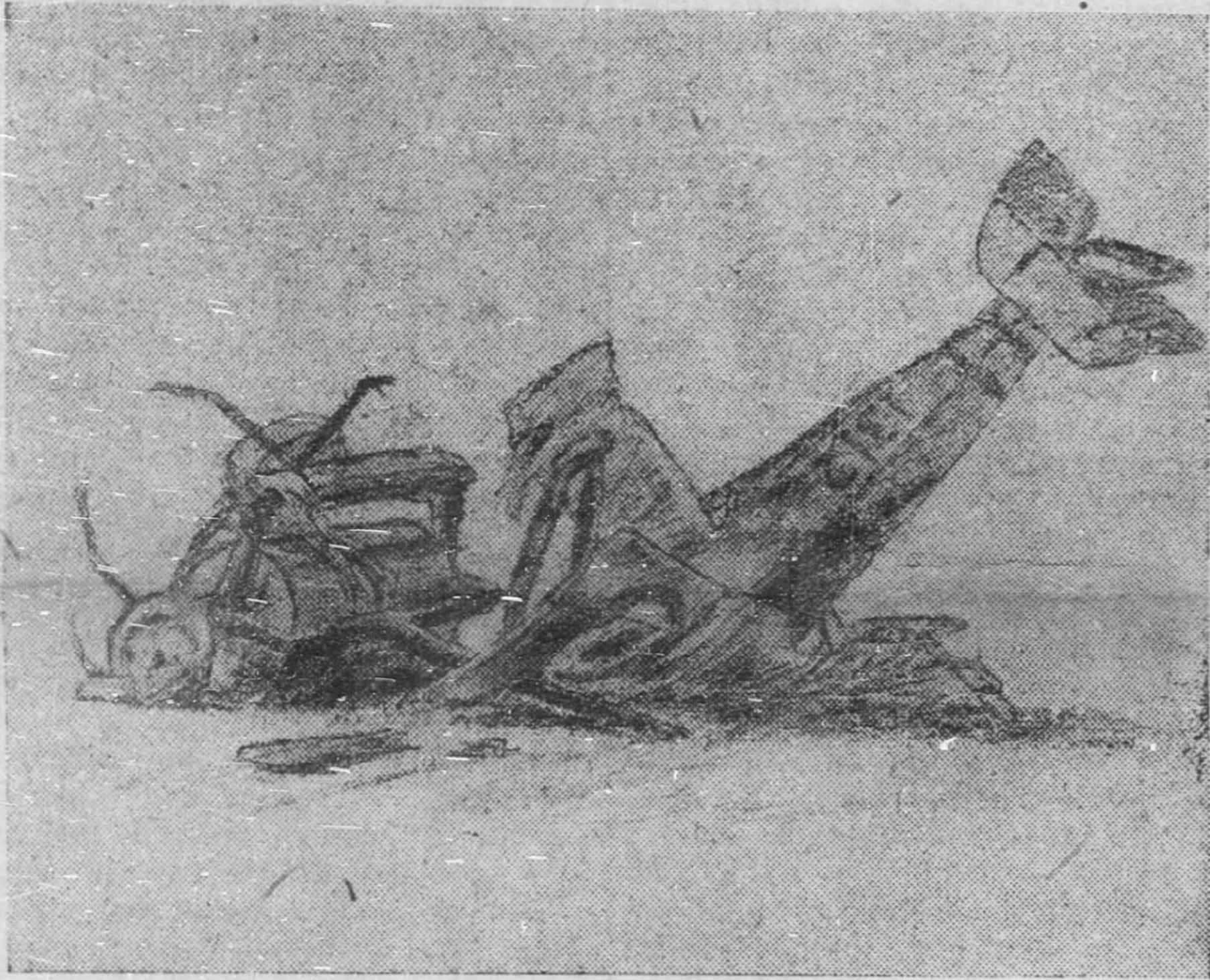
Balzac was a passionate lover of books and before he had passed out of his teens he was writing them in collaboration with an author named Villergle at Paris. He was destined to become France's greatest novelist, but like a large number of English writers he never reaped the reward of his genius until after his death. The hand of poverty always had him in its grasp. Many times he was forced to give up his pen and do manual labor in order

COOLNESS OF MONITEUR SAVES TWO MEN'S LIVES

A pilot who had been receiving instruction in virages accidentally collided with another plane piloted by an instructor and his pupil giving dual control instruction. The solo student fell into a vrille and was killed. The moniteur in the other machine having seen the other pilot approaching at the last moment, dove steeply to avoid collision. They were too close, however, and the deceased pilot's plane struck the plane in the tail surfaces, which the moniteur was flying.

The moniteur's machine immediately struck on its back and started to fall in a nose dive upside down. However, realizing the helplessness of his position, and having learned in acrobacy that when upside down, the movement of the control longitudinally are reversed, pushed forward on the stick and made

WRECKED PLANE OF THE BORROWED TIME AVIATOR



to make his bread. He became a founder, an editor and afterwards a printer. Yet his expenses were greater than his income. He disparagingly remarked once that his "Impremerie m'a pris tout de capital qu'il faut qu'elle me rende". And he returned to his pen and recommenced with determination the work that he was to pursue throughout the rest of his life. He died August 20, 1850.

It was perhaps, during the darkest hours of the young life of the Novelist, when he made the acquaintance of Madame Carraud, who lived in a rustic Swiss cottage where now stands the Chateau de Frapesle. A mutual amity arose between them that continued throughout the rest of his life. The inspiration, the consolation, and the feminine encouragement that she afforded her friend during his struggle against poverty was no doubt the greatest attribute to the literary success of Balzac. One of his biographers says, "The affection which commenced during the year 1819 was always equal and always sincere". Every summer Balzac would make a long visit at the home of his friend. While there at the Chalet near Issoudun he lived in a small room on the upper floor which he reached by means of a wooden ladder that led him to an open window in the roof of the building. One can see his room now, having been restored by the present proprietors of the Chateau. Here he wrote his "Rabouilleuse" and his "Un Menage du Garcon", two of his best romances.

Balzac loved the poor peasants of Berry. From his lodgment at the Chalet he made frequent excursions to their homes in the country. He was profoundly interested in women, especially

what would be considered a perfect landing on his back.

His remarkable presence of mind thus not only saved his own life but saved the life of his student who was riding with him at the time. The moniteur escaped with a slight fracture of the right arm and the pupil with but a few scratches.

It is believed that when the official records of the many pilots who have been to the Front, are given to the public, they will contain many such examples of just such presence of mind.

the "women of the world," as he called them. At the Dejunerie, which is a small collection of buildings that lay near the railway that leads to the American Aviation Camp, lived a family including six peasant girls. Here the writer learned the secrets, the desires and the eccentricities of the "femmes du monde." To him it was a source of relief to associate himself with those who were forced to struggle with poverty for their existence, and to console and offer his sympathy to those whose life was no more pleasant than his own. From these associations he drew the material for "La Femme de Trente Ans" and "La Femme Abandonnée."

On March 14, 1850, just five months before his death, Balzac married Mme. Manska, one of his admirers. He then quit the Chateau de Frapesle for ever. But never did he forget the generous hospitality, the never-failing support and confidence of his lifetime friend.

Issoudun has rendered homage to Balzac, as she did afterwards to President Wilson, by giving his name to one of her principal streets.

PERSONAL DOPE ON OUR EDITOR

Now that our gay debonair Editor is away on leave, the lesser lights, those who basked in reflected glory, must come forth and edit.

"In the early days of the war," when Red Dog was a yapping puppy, Tom Ward came to Issoudun. He was called upon to fill practically every job on the field, from sergeant to Adjutant of the Post, and following the line of all good stories, he got away with each one. Now he is Editor of the PLANE NEWS, Commanding Officer of a Squadron, and Information Officer of the Post—he wears three glimmering, glistening gold chevrons, and is inclined to be portly.

Besides and in conjunction with these diverse accomplishments, he is a good smoker, and shakes a wicked foot on the dance floor. He also finds time to eat and sleep well.

His friends were quite disappointed at not finding his name on the list of recent promotions, but it didn't seem to worry him.

We wish to assure the readers of the PLANE NEWS that Lieutenant Ward will be back in time to edit the next issue and that he will have a new and better line to sell.

THIS AVIATOR LIVING ON BORROWED TIME

We have told many stories of the front and also actual incidents both serious and humorous here. But amongst the many daily occurrences one incident which is illustrated of a flyer who is now living on borrowed time, like a good many of his comrades, is worthy of repetition. It was at Field 9, the 18 metre field, where the transformation to this hybrid ship generally brought forth some exciting incident, where this miraculous accident happened. The flyer we have in mind villed 200 metres, struck a farm roller and landed still strapped to the seat some 500 yards from the wreck with only a scratch on his nose and a few blanks in his memory.

Third Lieutenants

G. O. 29, G. H. Q. A. E. F., 1919, authorizes the wearing of a black diagonal stripe on both sleeves of the service coat and overcoat by all enlisted men who have qualified for commissions at any A. E. F. training school.

There are some sixty such men in Air Service Casual Company No. 6 who have passed their R. M. A. tests and who have been recommended for commissions. An order has been issued by the commanding officer of that organization listing those entitled to the stripes and directing them to appear in the future wearing their stripes. It must be distinctly understood that they are not mourning stripes.

These stripes will be worn only as long as the soldier is a member of the A. E. F. and are to be removed as soon as he ceases to be a member of A. E. F.

The stripes do not entitle the wearer to any extra privileges, but serve as a mark of distinction.

Program of Educational Classes

Classes in Arithmetic, Salesmanship, French, French History and Typewriting will be held each evening in rooms one to five inclusive, Red Cross library building, at the following hours: 6:45 to 7:30 p. m., 7:30 to 8:15 p. m. and 8:15 to 9:00 p. m.

Classes in Mechanical Drawing will also be held each evening at the above hours in room six of the Y. M. C. A., which is located in Hut 1.

There will also be two classes in French for beginners each afternoon from 1 to 2 p. m. and 2 to 3 p. m. in the Red Cross library.

AIR SERVICE OFFICERS PROMOTED

A FEW FACTS ABOUT UP-TO-DATE GERMAN PLANES

For the interest and instruction of such as wish to inform themselves in regard to the employment of German Aviation and as to the types of planes in use at the close of the war the following resume is made.

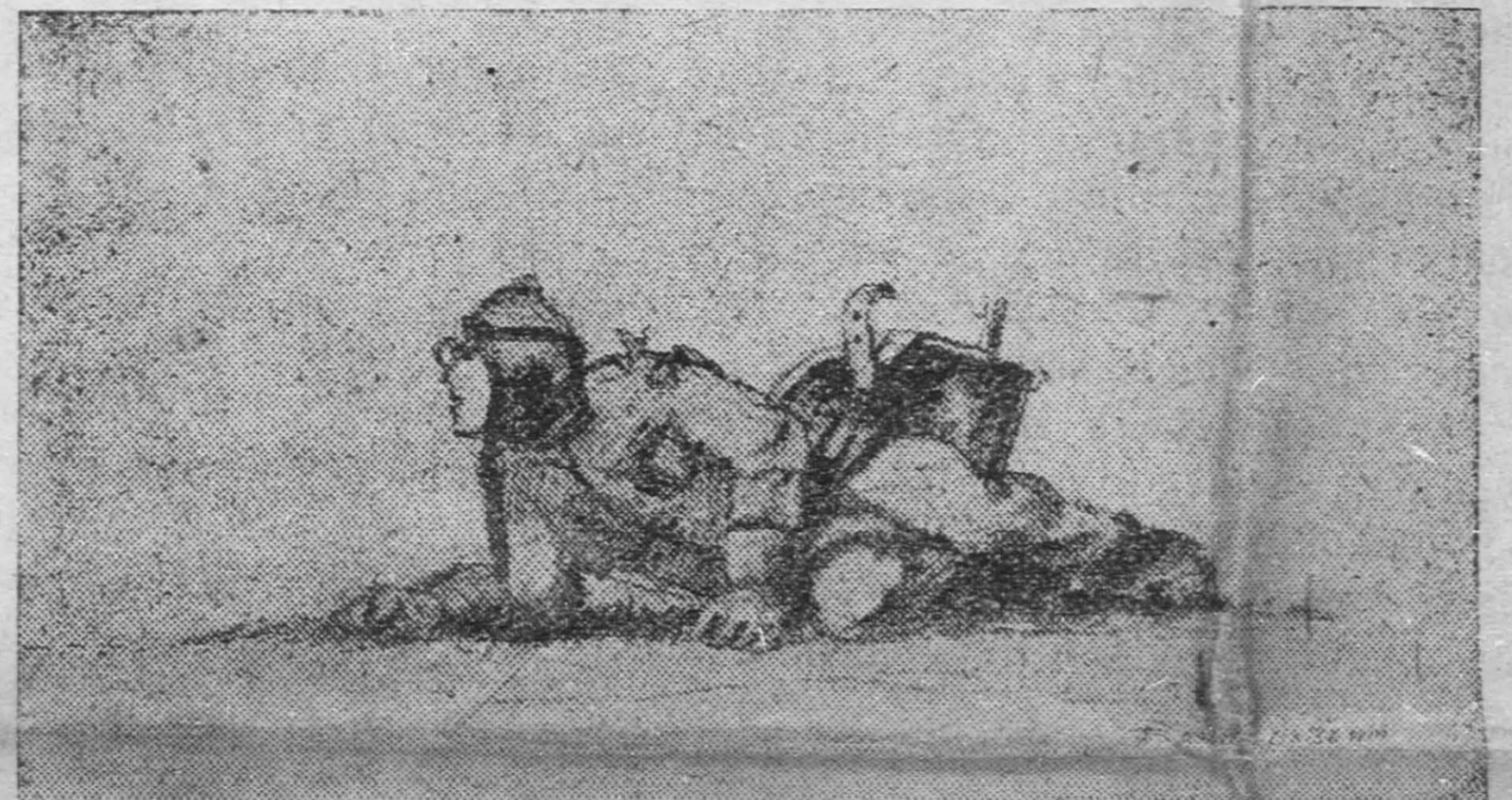
The Pursuit group included the (Siemens-Schuckert, Type D-4) (Fokker, Type D-7) (Albatross Type D-5a) (Pfalz Type D-3) (Fokker-Triplane, Type Dri-1) These planes are fast single-seaters, operating in formations of four to thirty machines. Their plan of attack rarely carried out unless there was evidence that the opposing forces were less numerical than themselves. Favorable position also determined attack. In an offensive it was the duty of the pursuit group to prevent enemy aerial observation both by plane and balloon. The German battle planes were the

Seventeen of Third A. I. C. Receive Deserving Reward

That the old center is not quite dead, was proven by paragraph 32 Special Order 52, G. H. Q., A. E. F., dated Feb. 20, 1919, for seventeen officers of this center were promoted when everyone was regarding the situation as only a clean up job, with little hope of even a word of praise.

It is singularly fitting that at this most trying time when it requires ability of the highest to keep men interested and efficient in their work here instead of thinking the when and where of embarkation, that these men whose work has been in a broad sense responsible for the signal success of this center, should be rewarded for their labors. They are so obviously deserved that the only thing that could be said in many instances is that they have been too long in coming. They are not lim-

HOW THE BORROWED TIME AVIATOR LANDED



Halberstadt, Type C.L.-2, and the Hannover, Type C.L.-2. These planes were two-seaters, armed with a fixed machine gun firing dead ahead. Another gun was mounted on the turret for the use of the observer. These machines were used against ground troops usually operating in flights of four to six planes. In offensive actions the flights cross the lines at zero hour and work upon the enemy's front infantry lines and barrage batteries. Troop concentration and traffic in the rear areas also were the subjects of their attention. On defensive work they were used in registering infantry assembling points and are also held in reserve flights to act upon reports from the reconnaissance group.

The Reconnaissance group were two-seaters, the following types being used: The Halberstadt, Type C-5 (L.V.G. C-6, L.V.G. C-5), Rumpler, Type C-4 (D.F.W. Type C-5), and the Albatros, Type C-5. All of these planes are larger, heavier and less easily handled than the battle planes. They were used for aerial photography, for reconnaissance and for adjusting artillery fire. In the quiet sectors two planes went out on photographic patrols, operating from a higher level for their protection. In battle sectors one or two battle planes accompanied them on their missions. They were also used in contact patrol work during operations.

The German bombing machines were the A.E.G. Type G-4, Friedrichshafen, Type G-3, and the Gotha G-5. They were two-motored machines, huge in construction and designed for weight carrying and night work. They carried three machine guns mounted on turrets for defense only. Usually they operated in flights of eight machines and sometimes as a squadron of three flights. It was their usual practice to shut off their motors at a fair altitude and glide for several miles over their objectives and drop their bombs one at a time.

ited to officers in any one line of work for the list includes executive officers, chiefs of Departments and fliers.

The promotions under Par. 32 Special Order 52, G. H. Q., A. E. F., dated Feb. 20, 1919, are as follows:

From Captain to be Major—Harry L. Wingate, William N. Conant and Richard S. Davis. From First Lieutenant to be Captain—George W. Eypper, Walter C. Davis, Frank L. Doty, Charles L. Gustafson, Temple W. Joyce, Lewis H. Kronig, Raymond N. Lewis, Frank E. Martin, Richard M. Merkel, Emil M. Molthan, Thomas Monroe and Selmer J. Tillison. From Second Lieutenant to be First Lieutenant—Robert J. Hogg and Samuel C. Smart.

Captain Harry L. Wingate who is now a Major is the Executive Officer at this center, having succeeded Major Lanphier. Captain Wingate was Officer in Charge of Field 8, when training was at its highest point. Much credit is due to him for the successful training of Pursuit Pilots in combat flying before going to the Front.

First Lieutenant Eypper who won a Captaincy was trained in England and took charge of the work of the Aerial Gunnery Department early last June. Under his able direction its efficiency was not only increased, but the courses were speeded up enabling the center to turn out remarkable weekly totals that equaled the feats of any of the other branches of the service.

It would be mere repetition to say anything concerning Capt. Temple W. Joyce. He is known far and near for his wonderful air feats in acrobacy. His last exhibition of three hundred consecutive loops will long be remembered by the personnel of this center.

First Lieut. Selmer J. Tillison now wears Captain's bars. Captain Tillison has not been on this field for quite a year, but his work in charge of the Aero Supply Department has been such that his department has been regarded as the model for the entire A. E. F.

Plane News.

Published Every Saturday at Third Aviation Instruction Center
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First Lieutenant Thomas Washington Ward, A. S., Officer in Charge
Second Lieutenant Lowell W. Bassett, A. S., Asst. Officer in Charge
Cadet Thomas Ford Hislop "Flying Poet"
Sgt. Geo. D. Alexander Art Editor
Cpl. Timoleon O. Johnston Associate Art Editor
Sgt. Emmet E. Frank Circulation Manager

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"All For One Aim—One Aim For All"

HOW ABOUT AUTHORITATIVE AVIATION EDITORS AND ART EDITORS

NOW that the importance of Aviation has been demonstrated, and the value of the right kind of aviation material to maintain public interest is so essential, why not suggest to some of the big magazines and newspapers to secure authoritative aviation writers and artists to pass upon all stories and illustrations submitted before publication? No, we are not gunning for a job. It is not our profession, for we have had enough trials and tribulations with even this puny sheet to seek anything along these lines. However, as the aviation subject already covers such a large field, and we are learning new things every day, there should be some steps taken in the right direction in order to furnish the reading public with the true facts, often stranger than fiction.

During the war there has been such a craving for aviation stories that fiction writers have delved into subjects about which they knew nothing with the consequent result that they have cluttered the market with automatic aviation stories. This does not only apply to fiction but also to supposedly authoritative aviation articles. Our personal experience has been to lose confidence in certain periodicals after reading feature aviation articles and stories which proved laughable and ridiculous. The effect was that they reflected on the balance of the stories appearing no matter how worthy.

As to art, while we appreciate the artists' liberty in daubing a mind picture, we can frankly state that many a good story and even cover design has been ruined by an impressionistic flying machine. As proof that aviation details can be painted and still be realistic we have but to point to Farre's wonderful pictures illustrating aviation life as it really is, or even to some of the French and British periodicals.

As proof of the detrimental effect of the wrong kind of aviation publicity we have to point to the impression which the average dough-boy had of the American planes. In spite of the fact that it was officially announced that the American airplane insignia had been changed the magazines still persisted in painting their airplanes with the former star insignia, so that the general public including the soldiers were educated with the wrong kind of illustrations. Many times have we heard them say that they never saw American planes in certain sectors when as a matter of fact they did not know how to identify their own aircraft, due to having been misled by misdirected publicity.

WHEN DREAMS COME TRUE

EVERY day we can see the possibilities of Commercial Aviation taking hold. Almost daily we hear some new report of long distance aviation travel being accomplished, proving the practicability of air tours. The cross-Mediterranean flights, the Paris-London, Paris-Brussels and other practical demonstrations are proof that as soon as the military emergency ceases to exist we can expect regularly scheduled, trans-continental routes being established.

This indicates that the brakes will not be applied to the wheels of progress and that the generations' advance made during the period of the war will be utilized. By "carrying on," it means something to those of you who have struggled and mastered the intricacies of this new game. It will boom your profession, the attraction of which is not equalled by any other in the world.

While this has been primarily a chase school we have been particularly fortunate here to have had the opportunity to familiarize ourselves with the D.H.-4 Liberty motored plane. In view of the fact that this particular type of engine, and a certain proportion of the planes will be of a type familiar to us, both the pilot and mechanics have something to look forward to in case they do not care to go back to their pre-war occupation and apply themselves to all-absorbing, ever-progressing aviation game. The prestige which you have gained by being stationed at the world's greatest flying school will act as a sufficient recommendation to those desiring expert assistance.

THE TIGER AND THE LION

THE SHOCK from the shooting of Premier Clemenceau was felt all around the world. The flood of messages of sympathy to the grand old man of France from the farthest corners of the earth is proof that the world admires a man with the courage of his convictions. It is fortunate that he has been spared to carry on his remarkable work. He has made his force felt ever since he took up the reins. Instead of furthering the Anarchists' scheme of the order of things, it weakens their hold so that the whole civilized world will be more on the defensive and guard even more carefully against the scourge of Anarchy and Bolshevism that has been gradually spreading.

The Premier has made his force felt through his own vigorous personality, standing head and shoulders over the average, so that he has been popularly known as the Tiger, but now still going on and displaying his mettle and lack of fear, he is now the center of his admiring countrymen and is now the Lion, not only of France but of the whole world.

WHAT'S NEXT



By Alex

A Short History of City of Bourges

[In order that those who have not had time to delve into the history of our neighboring city of Bourges, we are reciting the rather condensed outline of its story, to which we do not attempt to do justice.]

Bourges, the ancient capital of the Province of Berry, is one of the oldest cities of France. Its first people were the Bituriges-Cubi, and in 53 B. C. the Bituriges joined with Verucinetorix to throw off the Roman yoke. Bourges (which was then called Avaricum) was besieged and destroyed by the Romans.

It was rebuilt by them and flourished. In the 4th Century they built a remarkably strong wall around the city, having four gates and fifty towers, as protection against invasion. The streets of the city ran both inside and outside the wall, which accounts for their curious circular formation. Traces of this wall can still be found on the Esplanade of Seracourt, the palace of Jacques Coeur, the Place Berry and in several private houses. The Roman arenas, which stood on the spot now known as the Place de la Nation, were in a good state of preservation till the year 1620, when they were leveled.

On the introduction of Christianity in the 1st Century by Saint Ursin, the city's name was changed to Biturica or Bourges.

The Carolingian kings got possession of the city in the 8th Century and Pepin the Short had its walls restored. Philip the 1st made his stronghold here and extended the wall in 1100. King Philip August built his famous stronghold La-Grosse Tour de Bourges, which stood where now stands the Army stores.

In the 11th, 12th and 13th Centuries art and religion flourished, and many wonderful religious buildings of exquisite architecture were constructed.

The Famous Cathedral

The world famous Bourges Cathedral, one of the finest in France, was begun in the 12th Century, and additions were made in the 13th, 14th, 15th and 16th Centuries. It is one of the finest pieces of architecture in Europe, with five magnificent richly decorated front portals and with its great flight of steps, standing on a hill, it is a majestic structure, while its missing transept adds to its severe grandeur. Inside, its vastness strikes one with awe, and its unusual stained glass windows are wonders of beauty to all lovers of art. King Louis VII was crowned inside its walls in the year 1137.

Many beautiful churches were built during the middle ages and most of them still stand, monuments to the religious zeal and the art of those times. The Church of Saint Peter le Guillard; Saint Bonnet's Church (which contains some of the best of Jean Boucher's works of art), and Notre Dame Church are all wonders of art.

A siege of Bourges was attempted by the English in 1356 but was defeated.

King John le Bon of France gave his son John the Province of Berry in appanage, and John spent the resources of the Province on works of art. Part of his palace still remains, and many

QUICK LUNCH SERVICE "A LA ISSOUDUN"

Percy A. Lonergan

You sit down and there is no one in sight in the dingy little room. So you wait, and after about ten minutes the proprietress of the place comes in, and in her own French way asks what you want. You begin, "Bifsteak, pommes de terre, de pain, du buerre, des oeufs, du cafe"—and as much more as you can think of, in French—the French that you speak. "Ah, oui" says Madame and away she goes, and you wait, read over all the advertisements on the walls, the almanacs, look at a few pictures of battles in bright red and blue colors, and you watch the passers-by outside in the

other buildings; however, the magnificent Holy Chapel built by him has gone and relics only exist in the museum.

Bourges was where Charles VII sought refuge, and from where the Maid of Orleans helped him to his throne again. Here Jacques Coeur, the treasurer of the king, built a magnificent palace, which still exists, the most beautiful specimen of 15th Century architecture in France, and the birthplace of King Louis XI who founded a famous school of law. In his reign its trade had some heavy set backs, as he conferred nobility on all the city dignitaries and they abandoned trade. Later a disastrous fire swept away a large part of the city, but it was rebuilt and many beautiful buildings remain. Some examples are the Hotel Cujas, now the museum; the Hotel Lallemand, remarkable for its carvings; the ancient Town Hall, with its sculptured octagonal staircase turret. There are many ancient houses in stone and wood, well preserved, of 15th Century construction.

The Calvinists in 1620 committed great ravages by destroying many works of art, and even mutilated some fine statues in the cathedral.

To Bourges, after Waterloo was fought, the French army retired, and here also Don Carlos, the pretender to the Spanish Throne, spent five years captivity. In modern times Bourges has become a large military center with 49,000 population, which, since the present war, has increased to 110,000.

street. Madame is a long time in coming, while you drum your fingers on the table and again read over the almanacs.

In finally comes Madame with a table cloth and some plates, and you feel that you ought to tell her to get a little bit of a move on, as you are down for only a few hours; however, she is gone inside the kitchen again. And you wait, for what seems long enough to cook two meals separately, then back she comes with a long roll of bread, and away again. Then you wait and have another scrutiny of the almanacs for another ten minutes, when in comes Madame with a real beefsteak, a little bit small but still a beefsteak, and you figure that at last you are going to eat, so you expect the pommes de terre, but they don't come.

After a pause of about ten minutes in comes Madame with the butter, and you say "Oh, Madame! pommes de terres, des oeufs—quick, compris toot suite, salt, sel, compris, knives forks—comme sa." "Ah, oui!" and away she goes and brings in a knife and fork and some salt, and before you can again mention pommes de terre she is gone again. After a while in comes the oeufs, but not the pommes de terre, and you say, "Madame, ou est les pommes de terre quick, compris, pommes de terre quick, toot suite." "Ah, oui!" and off she runs, and then you start to eat what you have and chance the pommes de terres coming. You get just about through when in comes Madame with a large plate of the pommes de terres, and you say to yourself "Well, they'll do as dessert, I guess." "Madame, cafe?" "Ah, oui!" and off for the cafe, which comes after a while. However, you are now finished and wait again for Madame to return to pay your bill.

Now, whenever you go to a restaurant, you always begin "Madame, toot suite, bifsteak, pommes de terres, du pain, etc., toot suite." I went into a restaurant the other day. There were many soldiers, and each gave his order with a very emphatic "toot suite," and Madame with a polite smile said, "Ah, oui Americaine toot suite." And the whole shootin'-match came in together.

Guaranty Trust Company of New York

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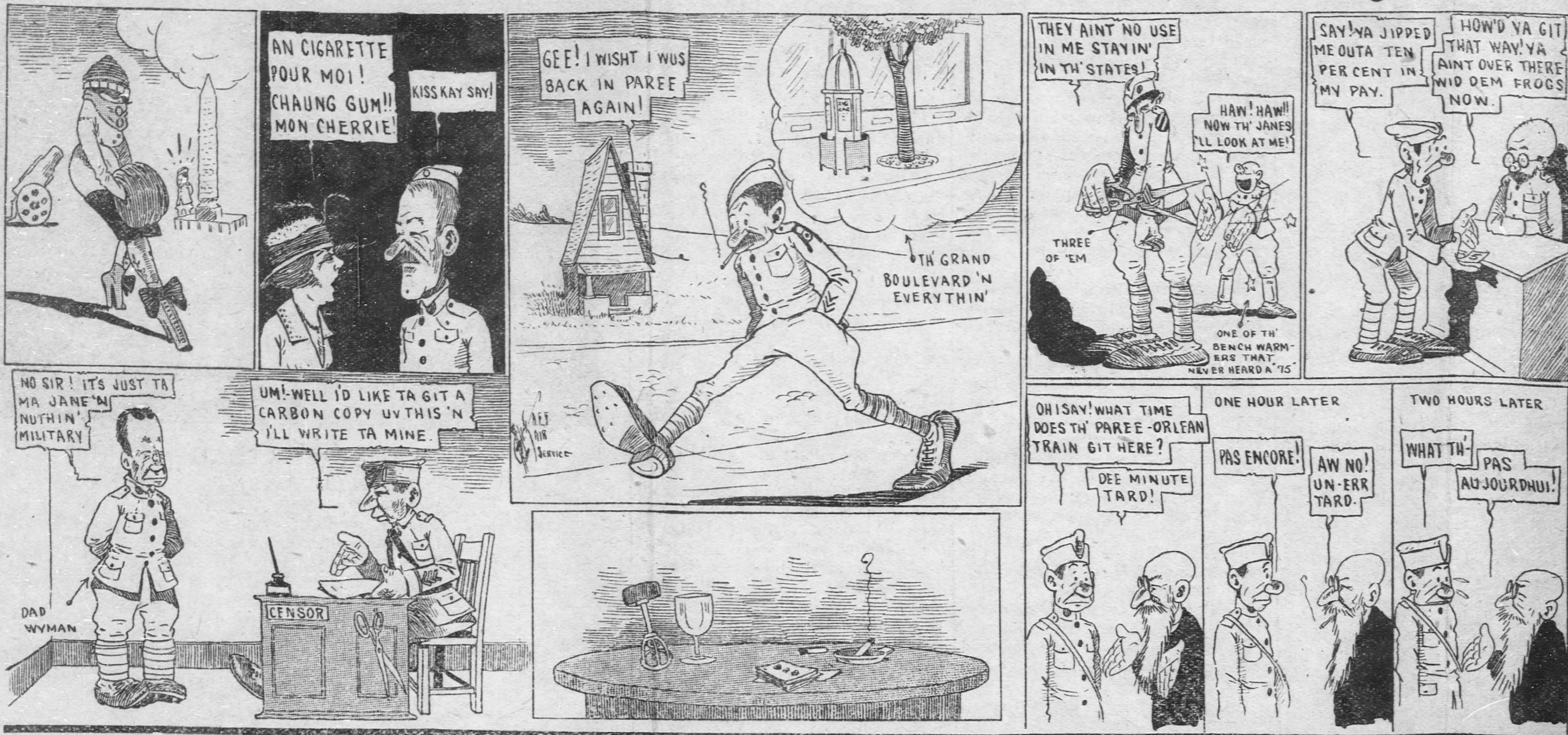
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AN AMERICAN BANK WITH AMERICAN METHODS

Things We'll Miss

By "Alex"



SAWDUST

By 1st Lieut. C. C. Loth

One that Horatio Alger never wrote
"By BULL and PULL", or "My second
and LAST trip across the Atlantic".

The Post barbers' razors have been
sterilized once anyway.

Eureka I Have It

Fire!!! Marshal Spikking, "Whar is it?"

It wouldn't have been a regular fire if
Follete had forgotten his gat.

The fire took place at an opportune
time. Prohibition is about worn out.
Besides it is a dry subject anyway.

There's a song, "Wait till the cows
come home". It looks like it will de-
velop into a neck and neck race between
the cows and the A. E. F., with the odds
on the cows.

TRY FLYING

When the sun is shining bright
And there's not a cloud in sight,
And the world seems just to please
you to be trying;
If you want the best that's in it—
Right up to the latest minute—
Just get out your little Nieuport and
—Try Flying.

Then if you're feeling low
And you don't know where to go,
And the only thing that seems to help
is crying
To your friends about your troubles;
Just remember they're but bubbles,
And get out your little Nieuport and
—Try Flying.

The same's true in civil life
When your dear sweet little wife
And the kids and ma-in-law are all
a-veing
To make your days so hot
That you wish that you had been shot.
Get in that thing that "lands on roads"
—Try Flying.

And when creditors pursue you—
When there's not a nickel due you—
And plain clothes men are all around
you spying;
Just pack your little grip,
To the tall grass take a trip,
And to save your precious hide you'd best
—Try Flying.

ACROBATICS

Immeimans, loops, sky-rocket rolls;
There's nothing I don't do,
All in bed, with a feverish head;
Oh, boy, how I have "flu."

Latest Communique

Light casualty this morning—Tin Cup
Ace blessed thumb on the sandwich
shift with the bread cutting machine.

PATRIOTS

By HUGHEY

It's powerfully lonesome, this side of the sea,
Unless the thing happens that happened to me;
I was feeling so low—so far down in my luck—
I could don a silk hat and walk under a duck
When a kind friend of mine who knew all the ropes
Took my hand and said something that buoyed up
my hopes;
He offered to show me the true of French life,
To meet a great Commandante and his lovely wife—
Their three beautiful daughters, two brave sons
as well,
in their own home, a chateau just over the dell.
To shorten the story, he took me one day
To this dear little palace not so far away;
There I found what he told me was true as pure
gold,
But I learned more—'twas something he hadn't
quite told—
As guests of our hosts was a wonderful pair,
A mother and daughter both wond'rously fair,
A proud General's wife and sole child were they.
"We are proud of our man," was all they would
say,
But plainer than words glowed like fire their pride,
Fed by faith and devotion that nothing could hide.
Their's was the kind that would not give up right,
Far rather lose all through the Huns brutal might.
They had one ideal and that ideal was France,
And the way that they showed it your heart would
entrance.
Marguerite, the daughter, in dark velvet was
dressed;
I thrilled when my hand in sweet welcome she
pressed,
For this bit of a girl said: if she had been a boy
To have fought for her France would have been
supreme joy.

Should we not feel the privilege of helping, Old
Friend?
Let's forget homesick thoughts. Stick it out to
the end.

ALF AND BERT AND BILL

By Hughey

This war has shown us the tragic
But it's brought out the comic
As well, and many a man has discovered
A funny-bone that long he had covered,
So he's helped to lighten the burdens
Of the gang just behind the curtains
Of fire. The crowd that was fighting and bleeding
Where the big guns and small ones were seething
By wriling or telling of some funny thing—
Perhaps 'twas a song the whole bunch could sing—
Love laughed and enjoyed them along with the rest
There were many could compare with the best
But the thing to me that's been most appealing—
More true to life and its myriad feeling—
Are Bruce Bairnsfathers drawings of Alf, Bert and
Bill;
They are so like the type that you feel with a thrill
That somewhere you've met them and will meet
them again,
For they are nothing unusual, just like other men.
But Bairnsfather so portrays their simple life
That you see all the fun in the midst of the strife;
I've enjoyed the things other artists have drawn
But they last a short time and then they are gone,
So somehow I think as I climb up life's hill
I'll remember the antics of Alf, Bert and Bill.

FATHER AND SON

Dedicated to Mrs. Theodore Roosevelt

He stood before us all, brave, true, a man;
Strong, 'neath the shades of black, politic hate.
He feared no foe; loved justice, truth, more than
His life, and served them with his whole souls
weight.
Into our midst he sent with open heart
A son whose efforts formed a glowing ball
That led us on where we could scarcely start.
Brave, true, a man, he stood before us all.
Father of dear, brave sons, our country's sire,
The world must weep the loss it cannot hide.
Son of that father, spark of that same fire,
Great is our sorrow, greater is our pride.
Gone is their presence 'neath the shades of night,
Yet brighter shine the stars that lead to Right.
—J. F. S.

RICOCCHETS

By 1st Lieut. J. H. CLAYTON

My dear K. C. B.
Somewhere in America
Please don't think that I
Am trying to crib your style

For I wouldn't do any such thing
For all the world

But
There's something I want to say
And as it's only a little something
And I have a column to fill
I can think of no better way
Than to use these little stars
Between several lines

Now, Mr. K. C. B.,
You are a man of influence
And property, I suppose,

Although I know
A newspaper man
Has no right
To property or money
Or anything else.

But anyway
You have a column
In a lot of newspapers
And you can do a lot for us
Through that column.

How would you feel
If you'd come to France
To fight the dirty Hun

And while you fought
Or fought to fight
Some slacker got your girl
And another slacker
Got your job

And paydays were far apart
And you never could learn French

And then
While you were over here
On the job
Somebody at home
Starled something about "no beer"

And another somebody started
Something about "no cigarettes"—
Wouldn't you be pretty sore?

So we ask you
In behalf of the A. E. F.
Not to let the newspaper men
Drink up all the beer

And if you do
The whole A. E. F.
Will thank you.

G. I. KAN

We took it as we found it, without "goldbricking" or snaps,
The K. P. and the rest of it, from Reveille to Taps,
And we always took it smiling, no matter how things ran
'Cause we always had our buddy, Private G. I. Kan.

Goofy, fat and happy, with his dome of old G. I.
He always came up smiling, and he always just got by,
And we laughed with him and chuckled at each new and funny plan
Of our foolish little buddy, Private First Class Kan.

And you bet we won't forget him, when our army days are past,
When we've stood our last inspection, and are "civic-lized" at last,
And thoughts of him will surely bring a smile to every man
Who fought the war at "Is-u-dumb", with happy Corporal Kan.

HENRY HOUSEGOW'S POST CARD HOME

Dear Mother:

Now don't worry mother, I'm all right,
And just as safe as I'd be at home;
For they watch us carefully day and night,
And wont even let us go out alone.

I AM NOW STATIONED AT _____
(Name of Place)

Mother, "Organizations" this card should read,
For men from them all, are here with me;
In return for some little word or deed,
And not just because they want to be.

WITH _____
(Organization)

My state of health was not the best,
But I'm cared for now, so have no fear;
For all I needed was just a rest,
And I'm getting it now, in the Guard House here.

AND AM _____
(State of Health)

Your loving son, HENRY HOUSEGOW.

SNIPS AND SNAPS

Percy H. Lonergon

Private Jackson of the —th Aero
Squadron, had just been served his
rations and at that particular time at
Kelly Field somebody forgot to send the
potato car and a few other grub cars to
the O. M. Department, therefore Private
Jackson got a piece of meat and a tea-
spoonful of potatoes. "Say, boys", he
remarked, "I'm just going to eat that
bit of meat and inhale the potatoes."

The Second Loot

We all know the Second Loot,
Yes we do, you bet your boot,
And the most of them have always acted
square
With the guys that fill the ranks,
And, although there may be cranks,
Yet on the whole, they're plenty more
than fair,

The Loot, the Second Loot

For he's always on the deck,
Yes he is, he is, by Heck!
And the job ain't quite as easy as it looks,
For when anything goes wrong
And when things are not in song,
Its the Loot that gets his name put on
the books,
The Loot, the Second Loot

Oh, he's the middle hoss
Twixt the rankers and the boss
And he often shared their sorrows and
their joys
For he's done his bit out here
And his record's in the clear,
In the fighting line, he's buried with the
boys,
The Loot, the Second Loot

Should promotion be your luck,
Be you sergeant or a buck,
Well, you earned it! While the man
who helped you far,
Is the man for whom they shout
When the glory's not about,
And the spotlight cannot tip his shoulder
bar,
The Loot, the Second Loot

We can't ask why or how,
That's against the soldier's vow,
But we can't help thinking he should
have his share
Along with all the rest,
Whom the God of war has blest,
For he earned it, yes he earned it, good
and fair,
The Loot, the Second Loot

First Neighbor: "What's become of
your black cat Tom, Mrs. Slats?"
Mrs. Slats: "Oh, Tom, why the poor
thing died, he crawled in under the
stove and died, and it was three weeks
before we found him."
First Neighbor: "And didn't you
smell him?"
Mrs. Slats: "Oh yes, we smelt him,
but we thought it was the Dutch family
downstairs."

Snap Into It!

Headquarters, 3rd A. I. C.

General Orders No. 14. Feb. 24, 1919.

1. To carry out the instructions contained in Par. 1, Sec. 2, G. O. 7; Hq. S. O. S., dated February 6th, 1919, all organizations at this Post will be required to drill daily, Sundays and holidays excepted, beginning March 3rd, 1919, from 7:00 a. m. until 7:30 a. m. At each formation for drill there will be at least one officer present. All enlisted men except those employed on duties which, being absent from, would materially hamper the progress of the necessary work at this Post, will be required to attend.

2. The weekly inspection heretofore held on Saturday mornings, will hereafter be held on Sunday mornings at 10:00 a. m.

3. Reference to so much of Par. 3, Sec. 2, G. O. 7, Hq. S. O. S., dated February 6th, 1919, as requires organizations to be inspected. This inspection will be held by organization commanders at 10:00 o'clock a. m., and the officers detailed from these Headquarters to conduct Sunday morning inspections will only be required to inspect quarters, condition of records, supplies, etc., as at present is required at the weekly inspections.

4. It is desired that organization commanders carry out the spirit of the aforementioned General Order in the best manner possible. Short snappy drills in close order will greatly benefit both the commissioned and enlisted personnel of the Post and any kind of drill performed in a perfunctory manner is of no value and is only a waste of time.

5. Organization commanders will excuse men whose duties necessitate them being excused from drill, at their discretion. Great care will be taken that no men are excused whose duties, or the circumstances do not absolutely require it.

By Order of MAJOR CURRY,
L. E. Cummings, Capt., A. S., Adj.

802nd Squadron Gives Banquet

To mark the end of a remarkable year's work at the Third A. I. C., the 802nd Aero Repair Squadron put on a grand spread in their mess hall at barracks 14 last Friday evening.

There has never been a fete in the history of that organization equal to this occasion. The old mess shack was converted into an imposing dining hall with decorations of evergreens draped in the national colors. The Grand piano, vocal cords and digestive organs were tuned up to the highest stage of perfection in anticipation of the coming event.

The table was cleared of its remains and they began to amuse themselves with music, song and after-dinner orations. Unhappily the rigid rules of censorship will not permit the reproduction of some of the numbers here. Lieutenant Burkhardt, their able commanding officer, was the leader of these operations, while Sergeant Shay, with his Irish folk lore, M. S. E. Benedict, with his store of jokes, and Sergeant Mullett, with his New England ballads, vied with each other in the attempt to keep the whole squadron in an uproar of laughter until long after the weird song of the bugler had allured everyone to their bunks.

Jim Donlin was there as an invited guest all tanked up with fun, and Smithurst, another of the honored guests, tickled the piano.

WARBLINGS OF A WISE ONE

One advantage of marrying a pasparleying French girl is that she cannot talk back to you. And she never played baseball with her brothers, which makes her less accurate with the kitchen ware.

They say these officers who are wearing the black braid on their sleeves are in mourning for the service chevrons which they will lose. Now, thanks to Medill McCormick, the man from Illinois, they can wear the gold with the black.

Decoration of Fire Marshal Real Imposing

Captain Bolton Receives Handsome Medal and Palm Leaves With Citation

At a rather imposing ceremony conducted in barrack 1, Captain Bolton, Assistant Fire Marshal, was decorated with a handsomely engraved medal with the customary trimmings and two palm leaves. This was presented for his work in connection with a recent fire. The citation reads as follows:

Headquarters
Distinguished Medals Division, S.O.S.
Battlefield of Issoudun,
February 21st, 1919.

Extinguished Fire Order
No. 000.1323.

1. Captain OAKLEY BOLTON, Air Service:—On February 19, 1919, this officer, in company with his little red dog, led his gallant fire fighters into action. Captain Bolton, in spite of the presence of burning laundry, rushed all around the blazing structure, not even holding his nose, defying the odiferous fumes of the socks, etc. being consumed. He surrounded himself with the bravest of the fire fighters who poured torrent like streams upon the blaze. With unusual bravery he displayed initiative by keeping as close to the infernal flame as possible until he secured that long looked for hair singe, having just been given a free hair cut by his company barber with the promise of a promotion. This following so closely upon his other conversational combats, it is only fitting and proper that this officer be decorated with two palm leaves of this distinguished order and it is also recommended that the Government of Monaco pin upon his noble breast the Order of the Palm de Terre.

It is felt that his little red dog contributed largely in the incident, but it is sincerely regretted that due to this heroic animal being one of the canine species it cannot, under existing regulations, be also decorated with this distinguished decoration. However, this officer has the option of either sharing one of the palm leaves with said canine or else loaning the ribbon to be worn on appropriate occasions.

In view of another noble son of Kentucky having been decorated himself, and this officer being of an usual type, not having purchased either a Croix de Guerre or having a mimeographed citation, and having been deprived of an opportunity of going to the front where he might lead his little army of fire fighters over the top, it is felt that the presentation of this Distinguishing Order to this heroic officer will, in a small degree, reward him for his acts of extraordinary heroism.

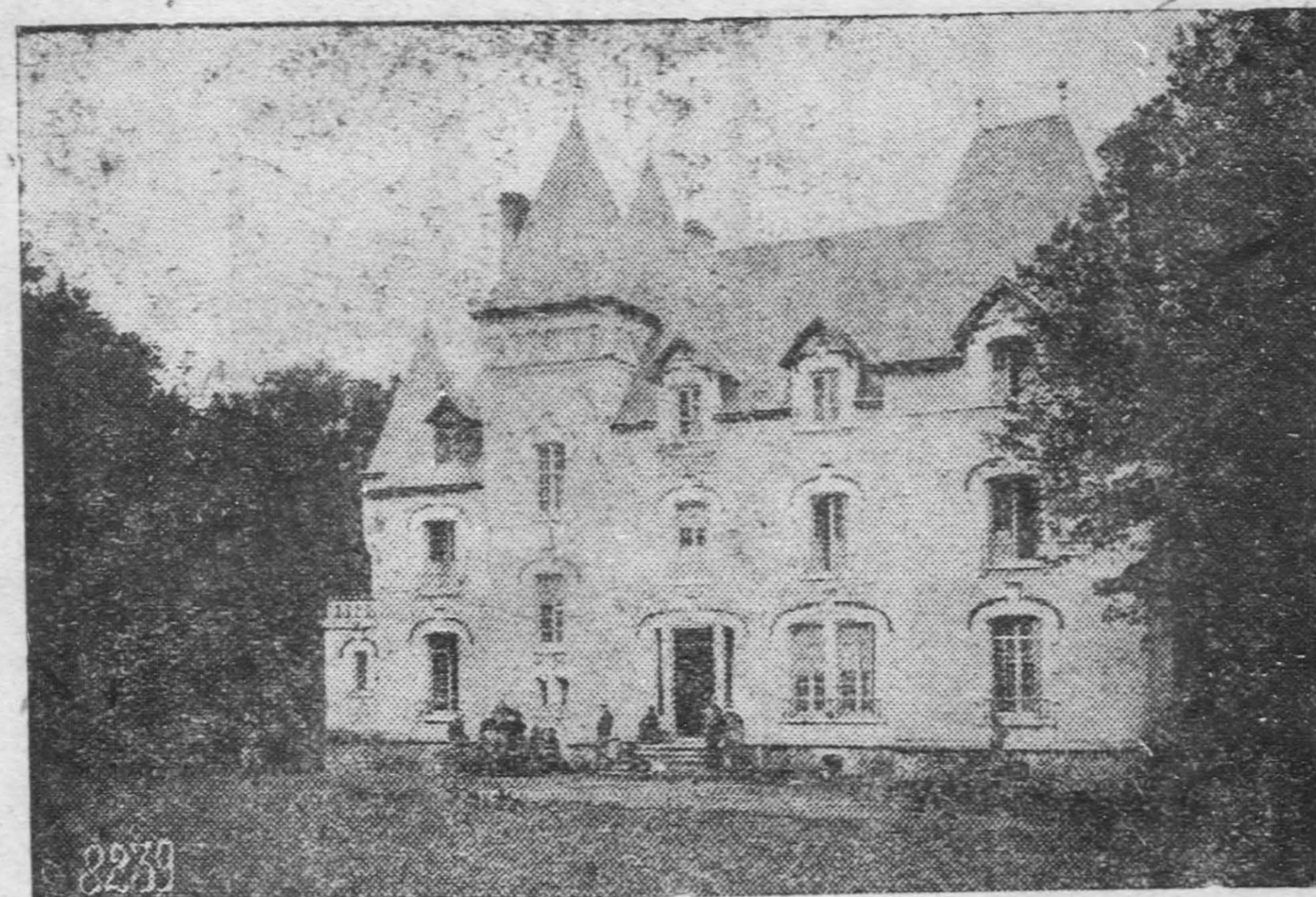
An emergency like this is sufficient proof that had he been given the opportunity he would have defied the fire of the dirty Huns in just such a heroic manner.

By command of Jigadier Brindle You-tellem:

While I. Marktime,
Official: Adneral Getulant.
Raisett Sixbits,
Chief of Staff.

It might be added that if the Captain could hire a hall he would take great pride in exhibiting the medal and ribbon. The machine shop executed one of

CHATEAU VILLECHOUVIN, CONVELESCENT HOME



OUR CHATEAU

When we got the blamed Flu
And felt sort of blue,
When our tonsils went punk
And we longed for our bunk,
When we crash in a plane
And were suffering the pain,
When any physical ail
Caused us to fail—
They sent us to the Chateau to rest.

Little's been said of their splendid care
Or the home like feeling they created there
But in the heart of every fellow
Is a memory rich and mellow—
Of the kind folks in our Chateau.

CATHOLIC DEVOTIONS

Confessions Saturdays at the chapel 4 to 6 and 7 to 9:30 p. m. Mass and sermon Sundays 7:45 and 11 a. m. Doctrinal Instruction and Benediction Sundays 8 p. m.

Y.M.C.A. SUNDAY SERVICES

Morning services will be held at 10.30, and evening services at 7.00. Chaplain Vette will speak at both services. The communion service will be observed in connection with the morning service.

Entertainment

Entertainment still going strong, Capt. Moulton has arranged a great array of show for the coming week. A show in each "Y" hut every night.

The program for the following week is as follows.

Monday, March 3rd. Hut 1. De La Fraunte Party Hut 2. Tricolor Troupe.

Tuesday, March 4th. Hut 1. Vaudeville show and concert. 50 men, Ordance Depot, Camp Marmanc, Mehun; Hut 2. "Verdun Minstrels", 76 men, 802nd Pioneer Infantry.

Wednesday, March 5th. Hut 1. Verdun Minstrels; Hut 2. Five reels, special feature, moving pictures.

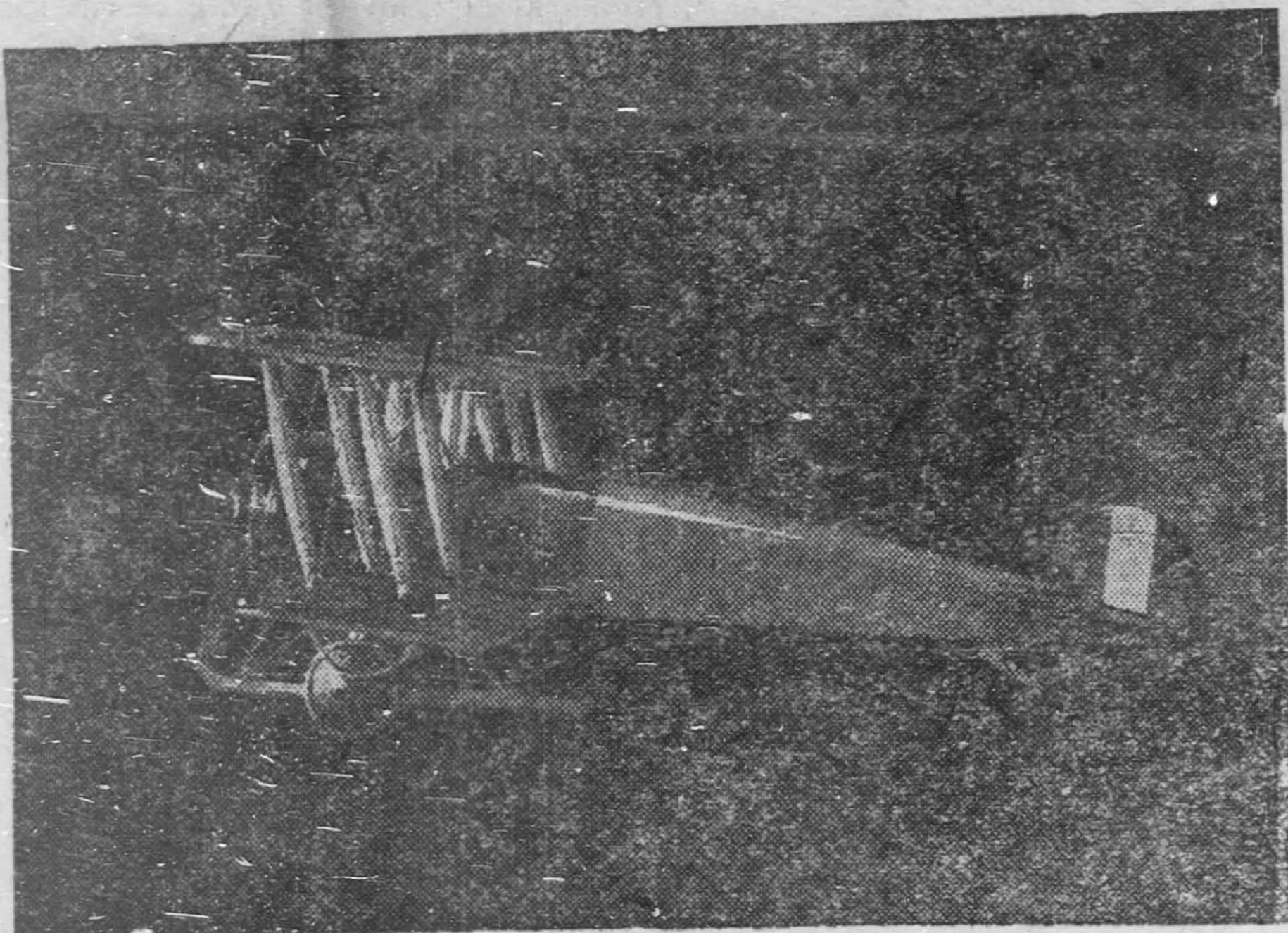
Thursday, March 6th. Hut 1. Tricolor Troupe; Hut 2. Vaudeville show, from 20th Engineers at Blois.

Friday, March 7th. Hut 1. Kentucky Trio (three American Ladies); Hut 2. Enlisted Men's Dance.

Saturday, March 8th. Hut 1. Vaudeville show. 515th Engineers; Hut 2. Kentucky Trio.

You can hardly blame the Avro annihilators for wanting to wear bars back home. Most any of us would like to have a couple of our own to lean against after June 30th.

PHOTOGRAPH OF THE AVRO MODEL MADE BY CORPORAL TUMMEL



This may look like the real thing, but as a matter of fact it is only a model. It is the work of Corporal Arthur R. Tummel, 13th Company, 3rd Regiment, Air Service Mechanics. Being a student and mechanic he has absorbed so thoroughly the details of the various planes upon which he has worked on the Test Line, that his services have been utilized by the Information Officer of the Post for the construction of the various planes used here. He is responsible for the various models on exhibition in the Technical Library, including Spad, Nieuport, Avro and Sopwith. And has recently completed a model which was presented to General Patrick, Chief of Air Service, as a Souvenir of the Center.

When Next in Paris Visit MacDOUGAL & CO.

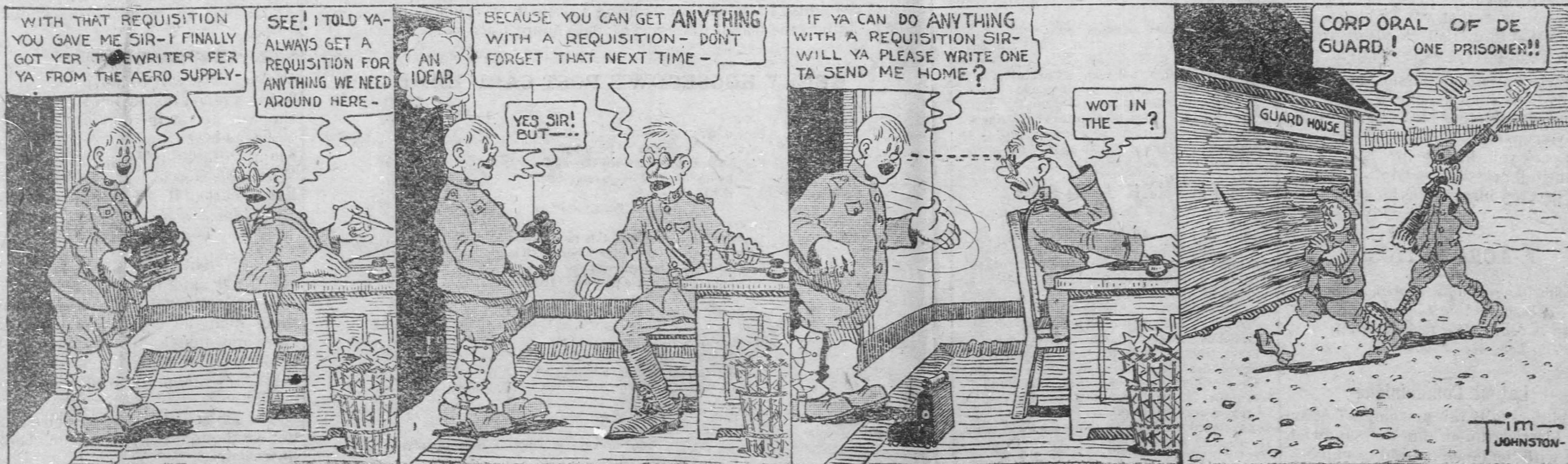
1 bis Rue Auber
(Opposite American Express)

American Military Tailors

All Aviation Insignia in Stock
Detachable Fur Collar
Trench Coats, etc.

3rd AVIATION INSTRUCTION CENTER INSIGNIA IN STOCK

PRIVATE G. I. KAN HOMESICK



Copyright applied for

By "Tim"