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FLIGHTS AND LANDINGS

" Sic itur ad astra "

Vol. 1 No. 24

HOMEWARD BOUND EDITION

WEDNESDAY, DECEMBER 11, 1918

SOUVENIR OF SEVENTH A.I.C.

Price: 50 Centimes

Three Officers of This Center Decorated With Croix de Guerre With One Palm Last Week; Colonel Rivas Confers Decorations

Lieutenants Powell, Moore and Posey Cited by French War Council for Bravery in Action Against Hun in Recent War; Four Soldiers of French Army Receive Decorations at Same Ceremony.

December 5-18—Grouped in the center of the square in French Hospital No. 11, on the road to Royat, three American Aviation officers and five French soldiers were decorated by Colonel Rivas, Commandant of the third and fourth divisions (French) and an officer of the Legion of Honor, for gallantry and splendid example set while in combat against the Hun invaders.

Two platoons, one from the Expeditionary Forces and another from picked French units formed three sides of a square for the ceremony. Grouped about the Guard of Honor were hundreds of convalescent French officers and soldiers who, despite their own misfortunes and sufferings, cheered heartily as each medal was pinned upon the breast of the Officers and soldiers who had distinguished themselves in combat.

The American platoon was a picked group of men from the 1105th Aero Squadron who were commanded by 1st. Lieut. Norman B. Read, Adjutant of the squadron.

Preceding the award of each individual the French Colonel read the respective citation to the French assemblage and a true translation was read by 1st. Lieut. John R. Cotton, American Aide at the ceremony.

Lieut. Moore Decorated First
The initial award was that of 1st. Lieut. Robert L. Moore who received a Croix de Guerre with one palm. The citation for which he was decorated is: ORDER No. 11.054 "D". (Extract)

1st. Lieut. Moore, Pilot, Escadrille Br. 29. "A pilot of great bravery, possessing equally splendid enthusiasm and remarkable presence of mind. On the 14th of June, 1918, in the course of a combat above the enemy lines, his observer was killed and he was forced to descend from an altitude of 5,000 meters, pursued almost to the ground by two enemy planes firing at him incessantly. Although he was wounded by three bullets and had his machine seriously damaged he succeeded, thanks to his dexterity and courage, to regain his own lines."

General Headquarters, Oct. 30th, 1918.
General, Commander in Chief, PETAIN.

1st. Lieut. Clifford R. Powell and 2nd. Lieut. John A. Posey were decorated in the order named. Their citations are as follows.

ORDER No. 11.054 "D". (Extract)
1st. Lieut. Powell, Clifford R., Observer Escadrille Br. 123

"From the time of joining the escadrille he has taken part in all the bombing raids, giving evidence of splendid enthusiasm. On the 1st. of June, 1918, attacked

(Continued on next Page)

This Center Sends Unit To Occupation Army For Air Work

**SPECIALLY QUALIFIED MEN
PICKED FOR WORK IN
GERMAN TERRITORY**

Not having seen the front during the days and nights when shrapnel rained and six inch shells playfully wrecked a road or a few dugouts, 19 of the members of the enlisted personnel of this Post were satisfied to see the spoils of war and have accordingly been transferred to the army of Occupation.

These men are picked to qualify for designated positions and will retain their present grades. A number of paper-work men, clerks, stenographers and a 1st. Sergeant were requested.

The Sergeant selected for the position of Top Soldier was Sergeant 1st. Cl. Albert S. Cook, formerly the dictating non-commissioned officer of the 1105th Aero Repl. Sqdn. He took charge of the detail of 19 representatives of this field who will further serve their country in the army of Occupation.

Listed below are those who left:
1105th Aero Squadron

Sergeant 1st. cl. Albert S. Cook, Pvt. L. H. Davis, Pvt. Ross Dodd, Chf. John D. Germer, Jr., Chf. Clair M. Smathers, Pvt. William J. Creighton.

97th Aero Squadron
Pvt. William E. Nichols, Pvt. 1st. Cl. B. Sunderland Paul, Pvt. Lorenz C. Dippe, Chf. Ronald Nowlinz.

18th Aero Squadron
Pvt. Earl O. Chapman, Pvt. Vincent Maguire, Corporal Joseph Gallagher, Pvt. Arthur Manning.

227th Aero Squadron
Pvt. Albert R. Brown, Pvt. C. L. Olmstead, Pvt. Chester Mathis, Chf. Phillip R. Heyden, Pvt. Morley R. Ruby.

Even on the dreary nights when the sky is clouded and the stars hidden a moon shines down on the 2nd A. I. C. Each corner of the Meteorological department sends up a lighted balloon by which wind currents are tested, and long after it has left the ground it furnishes temporary cheer.

PLACE DE JAUDE



The above reproductions are of photographs taken from the Place de Jaude. The principal square in Clermont-Ferrand. The upper cut shows the statue erected to the honor of Vercingetorix, the famous leader who gathered a small army in the year 58 B.C. and defeated the armies of Caesar on the plateau of Gergovia. This great leader took his armies into Alesia after this victory and in the year 52 he was captured by Caesar, taken to Rome and executed six years later.

The history of Clermont-Ferrand is traced back to centuries before Christ. In 31 B. V. a fortress occupied the square where the Cathedral now stands. This fortress was destroyed in 761 A. D. by King Pepin who besieged the city.

The first Cathedral was built in the third century, the second in the sixth and the third was begun in 937, Arnaud, Bishop of Clermont, laying the first stone. This edifice was destroyed during the period of the Crusades when all Roman cathedrals were destroyed. The present Cathedral is the fourth.

The period intervening the time of the destruction of the second cathedral to the time of the building of the third, the church of Notre-Dame du Port served as the Cathedral. This church was built in 575, destroyed in 845 and rebuilt in 862. It is located on the Rue du Fort and is considered one of the finest of the old Roman Auvergnat styles.

The lower cut is from a photo taken from the south end of the Place de Jaude and shows the monument to the honor of General Desaix of the French revolution. The Vercingetorix monument is shown in the distance. The gathering in the Place de Jaude shown here is the beginning of a demonstration on November 11, the day on which the armistice was signed, marking the close of hostilities.

The large structure shown in the picture in the Municipal Theatre Building, one of the finest buildings in the city. The two spires in the background are those of the Cathedral. This edifice was begun in 1248 by Louis Ninth, then King of France. He donated 1,320,000 Francs toward the building fund. The plans were drawn by the architect Jean des Champs who died in 1284 before the completion of the structure.

Viollet le Duc, in 1886, took up the work where it had been left at the death of the architect and carried the work to its present state of completion. It is stated that

FOUR MEN OF THIS POST COMMENDED ON GOOD WORK BY BRIGADIER GENERAL FOULOIS OF AMERICAN ARMY

Four enlisted men from the Seventh A.I.C., Chauff. 1st. Cl. L. E. Howard of the 97th Aero Squadron, Corporal George Wyar of the same squadron, Chauff. 1st. Cl. A. Holm of the 491st Aero Construction Squadron and Chauff. 1st. Cl. S. Margeson of the 1105th Aero Replacement Squadron, have been commended for prompt and efficient manner in performance of duty by Brigadier General B. D. Foulois, U.S.A.

The recommendations were received by the Commanding Officer of this Center this week with the request that they be presented to the men mentioned.

The four men were members of a party to St. Chely, France, called there to assist in the reparation of an automobile in which General Foulois was being driven. The letter of Corporal Wyar appears here. The subject matter of the letters for the other three of the party is a duplicate of this.

November 27, 1918.

Brigadier General B. F. Foulois, Assistant Chief of Air Service, Commanding Officer, 7th Aviation Instruction Center, American E. F. Commendation of Corporal George Wyar, 97th Aero Squadron.

I wish to personally recommend Corporal George Wyar, 97th Aero Squadron, for the prompt and efficient manner in which he performed his duty on the night of November 7-8, when he proceeded by motorcar from Clermont-Ferrand to the vicinity of St. Chely, France, in response

to a telephone call from myself, to render assistance in connection with the repair of my automobile.

2. Instructions were issued from your office for the above named non-commissioned officer to proceed to my assistance. In compliance with these instructions he, accompanied by three other non-commissioned officers, with one Cadillac car and one Fiat truck, left Clermont-Ferrand at 7.30 P.M., and after driving through a most difficult and mountainous country, hindered by fog, bad roads, and cold weather, arrived at their destination at 1.30 A.M., ready to render the necessary assistance. On the following morning he, with the assistance of his companions, promptly remedied the trouble with my automobile, which allowed me to continue on my business without further difficulty.

3. On November 8, I traveled over the same route, by daylight, which the above named non-commissioned officer and his comrades had traveled the preceding night, and can fully appreciate the difficulty, danger and discomfort of travel over such a route at night, especially when hindered by fog.

4. Please furnish this letter to the above named non-commissioned officer as a testimonial of my appreciation of the manner in which he performed his duty.

B. D. FOULOIS,
Brigadier General U. S. A.

Flights and Landings, Official Air Service Newspaper, Issues "Homeward Bound" Edition After Publication of Ten Months in France

Seventh Aviation Instruction Center Journal Organized Several Months After Opening of Post Ceases Publication; Was Begun in February by Sgt. Gould, Present Editor, and Lieut. Breen.

Last February, when most non-commissioned officers had little or nothing to do but think up various schemes there seeped from the cranium of one Sergeant-Major, Leslie H. Parks, an idea. His idea wasn't so pretentious as it finally turned out to be, but it was the starter.

He whispered into the ear drum of one William P. Breen, then Post Sgt.-Major and now a Supply Officer on the front. What he whispered will long remain a mystery, but there came out of the bedlam caused by the secret the notice that one perfectly good fountain pen would be donated to the ingenious individual who submitted the most appropriate name for a Camp Newspaper.

In the meantime, before the final submission of the names there was selected as the initial staff the following: Major Ira A. Rader, M. A. (Now Lieut. Col.) Hon. President; Dr. Allon MacNeil, Y. M. C. A. Director, Hon. Vice President; Captain Gordon Reel, Adjutant, Hon. Vice President; Lieut. William P. Breen, (Then Sgt. 1st. Cl.) Editor; Sgt. Herbert Gould, Ass't Editor; Sgt. H. Faust, Business Manager; Sgt. 1st. Cl. Leslie Parks, Sporting Editor and about sixteen youthful and ambitious individuals as squadron representatives.

Chief Of Air Service Decorates Local Pilot For Valor Against Hun

**LIEUT. BONNALIE WINS D. S. O.
OF ENGLISH GOVERNMENT;
HAS YANK D. S. G.**

The Chief of the American Air Service in the Expeditionary Forces, Major General Patrick, decorated 1st. Lieut. Allan F. Bonnalie with the English Distinguished Service Order for extraordinary coolness and valor under fire.

Lieut. Bonnalie was decorated with impressive ceremony, the entire command being formed on the flying field in platoon formation. Major General Patrick read the citation which had been forwarded from England. The contents read in part: "Lieut. Bonnalie, flying in a formation went to the assistance of a fellow flier when the latter was being attacked by a Bosche plane. He fell out of the formation and was subjected to a severe fire from the enemy planes. His machine was badly damaged and the elevator controls shot.

His observer climbed over the pilot's cowl and up onto the fuselage thereby, balancing the machine which Lieut. Bonnalie piloted back to his lines in safety despite the incessant attack of the Boche fliers."

Several weeks ago Lieut. Bonnalie was decorated by Major McDonnell, in the name of the Commanding General, with the Distinguished Service Cross.

Major General Patrick was attended by The Post Commanding Officer, and Captain Garrett, Captain Williams officiated as field commander with Lieut. Page as field adjutant.

With the pinning of the medals the General, his attending officers and Lieut. Bonnalie returned to the center of the formation and witnessed the review of the troops.

Major General Patrick spoke a few words of praise and encouragement to the enlisted men while they were in formation. He stated that he had looked forward to the time when this Post's personnel would be sent to the front but that the time of the war was too short lived. He stated that the work accomplished here was of the highest caliber and that the men should feel that they had accomplished their part in the war and had partaken in a very necessary work even though they hadn't faced the enemy guns.

With the termination of the ceremonies the Major General and the post staff went on a four of inspection of the entire Post. The General spoke complimentary of the camp and the conditions existing here.

Nineteenth Unit Has Pleasant Evening On 'Year From Home' Day

OFFICERS OF CENTER ENJOY BANQUET WITH 'BOYS'; INTERESTING PROGRAM

(By Ex Member)
December 6th, 1918.—A year from home—the United States—was fittingly celebrated this evening by the personnel of the 19th Aero Squadron with an elaborate banquet and a well arranged entertainment program of versatility.

The squadron was organized at Kelly Field when barracks were mere myths. The squadron is now practically intact, but few members having been transferred out.

Most fitting and artistic was the entire affair. The banquet hall was decorated by squadron artists who set a scene appropriate for any of America's leading hostilities, palms and greens, draperies and flags, and artistically designed fuselage parts from Liberty planes blended in perfect harmony a most pleasing picture.

At the end of the banquet hall were seated the Commanding Officer of the squadron and the honor guests including Captains Pearson B. Garrett, John L. Glover, Spencer Brainard, Joseph J. Cody and Donald Ly'e, and Lieutenants Omer

(Continued on next Page)

Center Is Occupied Longer Than Year Is Shown By Records

**INITIAL FLIGHT MADE BY
CAPTAIN BLAKEMAN IN
NOVEMBER, 1917**

(By Stanley T. O'Keefe.)
One year and a few days have passed since the initial flight was made at the 7th Aviation Instruction Center. On the 15th day of November, 1917, Captain Frederick T. Blakeman piloted the first plane to take off this field with the late Lieut. Alfred R. Metzger in the observer's seat. That flight marked the beginning of aerial activities of "the smallest flying field in France."

On the day Captain Blakeman made his first flight here he was appointed the Officer in Charge of Instruction with Captain Walker Ellis as his assistant. In February, 1918, Captain Blakeman was transferred to Tours and Captain Ellis was appointed as his successor. Captain Ellis remained in charge of instruction here until his orders arrived ordering him to report to the Director of Military Aeronautics, Washington, D. C., the latter part of May, 1918.

Captain S. Russell Halley filled the vacancy made by Captain Ellis's departure to the United States. As his precedents he remained until ordered away from this field. He left here the 1st. of August, last, for duty as a bombing pilot at the front. Following Captain Halley's departure to the front came the appointment of Captain John L. Glover to the position of O. I. C. Instruction. Captain Glover is still officiating as the director of instruction at this Post. He is ably assisted in his work by Captain Spencer Brainard, Captain Robert Oldys, 1st. Lieut. Edward K. MacDonald and 1st. Lieut. Henriques Crawford.

The most extensive flying records have been made under the supervision of the present heads of the Instruction department.

Captain Spencer Brainard has been at this Post for over a year. During this time he has spent many months at the front while on detached service as has 1st. Lieut. Henriques Crawford and 1st. Lieut. Edward K. MacDonald. The latter has been cited for valor by the French government and has been awarded the Croix de Guerre.

Records of the department show that the first ship flown was a Breguet 14, B-2.

History of Riom Hospital Shows Many Interesting Events of A. E. F. In France

It was on April 14th, 1918 that the authorities of the United States Government leased the Chateau de Riom for use as a hospital. The place, after being equipped, was to function as post hospital for the 4th Aviation Instruction Center.

On April 24th, 1918 the original personnel of the hospital appeared upon the scene, consisting of the Commanding Officer, Lieut. Wabur M. Blackshare, and Lieut. Frank M. Marsnal, with six enlisted men. The old chateau had not been used as a residence for some time and many and varied were the beliefs advanced by the "bucks" as to whether or not it would be possible to camouflage the general appearance of a hospital. The rooms were a network of cobwebs, with dust and dirt and confusion of the worst kind very much in evidence. But the C. O., being a man of determination and foresight predicted a speedy transformation.

HOSPITAL MADE MODERN

Work commenced with a vengeance. Musty candlelighted rooms were transformed to clean, whitewashed and attractive wards; medicines and hospital equipment were installed; the chateau was wired, and electric lights became a reality; and even the rose beds in the hospital grounds took on an added appearance of life and beauty.

On April 25th, 1918 the first patient was admitted from the Aviation Field and from that time until the closing of the hospital patients were not lacking. Four additional enlisted personnel arrived early in May and added materially to the force of more or less willing workers. But our chain of organization was found to still be incomplete and the missing link was securely welded when six, cheerful, bright faced nurses appeared upon the scene. After all a man is a man and there are some things that only women can do well.

NURSES WERE "LOANED"

It was through the kindness of the Commanding Officer and the Chief Nurse of Base Hospital No. 20, which had meanwhile been installed at Chatel-Guyon, that the required nurses were loaned to us. On May 10th, 1918 they arrived at the chateau and life at the hospital took on a brighter and more interesting aspect. Those who came were: Miss Edith Davies, Miss Sabina Kehr, Miss Mary Walbert, Miss Mary Stewart, Miss Marie Wolf, and Miss Evelyn Breizler. However as patients from the front began to arrive at Base Hospital No. 20 the services of the nurses were demanded at home, and four of them were returned, leaving only Miss Davies and Miss Kehr. They remained with us through out the entire life of the hospital with the exception of one month, July, when they were relieved by Miss Coombs and Miss Newman. All the nurses associated with the hospital will be remembered by all connected with the hospital either as patient or as personnel.

By the month of July the hospital could accommodate for 160 sick and wounded. The work of caring the men wounded in action. On August 2, ninety eight wounded men were received from Base Hospital No. 20. Wounded men were also received from time to time from Base Hospital No. 30 which had sprung into life at Royat. As the Base Hospital in the vicinity became overcrowded pressure was relieved by evacuating to us to the extent of our capacity.

BUSY WITH "FLU"

During the time of the epidemic of influenza the hospital was indeed a busy

place. Every day was filled and one new ward was established. Doctors, nurses and men gave of their best and in comparison with other sections of the A. E. F. our losses were small. Special mention should be made of the heroic work of our nurses, Miss Kehr and Miss Davies, who continued to "carry on" even when they themselves were scarce more able to remain on their feet than the men whom they served. Everyone from the C. O. down to the last private acquitted himself with credit and the epidemic was soon over.

With a maximum strength of 3 Medical Officers, 1 Sanitary Officer, 2 nurses and 29 enlisted personnel we were able to serve, during the seven months of active service as a hospital, 715 patients, of whom 280 received their wounds in action at the front.

Every man admits that he is glad to close the hospital. But to those of us who have lived with the hospital from the beginning and who have helped to make it what it is, — we cannot but experience a feeling of regret when we see the empty wards and the deserted halls. We all realize full well that in comparison to so many other men of the A. E. F. we have indeed had a home worthy of the name, and have born more resemblance to a large family than to a military unit. This can be attributed largely to the magnetic personality of our Commanding Officer. It is to him that the credit belongs for piloting the one time dilapidated old chateau through a career as a successful and efficient hospital in time of war. But when approached upon the subject he informs us that he will always be indebted to the successive Commanding Officers of Base Hospital No. 20, Major George M. Piersal, and Lt. Col. Carnett, and the chief nurse, Miss Edith B. Irwin, and that it was due to their cooperation and assistance together with the extreme loyalty of the personnel that made the success of the hospital a reality.

ROLL OF HONOR.

Following is list of those who have died while stationed at this center either from accident or disease:

First Lt. Alfred R. Metzger, died May 11th from airplane accident; 1st Lt. Philip Robertson, died May 11th from airplane accident; 1st Lt. William S. Stearns died May 25th from airplane accident. M. S. E. George M. Martin of the 1105th Aero Replacement Squadron, died on May 25th from airplane accident; 1st Lt. Charles T. Buckley, died September 26th from airplane accident; 2nd Lt. Richard F. Day, died September 26 from airplane accident; 1st Lt. Mathew I. Cahill, died November 13th from airplane accident; 2nd Lt. John S. O'Dowda, died November 13th from airplane accident; Private Henry H. Rothrock, died October 17th from airplane accident; Private 1st Cl. Arthur Worden of 1105th Aero Replacement Squadron died October 16th from airplane accident; Corporal Cassius C. Truitt, of 16th Co., died of broncho pneumonia on October 16th from airplane accident. He was flying over the front on October 16th. He was flying over the front on October 23 from lobar pneumonia; Private John F. Griffin of 1105th Aero Replacement Squadron died October 27th from lobar pneumonia; 2nd Lt. Kenneth Reid died October 25th from airplane accident; 2nd Lt. Eugene D. Morse died November 6th from airplane accident; 2nd Lt. Donald P. Strahn died October 22 from airplane accident; 2nd Lt. Robert S. Armstrong died October 11th from airplane accident; 2nd Lt. William C. Henley died October 11th from airplane accident.

JOSEPH J. GODY

Captain Joseph J. Gody hails from San Antonio, Texas, where before answering Uncle Sam's call he was chief clerk of Land and Tax and Valuation Department of the S. A. and A. P. railroad company, receiving his college education at St. Mary's College and is a member of the Knights of Columbus. He received his commission of 1st Lt. on August 21, 1917 and was commander of the 70th Aero Squadron at Camp Kelly, Texas. He left Camp Kelly September 30th with the 89th to 95th Squadrons, inclusive. Arrived at Mineola, L. I., September 4th where he took charge of the unloading of three trains for the squadrons which were among the first to reach Mineola field. Here he was made Supply Officer of the entire wing. Captain Gody left the States on October 28, 1917 on the S. S. Adriatic arriving at Liverpool, on November 10th, going directly to Southampton, leaving Southampton November 11th after he had been told that he was to return to Liverpool and take charge of all baggage but arrived at Le Havre November 12th and finally in Paris on November 13th. However in crossing the Channel the captain had the experience of helping pick up two aviators from that body of water who had fallen and were looking for help when this party came to the rescue. He was then stationed in Paris with nothing to do for three weeks when he was assigned to the Transportation Department, having charge of the railroad end, from here he was assigned to Staff Duty with this center, arriving here on December 16th, 1917.

ARTHUR H. CAWSTON

First Lieutenant Arthur H. Cawston's home is Los Angeles, California. Before entering military life he was a publisher (poor job) and is a graduate of Leland Stanford and Columbia University where he was a member of the Sigma Alpha Epsilon fraternity.

Lieutenant Cawston began his military training at the Princeton ground school on August 6, 1917 and finished there October 13th receiving commission of 1st Lieutenant. He left the States October 27th 1917 and upon arrival in France was sent to Tours, then to St. Maixent and from there to the 7th A.I.C. where he became a member of the first class of this field which passed thru here from February 20 to March 25th.

On May 20, 1918 he joined the 96th Aero Bombing Squadron at the front. He was a charter member of this organization, it being the first American Bombing Squadron at the front where he remained for four months, from May 20th until September 19th. While there he took part in three raids during the St. Mihiel drive when half the flyers of the squadron were killed and on one raid was the leading observer while another of the raids was conducted during the night on the town of Vigneulle which is just north of St. Mihiel when they bombed the town at 8 p. m. when it was full of German troops, this town being taken only three hours later by our own troops.

Lt. Cawston was assigned to the 7th A.I.C. staff on October 10th as an instructor in Aerial Gunnery.

WILBURN MANSON BLACKSHARE

First Lieutenant Wilbur Manson Blackshare, M. D., comes from Lucy, Tenn., where before giving his services to Uncle Sam he was practicing medicine. He entered military service at Camp Kelly on July 18, 1917 and was attached to the 32nd Aero Squadron, leaving the States with that organization on August 23 and sailing on the S. S. Baltic which carried the first eight Aero Squadrons to France. Arriving in France the entire eight squadrons were stationed at Etampes where Lt. Blackshare was transferred to the 33rd Squadron and sent to Clermont-Ferrand, arriving here on Sept. 25, 1917. He remained at this center until April 24th when he went to Riom and established what is now Base Hospital No. 44. Since the recent peace negotiations this hospital has been discontinued and Lt. Blackshare will return once more to this center.

NINETEENTH UNIT HAS PLEASANT EVENING ON YEAR FROM HOME DAY

(Continued from Page 1)

J. Blood, George B. Cummings, David O. N. Lindberg, Richard Jessop, Walter A. Bell and Pjetur Erlendson. Of the invited guests who were unable to attend the function were Majors John C. McDonnell and Henry A. Cross.

The feast, prepared by the squadron cooks, fit for Kings, was served in ten courses by Chinese attendants who, for some unknown reason celebrated the occasion by shuffling along the floor in wooden shoes. It added a bit to the individuality of the evening.

Of the feature performers of the evening was the Italian orchestra which specialized on opera and comic opera. The 19th Quartette composed of Vance Fitzgerald, Charley Focht, Russell Haskins and Stanley Eagle, was compelled to endure scores of times to finally suppress the boisterous applause.

Orator's take Center stage

What is a banquet without speeches? Nothing. The banquet must have a few speeches or the evening would be spoiled. Accordingly Chairman Tom Daley called initially upon the Commanding Officer of the squadron, 1st Lieut. James E. Wooley, who is leaving soon to return to the States. Lieut. Wooley said in part: "The 19th Aero Squadron has such an excellent reputation and a high class of men that I am proud to be a member of the squadron and I can say that you men of the squadron can return to the States after having performed your assigned duties fitting a soldier and as members of the American Air Service."

Following Lieut. Wooley came Captain Garrett, formerly a member of the squadron who is now Post Adjutant. His introduction was met with a storm of applause. His remarks were brief but pointed. In the course of his offering Captain Garrett stated that the 19th Squadron had always been a bright spot in his army career and that he considered it a privilege and an honor to have each and every man of the squadron his personal friend. In the course of the evening Captains Cody, Lyle and Glover and Lieutenants Blood, Lindberg and Erlendson spoke.

The officers, adequate judges of the personnel of this Post stated that the 19th Squadron was one of the best in the air force and that the services rendered at this field and in the states were of the highest caliber. Captain Glover called attention to the fact that 1st Lieut. James Wooley had been recommended for a promotion to a Captaincy and that due to the termination of the war it was rejected because of orders discontinuing new commissions or promotions. However, as he stated, each man of the organization realizes that Lieut. Wooley has been deserving of promotion and that the failure of getting two bars is but a part of the army game.

Lieut. Erlendson was formerly a Private in the squadron's ranks and was left in place of a cap and a ring drawn by lead pencil did very well.

Many bets had been placed and a large supply of French copper was in evidence. The first round had started and things were going well. I worked closer to the ringside where I could get a better view of the contestants. In the center of the penciled ring I saw a couple of black specks (tho they might have been called more than specks). One appeared to have

EDWARD M. POWELL

From the Fourth Estate came Edward M. Powell, class of 13, Williams College (C.B.A.) and the school of journalism, Columbia University, 14, and entered ground school at Cornell on September 8th, 1917. He has been a member of the staffs of the "Boston Herald" and the "New-York Tribune" but hasn't as yet written a thrilling tale for publication about his initial flight which was perpetrated at Gerstner Field. On March 5th, 1918, he was commissioned 2nd Lieut. A.S.M. and has since been stationed at Gerstner Field, Post Field, Fort Sil, Camp Dick, Taliaferro Field, St. Maixent and the 7th. A.I.C. On August 17th, 1918 he started across the balmy blue but didn't get nary a kick. He has been assigned to the staff of the 7th. A.I.C. as an instructor pilot and stated that "he was willing" when asked regarding promotions.

He is a member of the Psi Upsilon fraternity and can be found when the uniform is discarded at 36 Portsmouth place, Think each day, of those men trenched, Mired in mud, with shell fire drenched, Who fight. For what, think why Seek they grim death? Is this their choice, Be maimed, be gassed? Not that; they voice A reason why they die.

MY MOTHER.

I feel as if you are my Divine Providence,
Your grace like a mighty torrent
Has borne me upon its breast,
Safe through the day and the other night
Of the storm.
When my soul tossed in pain and unrest;
You have held me close my Mother,
You have held me close in your arms,
You have soothed my sorrows calmed my joys,
You have banished vague alarms,
You have lifted me high and upheld me,
When dizzy and faint with fear
You have blessed my heart with the peace of heaven
You have taught me that GOD IS NEAR.

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Here's Story of Exciting Fight Written by Pen of Major Harry E. Cross

Perhaps this little tale might be said to relate to a certain form of the French sport, "La Chasse", tho with a little investigation or continued experience, one is apt to become convinced that the proposition simply resolves itself into a study of a certain class of French domestic animals. However, this fact does not make a practical knowledge of the matter any the less strenuous or interesting. An exception is he of the army, uninitiated and about the only difference in the general opinion is as to the number or variety of specie and their degrees of activity over an ordinary maximum point. Truly, this is a most interesting subject to elucidate upon tho a times a quite serious one, these "petites" forms of French life. We heard considerable of them before our departure for France. Their fame had gone before, in fact, many of them had been braving the perils of the sub-marine on board our transports for quite a while. Some of us made their acquaintance during our passage over, and were even in quite close touch with them. However on the second day of our arrival in this land of perpetual sunshine (?) I had my first opportunity of meeting a few of these friends face to face in the open and to observe them in certain phases of their lives, particularly the sporting phase; yes, I saw the real thing, genuine and presented in a manner most impressive. I happened to be walking down a road of the camp when I noticed a circle of excited men gathered about something or other. Much argument was taking place in the group on some particular and serious difference of opinion, and many bets were being made. I gravitated toward the point in question and ventured to inquire of one of the men concerned as to the purpose of the assembly. In reply, was rather excitedly, informed that a fight was to "go on" between a "Cootie" and a "Pants Rabbit". A further sympathetic interest was aroused within me. Peering over the shoulders of the men of the outer edge of the ring I saw a box in the center. On one side was a Doughboy in his undershirt and on the other side, another with his belt and breeches unloosened. In reply to questions of others who had just come up, one of the interested parties said: "Jim's been pickin' Cooties off'n Fat here and this guy from the 2nd. Company blew up and offered to bet an his pay for the last three months—he hadn't draw'd yet—that he had Pants Rabbits that'd turn all Fat's Cooties on their back. Fat says it can't be done and we're goin' to see what this kid's got up his sleeve."

With this I gave Fat the once over. In spots here and there it did look as tho something had gotten the best of him, and he no doubt had plenty of reason for confidence in the particular aggressive ability of his personal pets. Nevertheless, the other man smiled in serene confidence and his face bore a knowing look.

Everything for the contest was arranged in orthodox order, tho instead of a squared floor with a canvas cover a large sheet of paper was spread on the ground and the pencil did very well.

Many bets had been placed and a large supply of French copper was in evidence. The first round had started and things were going well. I worked closer to the ringside where I could get a better view of the contestants. In the center of the penciled ring I saw a couple of black specks (tho they might have been called more than specks). One appeared to have

EDWARD M. POWELL

From the Fourth Estate came Edward M. Powell, class of 13, Williams College (C.B.A.) and the school of journalism, Columbia University, 14, and entered ground school at Cornell on September 8th, 1917. He has been a member of the staffs of the "Boston Herald" and the "New-York Tribune" but hasn't as yet written a thrilling tale for publication about his initial flight which was perpetrated at Gerstner Field. On March 5th, 1918, he was commissioned 2nd Lieut. A.S.M. and has since been stationed at Gerstner Field, Post Field, Fort Sil, Camp Dick, Taliaferro Field, St. Maixent and the 7th. A.I.C. On August 17th, 1918 he started across the balmy blue but didn't get nary a kick. He has been assigned to the staff of the 7th. A.I.C. as an instructor pilot and stated that "he was willing" when asked regarding promotions.

He is a member of the Psi Upsilon fraternity and can be found when the uniform is discarded at 36 Portsmouth place, Think each day, of those men trenched, Mired in mud, with shell fire drenched, Who fight. For what, think why Seek they grim death? Is this their choice, Be maimed, be gassed? Not that; they voice A reason why they die.

MY MOTHER.

I feel as if you are my Divine Providence,
Your grace like a mighty torrent
Has borne me upon its breast,
Safe through the day and the other night
Of the storm.
When my soul tossed in pain and unrest;
You have held me close my Mother,
You have held me close in your arms,
You have soothed my sorrows calmed my joys,
You have banished vague alarms,
You have lifted me high and upheld me,
When dizzy and faint with fear
You have blessed my heart with the peace of heaven
You have taught me that GOD IS NEAR.

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FLIGHTS AND LANDINGS ISSUES FINAL PUBLICATION AFTER TEN MONTHS IN FRANCE

(Continued from Page 1)

Herbert Gould and Harold Hadley. Something must be done. There was a printer with two children crying for new shoes. The books had tightly bound pages whereon was written something like 1191 Francs minus of the Republic of France, due the L'Avenir, by "Flights and Landings", corporation for printing.

There wasn't a corporation. There was not a "skitty." Changes were many and Francs were few. Then came the life saver for shattered nevers. G. H. Q. announced that leaves would be granted. Sgts. Hadley and Gould, bless 'em, went on a vacation. They went to Aix les Bains. Aix les Bains is one place where a man can't worry. This left no one to worry but one printer. Incidentally, during the first few months of publication he did the worrying for all the members of the staff.

Captain Reel Leaves.

Captain Gordon Reel went to fly but wound up at Romanantin where he was placed in charge of beau coup docile Chinese. Tho he wasn't flying the Captain was up in the air most of the time. His place was never filled.

On the return of the prodigal editors a new system had been adopted for "Flights and Landings" by Ass't Adjutant, Lieut. Geo. B. Cummings. He made the paper a NEWSPAPER by assigning the two remaining staff members to duty only with the post publication.

Gould Becomes Editor.

Sergeant Gould became editor for Lieut. William P. Breen had long since left for the country where plowing is done with six inch shells.

Left alone in the journalistic canoe were but two buck Sergeants. No officer was at the helm. Then along came the officer who made "Flights and Landings" what it is today. Captain Donald Lyle, Business Manager, stayed with the paper and after a few weeks battle four pages greeted the public.

Major J. C. McDonnell became the Hon. President and director of the paper with the departure of Lt. Colonel Ira A. Rader. Pvt. Weyrens, named Pete by loving parents, became Associate and News Editor respectively. Pvt. Wayne W. Canine, a former newspaper man from the Hoosier State has been connected with this paper since September, 1918. Pvt. Harry Faure, frog linguist filled the newly made advertising manager's chair.

Publication Grows.

Additions from time to time, occasioned by the adoption of an advertising policy, the making of the paper an Official organ of the Air Service and the growth to a four page edition necessitated many new additions to the staff. Pvt. Lowell Toms became circulation manager with Pvt. Wilfred Regelin as assistant. Corporal John Scully was assigned as the staff photographer.

With the departure of Dr. Allen MacNeil came the vacancy for Hon. Vice President. Mr. Sidney B. Veit, Hon. Secretary of the Foreign Service Committee, Aero Club of America, was appointed to the position and accepted.

The acquisition of the additional members and the adoption of an advertising policy remedied the "skitty" situation of many months back. No longer are financial worries knitting crow's feet on the brows of Staff members.

"Flights and Landings" heartily thanks the members of the Air Service who have supported the paper since and after its inauguration.

Our last edition finds the publishing of eight pages. We have tried to make it a souvenir fitting the occasion of departure to the United States "whenever that will be."

Of our contributors Lieut. H. T. Orr, humorist, and Lieut. Olin, advisor, have shone with a keen brightness. Sergeant Gardner with his original wit and poetry has won innumerable followers as has the initial staff cartoonist, Harlan Tarbell, formerly editor of the Photoplay magazine in the United States. The present staff cartoonist is chauffeur Rebeck, local artist, who rose to dizzy heights as a sculptor in the States prior to his enlistment.

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1105TH REPLACEMENT SQUADRON

Largest Organization On Field. Dozen Men Enter Training As Flyers And Five Men Commissioned As Ground Officers.

But a few weeks after President Wilson declared war on the Central Powers there was gathered together from all sections of the United States a group of individuals who were slated to begin work on what is now the largest and most extensive aviation field the world has ever known.

Olive drab tents dotted the sandy field where insects by scores took their morning strolls. Sand storms and heat, the battle put up by the elements, constituted but one of the "rookie privations" of Uncle Sam's first (after the war) organizations of the air.

Months rolled by and official organization for training and departure for overseas was started. Major Norman J. Boots was placed in command of what was Co. F, 2nd Provisional Aviation School Squadron. The squadron became, after months of drilling on Texas' hot sands, one of the best in the newly made air force.

On August 11, 1917, the squadron left the field. It was one of the first few to leave on the mission of humanity. Experiences in traveling were few until the Baltic, transatlantic liner, came coursing down the Irish sea.

Rested At Etamps.

Shrouded in the darkness of night the squadron started on its rail journey across England and landed with the arrival of dawn in South Hampton where it embarked for France. Etamps was the final resting place of the squadron after a journey of five weeks.

Lt. Sellers Promoted.

The above group constituted what was the initial roster of the 7th A. I. C. Au were then enlisted men excepting Captain Cecil G. Sellers who was promoted from First Lieutenant after leaving this field as pilot with the 96th Aero Squadron.

November 18th, another detachment of the "cattered squadrons" came to the 7th A. I. C. from schools of aviation in France. This group swelled the detachment's pay roll several dollars and the field's efficiency production.

In July, 1918, he was relieved of command and replaced by the present Squadron Commander, Captain (Pilot) Donald Lyle who was then affiliated with the Supply and Engineering Departments. He

was then a 1st. Lieut. and was promoted to a Captaincy while in command of the organization.

From a group of 32 original men the squadron gradually rose in strength to its present roster of 234 men. Detachments from aviation schools, mobilization and concentration camps gradually swelled the man power of the squadron.

Non-Comms Prominent.

Members of this squadron are serving the government in every department of the post. Many of the chief non-commissioned positions are ably held by the non-coms of this squadron. Of these M. S. E. Casey, A. M. is assistant to the engineering officer in charge of enlisted personnel on the field, relieving M. S. E. Swartz who recently left for another center to begin flying training as pilot.

M. S. E. Gray, A. M. has been chief trouble shooter of all airplane motors for the entire school for many months and has filled this position with much efficiency. M.S.E. Lagsling is chief inspector of all Breguet planes while Sgt. 1st. Cl. Yoder is chief inspector of all Liberty ships.

Of the Post non-commissioned officers widely known thruout the camp the squadron has 1st. Sergeant Harold Smithies who has been Provost Sergeant since the organization of the Center. He is now first sergeant. Sergeant 1st. Cl. Byron L. Fowler, A. M. as Post purchaser of supplies. Sgt. 1st. Cl. Claire Dunbar, formerly connected with the Post Headquarters is now Sergeant Major of the Headquarters detachment.

When the camp hospital at Riom was finally announced ready for occupation Sgt. Mullin was placed in charge of the mess, Hospital Sgt. Green came to France with the original 33rd Squadron and at present is still at this center performing his duties in his usual thorough manner.

Commanding the organization at the present time is Captain Donald Lyle with 1st. Lieut. Norman Read as Adjutant. Former adjutant, 1st. Lieut. Robert Jones, is confined to a sick bed in the Chateau-Guyon hospital. The Sergeant-Major of Squadron is Leslie H. Parks and Sgt. 1st. Class Harold Smithies is First Sergeant. Sergeant John Fecho is Company Clerk and Auditor of a Flights and Landings. Sergeant Emil W. Nordman is Squadron Supply Sergeant.

Committee Work Of Paris Men Praised By Aero Club Heads

TELEGRAM RECEIVED INDICATES THAT REPRESENTATIVES IN FRANCE DOING DUTY

The Aero Club of America has officially extended praise to its Foreign Service Committee at Paris for the excellent work being done by this representative body. Just recently Mr. Sidney B. Veit received this cablegram:

New York: Aero Club of America at its annual meeting expressed hearty congratulations to Foreign Service Committee for excellent self sacrifice work done for officers of air service and deeply appreciates historic importance of medal and diploma originated and awarded.

The most recent act for which this praise has been extended to the representatives of the Aero Club here is the acquisition of the Aviator's Club. This is the personal property of Mr. Beaumont. He is a member of the committee and has tendered the Pavillon de L'Elysee for this use as long as found necessary without charge.

"The Boys have done their share and we want to give them a home-like place when they are in Paris" was Mr. Beaumont's comment.

The war medals and diplomas awarded to certain heroes of the war by the Foreign Service Committee were reproduced in a recent issue of "Flights and Landings". The design on both, the medal and the diploma, was originated by the members of the committee. These emblems of esteem and honor are awarded to the French, British and Italian aviators as well as to the Americans. Only the most meritorious action in battle will be so rewarded.

Now We Must Go To Work



Enlisted Men From This Center Witnesses To Event Of Paris Paying Honor To Ruler Of England On Official Visit To France

Vast Audience to See Procession in Spite of Drizzling Rain; Happy Day for Tommies; Children of Paris in Celebration of Original Nature Stage Closing Act of Perfect Day in Beautiful Parea.

Enlisted men from this Center who were fortunate to visit at Paris on last Thursday and Friday upon their return from St. Malo where they spent their seven day leave, witnessed one of the finest demonstrations of respect and honor ever accorded a foreign ruler visiting in the capitol of a strange land.

Guest Day For Yanks Of Puy-de Dome Turns To Be Real Festival

Many American soldiers are invited to homes of the French people. Thru the courtesy of the French hosts of Clermont-Ferrand approximately sixty officers and enlisted men of the 7th Aviation Instruction Center were guests of the various families that had, thru the Commanding General of the 13th. Region, invited two members of the American army for Sunday dinner and a day at home.

Here the Yanks were given adequate opportunity of observing the true French spirit that is known and honored thruout the civilized world. The Commanding General of the 13th. Region with his staff, welcomed the guests and assigned them in pairs to their respective "homes".

Elaborate feasts greeted the American guests who, for their first time, were invited to such a function. France in her true colors was thrown open for inspection and nothing was found wanting. The spirit prompting the occasion brought each individual back to his fireside of across the blue. The tie which binds our country to theirs was brought the more taut thru home association and mutual understanding.

Big Day For Tommies.

A special place had been reserved for the British soldiers and the day was a cheerful one for the Tommies. They greeted their ruler and his sons with the loudest cheers they had uttered for many a moon. The Parisians cheered loudly and yell after yell rent the air. Banners of the allied nations were waved for miles along the avenue.

Even children took advantage of the common spirit of good fellowship which was prevailing. After the procession had returned to the Grand Palais and the crowd had withered a bit, a group of youngsters with the American spirit of Hallowe'en, took possession of one of the large guns placed in the Place de Concorde.

Thru the courtesy of the local Y. M. C. A. Secretary, Mr. Royal, the members of the 7th Aviation Instruction Center were furnished with over 3,000 appropriate and artistic Christmas cards, each enclosed in a bond envelope.

Each squadron received a proportionate number of the cards to be distributed evenly among the men.

96TH AERO BOMBING SQUADRON

Second Complete Organization To Arrive At Field And Only Squadron To Leave For The Front. Interesting Notes From Sgt. Herbert C. Faust.

One day while at Mineola, George Moinnee who was the Mess Sgt. returned to camp and rushed into the office. He seemed to be quite excited and breathlessly asked for a detail of "mess" to unload some "fruits" that he had brought back from the market.

One of our planes, Lt. Bradley J. Gaylord, pilot, was forced to leave a formation one day on account of motor trouble. It landed in a ploughed field about 20 miles away, and mechanics from a nearby French airbase were summoned to make the necessary repairs.

Two of the men have been married - French girls, and will take them back after the war is over. Quite a few of the boys say that they will do the same thing. The Bosche used to visit us at night every so often and as soon as they were observed heading our way, an alert was sounded.

for minor offenses. Everywhere they have been they have won the esteem of the civil population by their gentlemanly behavior, and have given no trouble to either their own officers or to the civil authorities.

Eighteen of the men have been trained as Bombing Observers and Aerial Gunners. Three of this number have made several trips across the lines and have acquitted themselves very creditably.

One of the orderlies at the Officers Mess was instructed to awaken certain officers who were to participate in an early morning raid at 4.30 A.M. On going back to make sure that all had arisen, he found that one of them had gone to sleep again.

There is one man in our bunch who stands head and shoulders above the rest. When he isn't around we call him "The Boy Wonder." At the tender age of 19 they made him a Corporal, so he immediately wrote home to the folks and told them: "I am only 19 years old... and a Corporal."

There are men from 6 foreign countries and practically every State in the Union in the 96th. Since coming over here, 5 of the men of foreign birth have been sworn in as American Citizens.

Before entering the Army, some of our men were "regular" soldiers; others were students, or machinists; some were wood-workers, automobile mechanics, miners, cow-punchers, welders, tool-makers, salesman, clerks, musicians, etc. One was a balloon jumper and spent a number of years with a circus; another was a member of the Royal Northwest Mounted Police.

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FLIGHTS AND LANDINGS

OFFICIAL A. E. F. AIR SERVICE NEWSPAPER. A. P. O. 723.

FLIGHTS AND LANDINGS is an American publication edited by the enlisted men and officers of the Puy de Dome Section, France. It is published on Sunday of each week.

THE STAFF

- Major J. C. McCONNELL, Honorary President; Mr. Sidney B. VEIT, Honorary Vice-President; Captain Donald LYLE, Business Manager; Captain Joseph J. CODY, Treasurer; Sergeant Herbert H. GOULD, Editor; Sergeant Harold L. HADLEY, Managing Editor; Private Peter M. WEYRENS, Associate Editor; Private Harry J. FAURE, Advertising Manager; Private William L. TOMS, Circulation Manager; Sergeant John A. FECHO, Auditor; Private Wayne CANINE, Foreman.

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Display 5 Francs Per Column Inch Classified 80 Centimes Per Line

PRICE PER COPY 50 CENTIMES.

Entered in U. S. Mails as second class mail matter under act of Congress, March 3, 1879. All communications must be addressed to the Editor. No attention will be given anonymous communications.

WEDNESDAY, DECEMBER 11, 1918.

During the past several days a number of the Christmas packages sent by the folks at home to the boys "over there" have arrived. Their arrival caused many a bright smile and glad heart. The packages, though small, kindled anew the love fire for those at home. The appreciation of that love hat probably been dwindling to embers in the hearts of some of the soldiers of the A. E. F. but in a moment it burst out in its fullest illumination.

The regret of the "folks at home" is that the government placed the stringent regulations on the size and weight of the packages. Gladly would the people have given many times the contents of this small package to the one so dear to them who is now in France. For a certainty, not one package will arrive in France underweight or undersize.

Thus are the people showing their appreciation of the efforts of the fighting men. But the fighting man merely did his duty to his home land and humanity. There is more to do.

Have you, individually, shown your appreciation of the love which those at home bear for you? Have you done a bit toward sending a small token of love in return for the great love which is contained in that small package?

It is true, the finest Christmas gift for the people at home is PEACE. But a personal touch can be added by sending just another little token. It is late, but not too late. Just a little gift to someone at home will be a treasure.

GENERAL ORDERS No. 218.

France, Nov. 26, 1918. In view of the extraordinary conditions under which that part of the American Expeditionary Forces which constitutes the Army of Occupation of German Territory is serving, the Commander in Chief desires to acquaint the officers and men composing it with the expectations which he entertains as to their conduct. You have come not as despoilers or oppressors, but simply as the instruments of a strong, free government whose purpose towards the people of Germany are beneficent. During our occupation the civil population is under the special safeguard of the faith and honor of the American Army.

It is therefore the intention of this order to appeal directly to your pride in your position as representatives of a powerful but righteous nation, with the first conviction that you will so conduct yourself in your relations with the inhabitants of Germany as will cause them to respect you and the country you have the honor to represent. While you appear among them as a conquering army, you will exhibit no ill will towards the inhabitants.

On the other hand, you are warned against conduct unbecoming your position as instruments of military rule. So long as a state of war continues, Germany remains enemy territory and there must be no intimate personal association with its inhabitants. A dignified and reserved attitude will be maintained on your part at all times.

It is not believed that any acts of pillage or violence will be committed by members of the American Forces, but should any persons prove themselves unworthy of this confidence, their acts will be considered not only as crimes against the sufferers, but as dishonoring the American Army as a direct insult to the flag of the United States. Such transgressions, should they occur, will be punished with the severest penalties known to our military law.

By Command of General Pershing: JAMES W. MCANDREW, Chief of Staff.

Official: ROBERT C. DAVIS, Adjutant General.

Mr. Sidney B. Veit, secretary of the Foreign Service Committee of the Aero Club of America and Honorary Vice-President of "Flights and Landings" has sent the greetings of the season to the men at the Seventh Aviation Instruction Center in the following message:

Thanksgiving Greetings.

To all men at the Seventh A. I. C., American Expeditionary Forces. SIDNEY B. VEIT.

AMERICA

Do you see the rugged coast rising in the West? And there, towering above all else, at the portals to the fairest land on earth, "Liberty" holds aloft the torch as if to beckon to the army transport to return safely with the cargo which has now been recorded in the annals of history.

"Liberty" is but an image of the welcome which awaits you and I upon our arrival. The rock bound coast, flecked with its cities and villages; the Eastern highland with the beauties of its forests and rippling streams; the broad prairies and valleys of the interior with the vigor of American youth; the gigantic ridges of the Rockies, the backbone of America; the Pacific plateau; all are eager to welcome you back in your position.

Can you imagine the reception that will be accorded you! The panic of joy that will be experienced? Then you certainly must appreciate America. To think that when you return to that country you are going to a country that has not heard the roar of hostile canon for over a half century. You, unlike the Poilus, who must remain in war devastated France if he wishes to stay at Home have a home awaiting you that will be even better to live in than when you left it. Is this not in itself the most magnificent thing imaginable?

When the American soldier finally finds himself at home and living the life that only Americans do he will then realize what it is to be an AMERICAN. The contrast to him, after being away for so long cannot help but to stamp on his mind that everlasting appreciation.

Charles Raymond Blake

Charles Raymond Blake was an assiduous student of geography while in High School and grieved so much because of the incessant changes of maps that he came to France a member of the American Ambulance field Service and was stationed at Paris until February 14th, 1917. Sent to Verdun Sector with S. S. N. 8.

He volunteered in the Lafayette Flying Escadrille July 18, 1917 and on March 8, 1918, was sent to the front with Escadrille Br-29 as a Corporal, French army. On April 17th, 1918 he was commissioned a 1st Lieut., American Army, and was reassigned to Br-29 escadrille. September, 1918,



was assigned to the 7th. A. I. C. and on September 6th, was appointed a member of the instruction department.

Lieut. Blake saw service in the flying corps from Vogesints to Anas and was in battles, of March 21st, when the Germans advanced to Moundidier, Noyon, Soissons; battles of advance between Soissons and Rheims; battles of Chateau Thierry and also the unsuccessful German advance on Compiègne. In a series of counter attacks Lieut. Blake made several trips into foreign territory and was recalled from the front on September 3, 1918.

The Distinguished Service Cross and the Croix de Guerre with one palm have been awarded Lieut. Blak for bravery and exceptional service under stressing conditions.

ROBERT LOWELL MOORE

Robert Lowell Moore entered aviation training May 21st, 1918 and was commissioned 1st Lieut. A. S., R. M. A. on the 12th day of December, same year.

While a member of the A. E. F. Lieut. Moore has been stationed at Tours, Avord, Issoudun, Cazaux, Hythem, England, and at the 7th. A. I. C. He was also stationed with the Breguet 29 Escadrille at the front from June 1st to the 14th, when he was wounded in combat against the enemy at Soissons.

Lieut. Moore is a member of the 1918 class, Harvard and resides at 6 Buckingham Place, Cambridge Mass, in civilian life. He was decorated with a Croix de Guerre with one palm on December 5th, 1918, at Clermont-Ferrand by Colonel Rivis for gallantry and excellent qualities displayed while in combat against the enemy planes on the 14th day of June. He has been a member of the instruction personnel for several months at the 7th. A. I. C. and was considered one of the most efficient fliers of the American Air Service.

GEORGE C. SHERMAN

George C. Sherman, 7155 Glen St, Janesville, Wis. was commissioned a 1st Lieut. Mar. 29, 1918 and left the United States for Expeditionary service on Sept. 18, 1917 as a cadet. He completed his ground school course at Oxford, England, and was then sent to the school of flying training at Amesbury, England. He attended the aerial gunnery school at Lurnberry, Scotland and the wireless telephony school at Chattis Hill, Stockbridge, England.

Came to France with the 55th Squadron, R. A. F. Was on long distance day bombing duty with that organization which was a unit of the Independent Air Force of the Royal Air Force. He was wounded by anti-aircraft shells during action.

Commanding Officer of 7th A. I. C. Has Interesting Army Career



John Clifton McDonnell

The Commanding Officer of the 7th. Aviation Instruction Center, Major John Clifton McDonnell, A. A., has been promoted from 2nd. Lieutenant to his present rank since April 16th, 1913.

His army career, following graduation from the Fordham University, has been most versatile and interesting. Major McDonnell was commissioned a 2nd. Lieut., 11th. Cavalry, April 16th, 1913 and entered the Signal Corps Aviation School at Colorado December 14 th, 1915. He was commissioned a 1st Lieut. July 1st 1916 and joined the Punitive Expedition in the 1st. Aero Squadron August 20 th, 1916 in which he saw service at Colonia Dutlan and El Valle. On September 4th, 1916, he received his Captaincy and on April 4th, 1917 was sent to Kelly Field where he was made officer in charge of flying on May 11th. and an instructor in acrobatics.

On May 15th, 1917 he was commissioned a Major and on July 5th, 1917, left Kelly Field as Commanding Officer of the 10th. Aero Squadron for Chanute Field, Rantoul, Illinois, where he remained until October 1st 1917 when he was transferred to Selfredge field, Mt. Clemens, Mich. where he was on duty as instructor in acrobatics. His appointment as officer in charge of flying came Oct. 27th, 1917 and he was designated Commanding Officer of Selfredge Field November 25th, 1917. Because of climatical conditions the field was abandoned and Major McDonnell was ordered to Ellington Field, Houston, Texas.

Preceding his appointment as Commanding Officer of Ellington field on March 25th, 1918, he was officer in charge of advanced flying and was placed in charge of instruction.

On July 21st, 1918, Major McDonnell received orders to proceed overseas on temporary duty not to exceed four months. He reported at the 7th. A. I. C. on August 30th, and was assigned to the command September 10th, 1918. His home address is 6 Norwood Place Suniford, Baltimore, Md

DONALD LYLE

Many months before the war with Germany Captain Donal Lyle was in training at Fort Sheridan, Illinois, during the year of 1915. In February, 1917 he was called into active Service with the S. E. R. C. and started flying training the next month at Memphis, Tenn., where he remained until the school was moved to Chicago, then to Rantoul, Illinois, he remaining with the school thru it all. In August he was sent to Kelly Field, Texas, and in September to Mineola. On September 17, 1917 Captain Lyle received his commission as 1st Lieutenant and sailed for France October 27th.

Upon arriving in France he was first stationed in Issoudun as a student. After completing his course here he reported to the 7th. A. I. C. for duty on December 6th and was assigned as Engineering Officer and during the same month was sent to aviation training headquarters as a representative of this school, returning here for duty March 1st. At this time he was appointed Transportation Officer, Assistant Supply Officer and Engineering Officer holding these three responsible positions in a manner that speaks for itself.

In July Captain Lyle became commanding officer of the 116th Aero Replacement Squadron which is today the largest organization at this center, and on Sept. 2 he accepted the business management of "FLIGHTS AND LANDINGS" and is directly responsible for the success attained.

Pearson B. Garret

Pearson B. Garret entered the ground officers' school, Kelly Field No. 2, September 22, 1917 and graduated two months later. He was commissioned a 1st Lieut. on Nov. 14, 1917 and promoted to Captain, A. S. A. on October 26th, 1918; date of commission August 1st 1918.

Captain Garret left the United States as Adjutant of the 19th. Aero Squadron on December 4th, 1917. After freezing for a few days at Le Havre, Captain Garret proceeded to St. Maixent where he became Post Adjutant under command of Captain Robert E. Bell, Canclaux Barracks. He came here from St. Maixent with the 19th. Aero Squadron and from February 5th, 1918 to June 17th, was assigned to various duties on the Post including Judge Advocate. On June 17th, he was assigned as Post Adjutant.

He holds an L. L. B. degree which he won at the University of Texas and is a member of the Phi Kappa Psi fraternity. His home address is 2806 Nueces Street, Austin, Texas. Previous to his military career Captain Garret was attorney for the Southern Pacific railroad, Austin, Texas; Texas representative of the Stacy and Brown, Investment Bankers and Vice-President of the city water works, Del Rio, Texas. Outside of that he had nothing to do but strum the guitar.

Illinois, where he remained until October 1st 1917 when he was transferred to Selfredge field, Mt. Clemens, Mich. where he was on duty as instructor in acrobatics. His appointment as officer in charge of flying came Oct. 27th, 1917 and he was designated Commanding Officer of Selfredge Field November 25th, 1917. Because of climatical conditions the field was abandoned and Major McDonnell was ordered to Ellington Field, Houston, Texas.

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His home address is 6 Norwood Place Suniford, Baltimore, Md

GEORGE ROGERS HILL

Former transportation Officer and present Officer In Charge Of Engineering George R. Hill, Captain, was commissioned a 1st Lt. January 14, 1918. He is from Brockton, Mass; and a gas engine engineer by trade. He attended Brown University and is a member of the Delta Sigma Kappa fraternity; a member of the B. P. O. E. No.99; Nestle No. 37 A. F. and A. M. Providence Chapter No. 1; Los Angeles Commandery K. T. No. 9 and Al Malaisa Temple Mystic Shrine.

When he was still an ordinary George Rogers Hill he entered ground school at the University of California, June 11, 1917. He received his commission and then came overseas. His first station was at Issoudun where he became a pilot. Later he was transferred to the Seventh Aviation Instruction Center and made Officer in Charge of the transportation department. When Captain McLeod was transferred from this center Lieut. Hill was made Officer In Charge of the engineering department. Upon the transfer of Lieut. Heyniger he was placed in command of the 97th. Aero Squadron later being relieved by Lieut. Ogg. While in charge of the transportation department Lieut. Hill was promoted to then rank of Captain, the promotion being dated effective August 1.

Captain John L. Glover.

When but four months of the war with Germany had been placed in the country's records then enlisted in Paris, France, John Le Roy Glover. Since his enlistment he has been subsequently promoted to a 1st Lieut. R. M. A., and Captain, R. M. A.

He was commissioned a 1st Lieut. December 12th 1917, and was promoted to the rank of Captain on orders dated August 1st, 1918.

His training began at Tours, France, on August 18, 1917. He was educated at the Sheffield Scientific school and is a member of the Delta Psi fraternity. In pre-war days he was a manufacturer, Bridgeport Brass Company.

Activities as a pilot of the American service includes the following: Entered Tours August 18th to October 3rd 1917; Avord to November 1st 1917; Issoudun to December 11th 1917, and the 7th A. I. C. until the present time. During his period of assignment to this Center he has spent two months at the French School at LeCrotay, April and May, in command of the Americans stationed there; three weeks on the front in February in night bombardment work and two months as a day bomber on the French front during July and August.

He was appointed Officer in Charge of Instruction September 12th 1918 and still retains that position. His home address is Fairfield, Conn. He was cited by the French authorities while on day bombardment work at the front.

GEORGE BAIN CUMMINGS

First Lieutenant George B. Cummings, Assistant Adjutant of the Seventh Aviation Instruction Center is from Ithaca, New York, an architect by profession. He graduated from Cornell University in 1912 and is a brother of the Tau Beta Pi fraternity. On October 25, 1917, he was made 2nd Lieut. in the Aviation Section Signal corps. He then entered training at Garden City and was assigned to the 76th Aero Construction Squadron November 20.

On December 3 of last year Lieut. Cummings walked the gang plank to board the ship which carried him across the Atlantic to participate in the war which is now history. The ship sailed with convoy taking the Halifax route. Halifax was passed three days after the disastrous explosion.

The ship on which Lieut. Cummings sailed harbored at Liverpool, England on Christmas day. Two days later the subject of this sketch was at Le Havre and on January 1 he entered St. Maixent. At this place he was transferred to the 10th Aero Squadron which left St. Maixent on January 25 for Issoudun. Here Lieut. Cummings was transferred to the 32nd Squadron and on March 1 again transferred going to Headquarters Detachment, becoming adjutant and then supply officer. He became property officer of the engineering department on May 11 remaining as such until July 9. On July 1st he was transferred to the 26th Aero Squadron. He was personnel officer from July 9th. until July 24th, when he was transferred to this Center.

At the Seventh A. I. C. Lieut. Cummings was assigned to Headquarters as personnel officer and was later appointed assistant adjutant, intelligence officer and statistical officer. He was relieved as intelligence officer on Sept. 25 and as personnel adjutant on October 9, retaining duties as assistant adjutant of the Post. He was promoted the rank of first lieutenant on October 15.

Captain Gordon Reel.

With the outbreak of war Gordon Reel left his office as Highway commissioner of the state of New York and entered the service of Uncle Sam. He was soon commissioned a Captain and finally landed in



the "smallest" aviation school in the American Expeditionary Forces. He was an administration officer and held the appointment of Adjutant under the command of Lt. Colonel Ira A. Rader.

Captain Reel aspired to romp upon the clouds and spent a large part of his time "joy riding" among the cloud banks. He left this field to become a full fledged aviator and was finally settled in Romarantin where he flew around all day supervising the work of several hundred Chinese laborers.

He is a native of Albany, New York, middle aged, and was one of the most popular officers who ever officiated at the 7th. A. I. C.

CLIFFORD R. POWELL

Enlisting in Company E, 3rd N.J. Inf., on February 2nd, 1913, 1st Lieut. Clifford R. Powell began his military career. He was a lawyer previous to the outbreak of war and claims home address at 117 Main Street, Mount Holly, N. J.

His military history reads: Enlisted Company E, 3rd. N.J. Inf., N.G., Feb. 2, 1913; Sergeant October 26, 1913; 2nd Lieut. Jan. 26, 1914; 1st Lieut. 114th. Inf. Nov. 11, 1917 and transferred to the Air Service on Oct. 11, 1918.

Lieut. Powell was drafted into the Federal service with the National Guard on July 25, 1917 and was stationed at Sea Girt, N.J. On Nov. 20, 1917 was transferred to the A.S.S.C. and assigned to Garden City, L.I., N.Y.

When the S.S. Orduna sailed for France on December 17, 1917, Lieut. Powell was registered on the passenger list. While off Liverpool on the night of Dec. 31st, 1917 the pilot ship of that port was sunk and the Orduna forced to pull into port at Glasgow, Scotland. He finally landed at Le Havre, France on January 8, 1918, and

CAPTAIN CHOLET

As liaison officer and instructor on the Post Staff of the Seventh Aviation Instruction Center, Captain Prosper Etienne Cholet of the French army has won the highest regard of the officers and enlisted men of the American army with whom he became associated. His years of living in the United States as an employe of the Michelin Tire Co. of Milltown, N. J. especially fitted him for the duties of a liaison officer at such a Center as this.

Captain Cholet's home is at 9 rue de la Faye, Tours, that is, the home of his mother. Before his enlistment he as a chemical engineer at the Milltown factory of the Michelin people. To prepare him for the work, Captain Cholet attended the College at Cours, University of Paris, graduating as a chemist with the degree of doctor of sciences.

While at Paris he became a member of the Club of Chemistry and Industry and later in America became associated with the Crescent Athletic Club of Brooklyn and the Michelin Athletic Association of which association he was at one time president.

At the outbreak of the war the patriotism of this young Frenchman coursed through a heavy vein and he enlisted at the French Consulate office in New York on August 3, 1914. Two days after this he was crossing the Atlantic in a hurried voyage to become associated with his countrymen in the fight for justice. The ship harbored at the Havre on August 12, after a very exciting journey. Many ships were passed and signals flashed back and forth, announcing the declaration of war. The ship on which Captain Cholet traveled crossed within 20 miles of a German battle cruiser which was later destroyed by the British navy.

On September 1 second Class private Cholet (such was his rank when he enlisted) left for the front with the 20th Regiment of field artillery. October 1 he was promoted to the rank of corporal, on December 15 to the rank of sergeant and was commissioned a second lieutenant on August 8, 1915 in the trench mortars. On August 15 he transferred to the 105th Alpine Chasseurs and was placed in command of a machine-gun platoon. In May, 1916 he became commanding officer of a company of the battalion and on July 13 assumed command of the 1st company and on April 4 of the following year became commanding officer of the machine-gun company of the battalion.

Captain Cholet was detached at the French Mission with the A. E. F. on October 1 and on October 20 was attached to the Seventh Aviation Instruction Center as liaison officer. He was named an instructor on February 1, 1918. He had been promoted to the rank of 1st lieutenant on March 24, 1916 and to the rank of captain on December 26 of he same year.

While associated with the various units of the French army noted above, Captain Cholet experienced many battles. In 1915 he fought in Alsace and in the Champagne district, in 1916 he fought twice at Verdun and again in the Somme district and in 1917 experienced day bombing as an observer with the C-B. 5 and night bombing as an observer and pilot with the C. B. 1. He was wounded at Verdun and at Chemins des Dames.

As an aviator, Captain Cholet made the first trip made by an American bombing aviator over the enemy's lines. This trip was made with Lieut. Blakeman in January 1918. He received his training as a pilot at Issoudun, the 3rd A. I. C. and is the only French officer permitted to wear the U. S. flying insignia.

For bravery in battle Captain Cholet has been awarded the French Croix de Guerre with three citations won at Alsace, Verdun and Chemins des Dames. He was the first French soldier to be promoted from the rank of second class private to the rank of captain. Two brothers are fighting with the French armies, one a first lieutenant with the 313th Infantry and the other a first class private with the 106th Chasseurs. He enlisted at the age of 17 years and 6 months and has four citations.

He went forth to Paris from where he was sent to St. Maixent to take in task the drilling of the 15th. Foreign Detachment. From there Lieut. Powell went to Ecole de Tir Aerian, Cazaux, as an aerial gunner and with the completion of his training was sent to the front with the French 9th. Bombardment group. He was wounded in aerial combat over Soissons on June 1st, 1918. Then he began his hospital traveling. He was in the French Hospital at Jully, American R.C. Hospital, Paris, Base Hospital No. 3 at Montpont and by August 10th, was finally recovered sufficiently to be sent to Convalescent Home No. 2, Hotel Regina, Biavitz. Was discharged September 9th, and returned to the French 9th. Bombardment group. October 25th, found his orders to come to the 7th. A.I.C. and on Nov. 6th, he was assigned to the staff as map reading, and cross country instructor.

He has been awarded two citations on Croix de Guerre, one with star and one with palm. He bombed in battles of the Somme, Aisne, Chateau Thierry, St Mihiel and in Champagne. While at the front he was flying with Lieut. de la Girardiens, Commanding Officer of Escadrille B. 129, G. B. G.

Lieut. Powell still carries a Boche bullet in his right thigh as a souvenir of the Guerre.

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Lieut. Colonel Ira A. Rader Was First Commanding Officer

CECIL G. SELLERS

Cecil G. Sellers entered the service February 24th, 1917 and selected the Aviation corps for his distinctive part against the Hun invaders. He came to France as Commanding Officer of the 33rd Aero Squadron with the rank of a 1st. Lieut. in August, 1917.

Last May went to the front with the 96th Aero Squadron and has been there since having later been assigned as commanding officer of the 20th Aero Squadron and was promoted to a Captain.

Captain Sellers was decorated with the Distinguished Service Cross from extraordinary heroism and bravery against the Hun fliers. On September 16th, last, he was flying with a bombing formation of five planes which was attacked by several Hun machines, despite the attack he continued on to the objective while the four remaining planes returned. He reached the objective and returned to his command with valuable information despite the fact that the Hun aviators were continuously following and harassing him at every move. Captain Seller's address is 350 Stonewall Place, Memphis, Tenn.

HILLIS FEE HACKEDORN

Lieutenant Hackedorn hails from Chicago where as a civilian he was a draftsman and estimator for the Corrugated Bar Company. He graduated from Purdue University with the class of 1914 and is a member of the Phi Gamma Delta fraternity.

His debut into military life was made at Cornell ground school on December 1, 1917, and after completing the course there went to Camp Dick, Dallas, Texas, leaving there for Ellington Field where on May 16th, he was commissioned a 2nd. Lieutenant. He returned to Camp Dick where he was connected with the Tactical Department for nearly five months after which he was appointed commanding officer of the cadet squadron of that field.

On September 1, 1918 he left the States landing in Glasgow September 1st, going immediately to South Hampton and across the channel to Le Harve and on to Issoudun being sent from there to this center where on November 10th, he was assigned to the staff as chase pilot and detailed to formation work.

WALTER A. BELL

Second Lieutenant Walter A. Bell of Pittsburg, Penn., was before the war a fire underwriter with offices in the Commonwealth Building of that city. He received his college education at the University of Pittsburgh and was a member of the Phi Delta Theta fraternity and is a thirty second degree Mason.

Immediately after answering his country's call he was stationed at the U. S. School of Aeronautics, Mass. Institute of Technology, Cambridge, Mass. On May 10, 1918 he received his commission as 2nd Lieutenant and was assigned to the Compass School for officers at Camp Dick, Dallas, Texas May 22, leaving there June 28th. He left the States July 9, 1918 and upon arrival in France was stationed at a rest camp in Brest. From here he went to St. Maixent where he remained from August 6th, until August 18th, attending engineering school. Upon completion of this course he was sent to this center where he has been acting as property officer for Instruction and Engineering Department.

BRUCE E. GRANGER

Bruce E. Granger, 63, Adelaide Street, Detroit, Mich. a supervising engineer and a graduate of the University of Buffalo was commissioned a 1st. Lieut. on September 24th, 1917.

On October 2nd, 1918 he was commissioned a Captain. His military history is as follows:

General Superintendent of Construction of buildings at Garden City by order C. O. Field No. 2.

October 27th, 1917. Sailed for France.

Issoudun, Asst. Chief Construction Officer to December 1st. Left for Tours December 1st to act as Temporary Chief Construction Officer. Returned to Issoudun December 9th and took up duties as Asst. Chief Construction Officer. Chief Construction Officer at Issoudun from April 29th to June 7th, when original project was completed.

Assigned to duty as Chief Construction Officer, 7th A.I.C., June 12th to August 11th. Assigned to Engineers August 11th by order Col. Whitehead. Continued as Officer in Charge of Construction, 7th A.I.C., to October 19th. Clermont-Ferrand District, by order of C. G., S. O. S. Territory includes one-third of area covered by the Intermediate Section, East, running east to a line parallel with Reunne, west to La Courteine, north to Moulans and south to St. Alayre, and comprises a territory 85 miles by 104 miles. In this district, there were under construction at the time of the armistice, 258 buildings with a floor space of 2,481, 841 sq. feet, including one aviation field, storehouses, repair shops, three German prison camps, one artillery camp of 11,000 men, warehouses and one ammunition dump. There are also 22 hotels at Royat, 33 at Chateauguyon, 8 at Mont-Dore and 9 at La Bourboule which have been converted into Army hospitals, containing 10,290 beds. There is one forestry project in which 24,000 bo.-rd feet of lumber were manufactured per day.

Lieut. S. G. Welch.

First Lieutenant Stuart Cary Welch of Buffalo, New York, entered the service at the Massachusetts Institute of Technology. Previous to his enlistment he was a student at Harvard. On March 22, 1917 he was commissioned a first lieutenant and went to Scotland as a flying officer, leaving America August 18, 1917. His first foreign station was at Turnberry, Scotland and he was subsequently stationed at various flying schools in England and France.

June 2, 1918, Lieut. Welch was attached to the 211th Squadron of the R. A. F. and served at the front for four months as a pilot with this organization. He was assigned to this Post on September 17 of this year with the photography department of the instruction staff.

IRA A. RADER

Last December when the 7th. A. I. C. was undergoing the initial organization and construction Lt. Colonel Ira A. Rader, M. A., came here and assumed command.

Under his guiding hand the "smallest bombing school" in the American Forces became one of the most efficient. Records upon records were made by this school for training, and in September, 1918, he was commissioned Lieut. Colonel and rated as a Military Aviator.

Lt. Col. Rader was one of the foremost backers of "Flights and Landings" and was the first Hon. President of the publication. He was recalled to the United States for important duties in connection with bombing aviation training in the United States and was stationed at Washington. When he left this school command was taken by Major J. C. McDonnell.



As a Lieutenant in the 1st Aero Squadron Lt. Col. Rader served on the Mexican border and made several trips into the country by airplane. He was considered one of the best aviators of the American service and is an authority on aviation. Previous to his departure to the States the Colonel spent a month at the front studying conditions and problems for the furtherance of the improvements of American bombing aviation service.

REES HOPKINS

Enlisting in the Air Service June 30th, 1917, Rees Hopkins has gradually worked his way until he now wears the insignia of a 2nd. Lieutenant, Air Service. He is a graduate of Cardiff University, C.E. 1916, and is a member of the K. of P. and the I.O.O.F.

His military career includes the following ranks: Private June 30th. to December 1st, 1917; Corporal from December 1st to December 27th, 1917; Sergeant December 27th, 1917 to January 18th, 1918; Sergeant 1st. cl. from January 18th. to February 1st, 1918; M.S.E. from February 1st. to April 2nd, 1918; 2nd. Lieut. from April 2nd. to date.

He has held the following positions: Intelligence Officer, 97th Aero Squadron, 7th A.I.C. Censor, O.I.C. post office, Billing Officer, and O.I.C. drafting room. He rates two service stripes at the present time. In civilian life Lieut. Hopkins was a Civil and Mechanical Engineer. His home address is Std Engineering Company, Ellwood city, Pennsylvania.

MERLE A. NORTHLAND

(By The Above.)

My calling cards register Merle A. Northland, 608 Douthitt Ave., Topeka, Kansas. In the rush hours I manage to supply the general public with Hannan shoes. Was lucky enough to see some collegiate football games but never entered that branch of learning. Was black-balled in all fraternal organizations when some friend of mine had the bravery to submit the above name.

Had a fine time in the south (U. S.) during last January and February. Was administered the rank of 2nd. Lieut. on April 22 at 9 bells, A. M. On Aug. 24th. left Hoboken for Brest and on the way over was kept busy hunting steamer chairs for the 102 Army Corps nurses who happened to be along. Took a two weeks rest with the "Flu" at Brest and then went to St. Maixent. Came to the 7th. A. I. C. on Sept. 20th, 1918 and was assigned to the staff as an instructor on October 28th, 1918.

WILLIAM A. HOEVELER JR.

After spending four months with the French Escadrille 66 at the front in day bombardment work 1st. Lieut. William A. Hoeveler was assigned to the staff of the 7th. A.I.C. on October 27th, 1918 as an instructor. During his time at the front Lieut. Hoeveler was decorated by the French with a Croix de Guerre.

He is a student of the university of Pittsburgh and entered flying training at Miami, Fla., March 3rd, 1917 On September 27th, 1917, he was commissioned a 1st. Lieut. A. S., R. M. A. and left for active duty overseas stationed at Paris (Headquarters Line of Communications), Tours, Issoudun, 7th. A.I.C., Chartres, Chateaudun and Escadrille 66. He received his training here before going to the front in bombardment work.

In civilian life he was a student and resides on Fifth Ave., Pittsburg, Pa.

ED. WOLFE

Ed. Wolfe, 2647 Washington Blvd., Chicago Ill., student of law at the Chicago-Kentlaw College, entered Ground School on Aug. 18, 1917 and was commissioned a 1st. Lieut. A.S., at the 2nd. A.I.C. (A.E. F.) on May 26th, 1918. He took his ground school course at the Illinois U., S.M.A. He was assigned to the staff of the 7th. A.I.C. on Nov. 14th, 1918, and was a test pilot on planes equipped with the wireless telephone.

HARRY E. CROSS

Major Harry E. Cross entered the service at the Fort Benjamin Harrison U.S.T.C. on November 27th, 1917 as a 1st. Lieut. of the Artillery and was promoted to a Majority in the Air Service on January 10th, 1918. His first duties as an officer were at Kelly Field and Camp Hancock, Georgia.

On January 12th, 1918, Major Cross left the United States for France and since his arrival has spent 6 months with the French on the front and four months at the 7th. A.I.C.

He sailed from the States on the President Lincoln, a renamed German ship which was later sunk by a sub-marine. While at the front he was stationed at Borget, Compiègne and Etamps. The greatest activity he engaged in while at the front was keeping ahead of the German push last March when the Bosche broke thru on both sides.

In civilian life the Major was in the automobile manufacturing business and is a Mason. His home address is 322 Downey Ave., Indianapolis, Ind.

JOSEPH W. COFFMAN

First Lieutenant Joseph W. Coffman hails from Moultrie, Georgia, where he was teaching physics before the war interrupted. He received his college education at the University of Chicago and upon entering the Army was first stationed at Fort McPherson, Georgia, on May 11, 1917, going from there to Georgia Tech. ground school and graduating with the class of September 29th received his 1st Lieutenants commission May 13, 1917. He left the States October 9th, embarking at Montreal, Canada. Upon his arrival in France he was first stationed at Issoudun, leaving this center for Italy where he entered training at Foggia. Leaving here he was sent to various fields including St. Maixent Touts, Issoudun and this center, finishing his pursuit training at Issoudun.

On November 1, 1918 he was permanently assigned to this center as a chase pilot.

Observer Sgt. William Hughes.

Sergeant William Hughes, 1105th. A. R. S. is the oldest observer who has ever finished a course of instruction at this Center. He was 39 years of age.

He enlisted Aug. 4th 1917, and came to France with the 491st Aero Squadron. Upon his successful passing of the flying ex-



aminations he was transferred to his present organization. St. Joseph's college, Virginia, educated him. He was born in Patterson, N. J., and has a present home address of 341 West 23rd St., New York City. Before beginning observation training he was the non-commissioned officer in charge of aerial navigation.

GLARENCE T. FISBLEIGH

Lieutenant Fisleigh resides while not wearing the O. D. in Chicago, Illinois, where before the war he was a student in the University of Michigan and a member of the Kappa Sigma fraternity. He entered the military life at the Fort Sheridan R.O.T.C. on May 14, 1917, was graduated from that school August 15th as a 2nd Lieutenant in the Infantry. His first assignment was with the 86th Division at Camp Grant, Rockford, Illinois. He left the states on December 27, 1917 and on arriving at Blois was appointed Assistant Adjutant. From here he went to Cazaux as a student, then to receive instruction as a bomber, arriving finally at the 7th. A. I. C. where he finished his flying instruction and became an instructor. On July 1st he was appointed assistant in cross country department, being taken from this and given complete charge of map department and all cross country flying.

Lt. Fisleigh was on the front from April 3rd until June 26th taking part in 21 bombardments during which time he received the Croix de Guerre—Escale. He left the front for a short time returning once more September 29th and remaining until October 15th this time being in 8 bombardments. Grand Rapids, Michigan.

ARSIENE SOULIER

Corporal Arsienne Soulier, French-Canadian, responded to the call of his native land at the outbreak of war in August, 1914. He was assigned to the French Medical corps until the advent of the 7th. Detachment at Clermont-Ferrand in September, 1917, when he was assigned to the American aviation unit as an interpreter. Since his assignment Corporal Soulier has been on the job continuously and has won the friendship and admiration of the officers and enlisted men of the post. Patience personified is Corporal Soulier who stands ready to please at all times.

Despite changes at the Post nad in the personnel he has stuck with the Americans of his first meeting and is today a room mate of some twelve old 7th. A. I. D. men. He lives in Winnipeg, Canada, where he left a wife and two children.

CHARLES PIEBES

1st Lieut. Charles Piebes has long been connected with the staff of the 7th. A. I. C. in the capacity of pilot instructor.

He was the only man to fly the Pet Plane which was built by mechanics of this Center several months ago. Two trips finished this episode in his military career. The first was thoroughly successful but there is a doubt as to the quality of the second landing. It seems that when a plane comes into juxtaposition with the ground, especially mountainous ground, something is bound to give. It did.

Before the armistice was signed Lieut. Piebes was working on another "Pet" plane which he planned flying. However activities were stopped with the termination of hostilities and he is left alone with no freak planes with which to play.

He has spent some time at the front but



hasn't been decorated as yet tho he wears two service stripes. However he is considering filling his new uniform with moth balls that it will be ready when we have another war so he can get into it real early and have all reservations for decorations made before the war is well in progress.

ESTY FOSTER

Esty Foster, student of Williams College and a brother of the Phi Gamma Delta fraternity entered the Princeton Ground school and after having finished the prescribed course and passing the R.M.A. tests was commissioned a 2nd. Lieut. A.S. on the 27th. of April.

During his military career he has been stationed at Park Field, Tenn., Camp Dix, Texas; Post Field, Okla., Taliferro Field and the 7th. A.I.C. He was assigned to the instruction staff of the 7th. A.I.C. on October 25th, 1918 as ass't. transformation officer. His home address is 925 West 7th. St. Plainfield, N. J.

JAMES E. TOWLAND

(By Himself)

Commissioned First Lieutenant November 19th, 1917. Reported at once to Morrison, Va. and assigned to the 60th Aero Construction Squadron. Re-assigned December 18th 1917 to the 67th Aero Construction Squadron, later becoming the 479th.

Embarked at Newport News, Va., for New York, January 18th, 1918, arriving in New York January 23rd, 1918, and arrived in Brest, France, February 5th, 1918.

Our transport "Henry R. Mallory" was nicknamed the "Holy Roller" and the crew claimed she rolled for three days after she was tied up in dock. Having three hours duty in the Crow's Nest a day as Top Officer I can believe this.

While we did not encounter submarines, we were probably considered too dangerous to approach. We enjoyed several games with the porpoises and our ship "out ported" them all.

Disembarked at Brest and proceeded by rail to Le Havre, across the Channel to Southampton and then to camp at Romsey, England. Assigned, about March 10th, to Morn Hill Camp Winchester as Construction Officer. Rejoined my squadron about May 1st, going to Rustington, England and began the erection of a large American aerodrome and camp for Handley - Page aeroplanes. This field and camp was finely located on the edge of the channel and the buildings of good construction, brick, concrete, steel.

Was ordered to report to Sectional Engineer at Never, France in July, and was sent, at once, from there to the 7th A.I.C. Philly is my own Home town.

DOMINIC WILLIAM RICH

Coming from New York City where before the war he was a student Lt. Rich enlisted in Paris. He received his education at Harvard University. Was appointed a 1st Lieutenant on March 23, 1918 and sent to Issoudun. Since that time he was stationed at Paris, Tours and here, having also spent five months on the front, four of which were with the Escadrille Breguet No. 129 and one with the 163rd Aero Squadron. During his stay on the front he was awarded the Croix de Guerre. On November 26, 1918 he was assigned to this center permanently as an instructor.

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DAVID, Prop.

JAMES BRUCE ROBERTSON

Lieut. J.B. Robertson of New York City and Denver, an accountant and auditor when adapting his talent to its natural incinations, attended New York University, Georgia Institute of Technology and the Cluster Springs Academy of Virginia. He is a Mason, a member of the Republican Club of New York and a member of the St. George's Athletic club of New York.

On November 10, 1917, James B. Robertson entered the school of military aeronautics at Atlanta, Georgia, and graduated from the School of Military Aeronautics at Austin on January 19 of this year. He was a cadet sergeant and class leader while at the ground and flying schools as a cadet. On March 22 he received his commission as a second lieutenant.

Lieut. Robertson was a pilot at the Instructors' School at Kelly Field No. 1 and then became a pilot, Corps d'Arme work, at Fort Sil. Later he took radio instruction at Dallas and then completed a course in aerial gunnery at Taliaferro Field, Fort Worth.

The steamer "Americ" left harbor on August 18 of this year and carried as a portion of its cargo Lieut. Robertson and the bit of baggage allowed on such a trip and such a mission. The ship harbored at Brest. The next station Lieut. Robertson was at St. Maixent. Then he came to this Center where he completed his course in October. Immediately upon the completion of the course he was assigned to the staff as a transformation instructor. He is content to wait until the next "guerre" before making another effort to win a medal.

EDWARD ERIC LANE

Chaplain Edward Eric Lane who only recently was assigned to this camp as Chaplain also to act in capacity of educational officer for this entire community gives as his home Eugene, Oregon, and before the war was Philosophy Instructor at Bible College. He was educated at Whitman College, University of Oregon and Columbia University. He entered military life at the Scott school on May 8, 1917 and was commissioned at that place as Chaplain of the United States Army on August 15th. From here he was assigned to the 7th Coast Artillery Staff, from there to the 91st. Division Staff and from here he went to the Faculty of the U. S. Army's Chaplain's school.

Chaplain Lane has only been stationed at this center for a short time but has already won the admiration of every man here and promises to do great work not only in our own camp but every surrounding one as well.

FLOYD A. MILLER

Floyd A. Miller was commissioned a 1st. Lieut. A.S., on Nov. 27th, 1917 and left for overseas duty with the 491st. Construction Squadron on November 22nd, 1917. He was an Inspecting and Electrical engineer supervising the architect office, treasury department, Washington, D. C.

He came to the 7th. A.I.C. over a year ago with the 491st. Aero Squadron and was assigned as Commanding Officer with the departure of 1st. Lieut. Rogers. Lieut. Miller is one of the most popular officers of the 7th. A.I.C. and enjoys the friendship of every man in his entire squadron.

JOHN H. POSEY

Second Lieutenant John H. Posey is a lawyer coming from Rockport, Indiana, having received his education at Purdue University where he was member of the Phi Delta Phi fraternity.

He made his debut into military life at Ft. Benjamin Harrison, Indianapolis, Indiana, on May 12, 1917 and graduated as a 2nd Lt. on August 12th. Came to France and on October 2, 1918 was assigned to the staff at this center. He has seen service at the front and was only recently awarded the Croix de Guerre for gallant action displayed while there.

MILTON BANCROFT LENT

Second Lieutenant Milton Bancroft Lent who only recently received his commission was a member of the 96th Aero Squadron when that unit arrived at this field November 14, 1918 and remained at this center with the medical department until Lt. Blackshare went to establish the Riom Hospital No. 44 when he went with him as First Sergeant of that unit, holding that position until receiving his commission acting since then as Adjutant and Property Officer. Since the hospital at Riom is being discontinued he will return to this field.

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ENGLISH SPOKEN

JOHN B. TURBERGEN

Chief Bombardment Officer of the Seventh Aviation Instruction Center First Lieutenant John B. Turbergen received his commission at this Center on June 13, 1918 as an observer. Before his enlistment he was a contract representative at Grand Rapids, Mich. He attended Calvin College and is a Mason and a Shriner. He entered the first officers' training camp at Madison Barracks but transferred to the air service at Ithaca on July 19, 1917. As a cadet he came to France with the 4th Foreign Detachment, leaving America on October 9, 1917.

Lieut. Turbergen's first station in France was Issoudun. On Dec. 27 he was transferred to l'Ecole de Aviation Française at Chateauroux and then to the First Army Corps School at Gondcourt. He arrived at this Center on May 27 and in July graduated as an observer with the rank of first lieutenant.

The day following his promotion to the ranks of the commissioned officers, Lieutenant Turbergen was assigned to the Staff of the Center. He had charge of the camera obscura and the instrument house. On August 4th he was made chief bombardment officer. He is a lecturer on bomb sights, trajectory, errors and causes, camera obscura bombing, bomb dropping and bombs.

In recognition of his efficient services in the line of duty to which he was assigned, Lieut. Turbergen was recommended for a promotion on November 10, the day preceding the cessation of hostilities.

DAVID C. HITE

Second Lieutenant David C. Hite who only recently received his commission hails from Nashville, Tennessee, where in civilian life he was engaged in real estate business. Lt. Hite attended school at Bowen University in this same city.

In the early stages of his military career, he was Post Sergeant Major at Ellington Field, Houston, Texas, leaving that place for duty overseas, sailing on July 18, 1918. Upon arrival in France he was stationed at Brest from which place he went to St. Maixent, then to Tours and finally to this center where on November 15th he received his commission and assignment as Assistant Personnel Adjutant and at present is very creditably filling that position.

NORMAN BOARDMAN READ

Lt. Read hails from Worcester, Mass., where in civilian life he was chief clerk in one of the immense foundries of that city. At the call for volunteers he entered the Plattsburg R. O. T.C. Finishing the course there in November, 1917 he received a commission of 1st Lieutenant on November, 27th. He was then appointed Commanding Officer of Casual Lines at Camp Sevier, S. C., being taken from this organization to fill a more important place as Commanding Officer of a Sailmakers Squadron, taking this unit to Garden City, Long Island, and from there to England where he remained in command until September, 1918. Leaving here he went to St. Maixent and was immediately sent to Tours where he was assigned to the staff of observers school. Arriving at the 7th A.I.C. he was assigned to 1105th Aero Replacement Squadron on October 27th where he is at the present time acting as Adjutant.

RICHARD JESSOP

The above coming from San Diego, California, where in civilian life he was a Jeweler Merchant, entered the military service at the Atlanta, Georgia, school of military aeronautics in February 1918 and was appointed a 2nd Lieutenant May 20, 1918.

Going to Kelly Field, Texas he became supply officer of the 1st Training Brigade and leaving there sailed immediately for France landing at the St. Maixent school. From here he was assigned to the 7th A.I.C. as ordnance officer and Assistant Supply Officer.

Lt. Jessop has taken much interest in athletics at this center.



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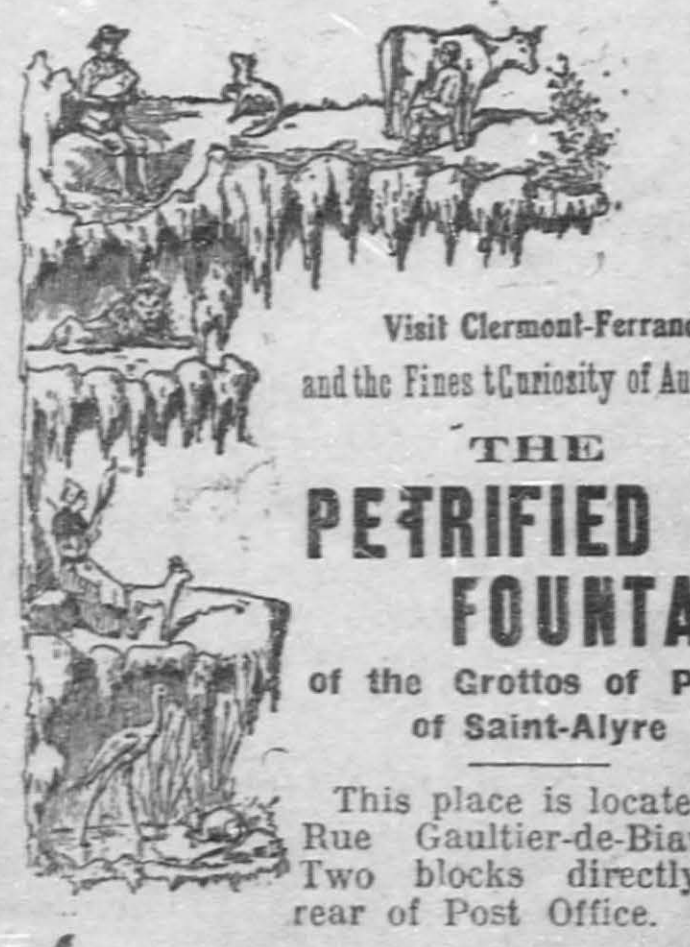
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ENGLISH SPOKEN



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491ST CONSTRUCTION SQUADRON

Built Real American Camp On French Soil; Was Organized As 79th Aero Squadron In Kelly Field In Fall Of 1917.

August 11th, 1917, marks the date upon which one hundred and fifty enlisted men, recruited between the 1st and 9th days of that month at Fort Slocum, New York, left there for a southern training camp equipped with only ordnance supplies, shoes and campaign hats.

Organized August 15 The first steps toward definite organization were taken on August 15th and here Sergeant Nevens very well emphasized his good judgement of men by selecting William M. Crafton to act as Sergeant-Major of the 79th Aero Squadron, the name given to this newly-organized company of recruits.

Acting Sergeant-Major Crafton's first act certifying the good judgement displayed in his selection was the choosing of Edward E. Leason as acting first Sergeant. This man coming direct from a position in civilian life that commanded the knowledge and association of men, and having been schooled in the rudiments of military life in school for cadets, immediately found himself in a position where he could exert his splendid ability as an organizer and administrator.

Charles C. Levan fresh from the Pennsylvania State College and Ralph Seeler, a former member of the New York Home Guards, were chosen by Sergeant Welch to act his assistants. Acting corporals were also appointed and very soon the 79th Aero Squadron was attracting attention as a well drilled and appearing military organization.

Non-Comms Made The new commander soon recognized the ability of the acting non-commissioned officers and they were given permanent appointments. The field was now taking an active interest in sports, and many men of exceptional ability as athletes were found in the company, consequently they soon made a name for themselves, especially in football and base-ball.

Made Construction Unit On September 5th an order came to the Headquarters of the Squadron which has influenced more than any other factor the career of the organization. Little could they realize, at that time, the full sequence of its meaning. It read in part as follows:

Headquarters Kelly Field, So. San Antonio, Texas, 5 Sept. 1917 Under authority contained in letter from Dept. Aeronautical Officer, Southern Dept., Ft. Sam Houston, Texas, 3 Sept. 1917. The following Aero Squadrons and will receive the following designations, etc.

Among the squadrons mentioned was the 79th, and soon the men were being asked questions about their previous occupation. Nothing came about through it

however, and the name "Construction" stood unsolved for a long time.

Vacancies Filled The vacancies caused by transfers, etc., were mostly filled by the acquisition of men from other Squadrons. The greater number of them were of the highest type of manhood recruited from the middle and western states. The personnel of the company now represented many of the States and was of the highest standard, ready to pursue the work outlined for them. The departure from their field of training was now imminent and when October 28th, 1917, the day set for entrainment, dawned, only one event had marred the association of the men.

Left October 28 The long troop train which pulled out of the station at South San Antonio, on the afternoon of October 28th, displayed on some of its coaches placards picturing woe to Prussianism and signed by the 79th Aero Squadron. The comfortable journey via New Orleans, Atlantic City, Washington and Philadelphia to Field No. 2 at Garden City Long Island, will never be forgotten by its members. Neither will they forget the kindness and solicitude of one of the finest men they have ever met, 1st Lieut. W. A. Lee, M.R.C. who, taking advantage of the close association which the journey afforded, mingled with and learned the men whose physical welfare had been placed in his care.

Hazardous Sea Voyage The ocean voyage was a wonderful experience, for it was recorded by the ship's officers as one of the most hazardous in eight years. For fifteen days the convoy of ten ships zig-zagged through the fog and wallowed in the high seas of the northern Atlantic. Many times disaster seemed unavoidable, but on December 8th, the ships safely anchored in Liverpool harbor, England, and soon a tired but far from disheartened squadron found themselves waiting in the railroad station for transportation to the American Rest Camp at Winchester.

Lt. Granger In Charge. Soon after the completion of this extensive preparation construction work on the field was placed under the supervision of 1st Lt. Bruce Granger whose wonderful ability soon won for him the promotion to a Captaincy and chief Construction Officer of the Clermont district. One hundred and fifty Chinese laborers were placed at the command of the Squadron, and work began on a systematic basis. Sanitary barracks for new squadrons seemed to spring up over night. The streets of the camp and the spaces between and around the buildings was torn up, refilled with layers of coarse rock, crushed rock, gravel and cinders. The highways leading to and from the Camp were treated in like manner. The mud disappeared and the sanitation of the Camp raised to the highest standard.

Arrived Here Dec. 18 The two days spent in the confines of the camp were full of the hardest discomforts and when on December 16th, they secured transportation, the small unheated third-class apartments of the railroad coaches seemed like a paradise. The beautiful scenery of France attracted much of their attention and seemed to offset the difficulties of "Hard-Tack" and sleeping. Six inches of snow covered the muddy earth on December 18th, when they arrived at their destination, the 7th Aviation Instruction Center at Aulnat near Clermont-Ferrand, France, and that night with hollowed and sunken cheeks they found real comfort sleeping on the floors of the cement barracks with their packs as pillows. Other khaki clad soldiers had arrived at the field before them, and as the days followed good warm food and long hours of rest on American cots brought the color into their cheeks, brightened their eyes, and gave them happiness.

Building Work Begun A reorganization had been made and men found who could do the work of the following departments: Carpentry, Plumbing, Blacksmithing, Drafting, Building, Headquarters, etc. Besides these many men were found with exceptional ability required by the departments concerned with actual flying and they were put to work on special duty. Construction work began under the supervision of the Construction Division Headquarters, of which 1st Lt. Henry R. Shepley was in charge. Men from all walks of life found themselves mingled in the hard manual labor, as if in unison with this change of occupation. An order from General Headquarters, effective February 1st, changed the number of the Squadron from 79th to 491st. "Good-bye" old Military days and title under which a wonderful "Esprit de Corps" had

developed, and "welcome" to new adventures which could not lessen their loyalty or dampen their pluck. There was much need for construction. A few ill kept cement barracks surrounded by inches of mud, a fine headquarters building and six fine wooden hangars marked the extent of the camp. First attention was given to a drainage system but it was soon found that a filling-in process was necessary. To accomplish this a great deal of material was necessary and to handle this trucks and many tools were required. A transportation department was organized and placed in charge of Sgt. Ed. Zimmerman. Trucks, motorcycles and touring cars were obtained, an old barrack was converted into a garage and soon cars of rock, gravel and cinders arrived daily at the P. L. & M. Railroad Station at Aulnat with "Armees Americaines" chalked on their doors. The Supply Department now headed by Sgt. Irving V. McGough was one of the busiest of its kind on the field. Its stock very much resembled that of an up-to-date hardware store. Everything from road scrapers to shoe tacks.

Everybody Had a Hand in it... Some a Foot By TARBELL



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The ability and work of the squadron members now warranted their promotion and many of them were promoted to non-commissioned officers. The unity of action and the superb morale of the outfit during this trying period can be directly traced to the firm but considerate methods of 1st Lt. Floyd A. Miller who had succeeded Lt. R. H. Rogers as Commanding Officer. Well did he deserve the title which the fellows chose to give him when talking among themselves, i.e., "The Father of the Squadron". His memory will long be cherished by the men whose privilege it was to be under his command.

Among the projects that had been completed was a large modern shop, equipped with the most up-to-date American machinery. This and the erection of many more hangars afforded more extensive training and flying at the field was increased fully 300 percent.

Bombing by aeroplanes was practically a new art for Americans and as the 7th A. I. C. was a Bombing and Machine Gun school for aviators, much research was being made for the development of aerial fighting. "The Camera Obscura" method was introduced and through the results of many experiments the highest possible standard was reached by the field. A record had been set for accuracy in the recording of flights and the future will find listed among the names of the pioneers in the science of Aerial Gunnery and Bombing, those of Sgt. Robert L. Gardner, Sgt. Charles C. Le Van and Sgt. William J. Hughes, all of whom had been selected from the personnel of the 491st Aero Squadron. The rapid growth of the field, both in size and efficiency had drawn other men from the outfit and there was not a department at the post that did not have some of its members as willing workers. Especially commendable is the work of Matthew J. Lahr, M., under whose supervision most of the buildings were erected, Edward Zimmerman, M. E. who was placed in charge of the Post Machine shop, Sgt. William Harvey as Post Electrician, Sgt. Joseph Lambert who supervised all plumbing operations, Arthur C. Halm Chauffeur 1 cl, Arthur S. Campbell, Chauffeur, Luke J. Corrigan chauffeur 1 cl., Walter J. Reichen, Chauffeur 1 cl., all of whom worked untiringly, handling the great amount of repair work in the Post Transportation Department. One of the last mentioned, Halm, has been personally commended by the Assistant Chief of Air Service, General Foulis.

The work of Sergeants Elmer M. Cody,

227TH AERO SQUADRON

Last Air Service Squadron To Arrive At The Seventh A. I. C., Coming Overseas In Month Of July. Interesting Events Noted In Its History.

The 227th Aero Squadron was formed at 1st Training Brigade, Headquarters, Kelly Field, So. San Antonio, Texas, January 9th, 1918. The 150 men were ched to line 12and assigned to tents. Very few knew anyone else and the first few days were devoted to getting acquainted. These men were from all over the United States, practically every state being represented. 1st Lieut. Ferguson was Commander of Line 12 and Commanded the organization until it was officially organized and a Commanding Officer assigned.

On the evening of January 10th one of the worst sand storms known to southern Texas, hit the camp. During the months previous very little rain had fallen and a powdered dust to the depth of 2 inches lay over the ground. The trampling of thousands of men had pulverized the dirt until it felt like walking on flour. The storm started just as the sun was setting and in a few minutes it became as dark as night. The dust was so thick even in the tents that it was impossible to breathe and everyone either got under blankets or tied handkerchiefs over their mouths and noses. Many were hobling down their tents and the wind was so strong that many tents broke loose and blew away to other parts of the camp. Naturally everything in the tents was scattered and only those that were fortunate enough to hold their property saved it. Many were caught out and spent the night in some tent along the way, a bath house,

Karl A. Nilsen and Emile J. Duput as post carpenters is also commendable.

An enumeration of the projects started by the squadron show the following to be completed:

- 1. A complete survey and change of layout of the entire field.
2. The building of highways, streets leading to, from and about the camp.
3. The erection of a large Y. M. C. A. building.
4. The erection of a large Red Cross Building.
5. The erection of eight new barracks.
6. The erection of eight large steel hangars.
7. The erection of fourteen large canvas hangars.
8. Cement floors and foundations placed in wooden hangars.
9. The tearing-up and re-laying of cement street leading to the camp.
10. The construction, repair work and minor details that were constantly needed.

In the building of streets and roads alone, approximately 15,000 tons of rock and 10,000 tons of cinders and gravel were used.

This work is in addition to that accomplished at nearby hospitals and rest centers and today as 1st Lt. James Towland, assistant to Captain Granger, walks about the camp, the smile on his face signifies, - work well done.

The constant widening of the scope of construction work finally demanded the ability and constant attention of Lt. F. A. Miller and 1st Lt. George Barger was given the command of the squadron. He has already won his way into the hearts of his men and now that the great war has come to a close they each and all hope that they will return soon to America.

At a recent banquet afforded to the squadron, by an accumulated Mess Fund, Major John C. McDonnell, Commanding Officer of the 7th A. I. C., and honorary guest, commended the men for their wonderful work and the distinction of being "One of the very best organizations of its kind to cross the Atlantic" was given them. Our old friend "Rumor" is again on the job and hath it that a quick return to "God's country" is imminent? With work well done and credit due to no man more than another, "The Boys are going back to the land of their birth, with joy in their hearts and loyalty unparalleled."

the Y. M. C. A., canteen, K of C, etc. The weather turned very cold and a light snow fell, thereby causing more hardships.

Organized Jan. 12 On January 12th, 1918 the Squadron was officially organized by Par. 26, S. O. 12, Hq. U. S. Aviation Schools, Kelly Field, Texas. The Commissioned Personnel, composed of one first lieutenant and four second lieutenants, was assigned by Par 16 S. O. 14, Hq. U. S. Aviation Schools, K. F., Texas, 1st Lieut. R. J. Sauther assigned as Commanding Officer.

The Squadron remained in line 12 about a week and then moved to what was known at that time as Field 3, line 27, but later known as the 3rd Training Brigade. We drew rations and had individual mess for the first time. After remaining here for 3 days we were ordered to draw tentage and field ranges and move to Field 2. The Squadron spent the first few days fixing up our part of this new tent camp at Field 2. We pitched tents in an old corn field and made a Company Street, ditched all around the tents, kitchen and down the street. Then the music started. A new flying field was under construction. A very limited number of men were allowed for Squadron duty. The remainder had to report every day for fatigue and each man had to be accounted for each morning and noon. The work consisted of grubbing stumps and leveling the ground. The Provost Sergeant was the popular man of the day. In addition to this guard duty was quite heavy. Twenty four hour guards came off in the evening and reported for fatigue the next morning. The 12 hour guards had 4 hours off. The food wasn't very good, that is the variety, and together with this and hard work everyone was dissatisfied and all agreed with Sherman that "War is Hell". In addition to this the first two weeks were spent in segregation, pending overseas service, no one even being allowed to go to the canteen.

Lieut. Sauther Relieved Lieut. Sauther was relieved from duty with the Squadron as Commanding Officer and 1st Lieut. Joseph Pirisky assigned as C. O. per Par 6 S. O. 52, Hq. K. F., Texas, Feb. 21/18.

However, everything must have an end and one morning everyone was made glad when the Squadron was ordered back to 3rd Training Brigade, under segregation orders, to prepare for immediate overseas duty. The Squadron moved on March 1st. Lieut. Pirisky was relieved March 2/18 and 1st Lieut. William W. Charles assigned as Commanding Officer per Par 30 S. O. 63, Hq. K. F., Texas, March 2/18, who has retained Command of the Squadron until this date.

While at Field No 2 many men were transferred and replaced so that when we left Kelly Filed only about 75 of the original men were left in the Squadron. We entrained in the afternoon of March 15th., 1918 per Par 18 S. O. 64, Hq. K. F. Texas, March 5, 1918. The men were put in Pullman cars, 3 men to a compartment. A baggage car was used for a kitchen

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and baggage car for squadron supplies. The trip was enjoyed by all; the eats were fairly good and after leaving so much disagreeable work behind it was a rest to get started toward the Port of Embarkation. The voyage was made over the general route of Houston, Texas, New Orleans, La., Montgomery, Ala., Atlanta, Ga., Richmond, Va., Washington, D. C., New York City, pulling into the Pennsylvania Station on the morning of March 20/18. From here we went via train to Garden City, L. I., N. Y., marching into Field No. 2 at noon. The Squadron was quartered in a hangar and ate at a comfortable mess.

Missed Overseas Date The Squadron was supposed to prepare immediately for overseas by drawing full equipment but owing to the fact that many supplies were unavailable we missed our regular turn which came about 10 days later. After two weeks in Field No. 2 the Squadron received orders to move to Field No. 1 in a section where tents had been set up. This Field was later named a "Tent City" and lay just outside of Field No. 1. The organization in the Tent Camp were used to build up the new camp and for fatigue in the various fields. The work was not very hard and the food was O. K. In addition to this passes from Retreat to Reveille were given. This gave those who lived in and around New York City a chance to be at home and those who did not live there a chance to see New York City. During the time spent here the Squadron was used as a Replacement Squadron and lost at least half of the men that came from Kelly Field. This left only 40 of the original men who were assigned at the time of organization.

The Ocean Journey On about June 17th. the Squadron was moved into barracks, this being the first time in the history of the organization to be quartered in barracks. However, on June 20th, the Squadron was again moved to another new tent camp, called Acceptance Park, which lay just outside the main gate of Field No. 1. The object of this Park was to organize Squadrons into Wings. The 227th. was a part of the 2nd Provisional Wing, with Captain Winters commanding the Wing. But for some unknown reason the War Department decided this wasn't the proper thing to do and on June 28 a number of the Squadrons received orders to be ready to embark at 10 : 00 A. M. the following morning. The Personnel Office made a number of transfers in order to distribute the proper trades and the entire night was spent in equipping the new men, packing and making up passenger lists and completing Service Records, etc., etc. The Squadron was ordered to report to Port of Embarkation, Hoboken, N. J. per Par I, Confidential Order 103, Hq. AGS&C Camp, Garden City, L. I., N. Y., June 28. A number of Squadrons marched to Clinton Road Station and went by train to Long Island City, from there went by ferry to Hoboken Pier and embarked from Pier No. 22 on the U. S. A. Mongolia, U. S. S. Transport No. 75, formerly the Oriental liner, Mongolia. The Ship already had about 3700 Engineers, 1000 of which were colored. A few of our men found bunks but most of them slept in life boats, on the decks, or any place they could lay their heads. This was the way the men continued to sleep the entire voyage of 14 days. Fortunately the weather was very pleasant with only two days of rain. The ship pulled out into the narrows and joined other transports. The entire convoy then started, there being 15 transports and at that time the largest that had left the U. S. The escorts joined us and as the voyage continued gradually dropped off until only one cruiser and two torpedo chasers remained and these returned as soon as the British convoys met us. During the trip only two submarines were sighted but after a few shots by our ships they disappeared, apparently without firing a shot.

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Interesting Histories of Officers of Staff of Seventh A. I. C. and Instruction Department

ALLAN F. BONNALIE

Allan F. Bonnalie entered ground school at the University of California June 1st, 1917 and was commissioned a 1st. Lieut. on the 2nd day of April, 1918. In August, 1917, he left America for the scene of battle and since his arrival has served with the Royal Air Force (211 Squadron); studied aeronautics at the University of Oxford and has been decorated with the English Distinguished Service Order and the American Distinguished Service Cross. He enjoys the distinction of having been in the first cadet detachment in England. He flew the D. H. 9 machines at the front and was shot down out of control once. The machine he was piloting was so badly damaged that the Observer was compelled to climb past the pilot's seat and on up the fuselage in order to balance the plane.

Previous to existing Lieut. Bonnalie was a mechanical and aeronautical engineer. His home address is 2521 Mission street, San-Francisco, California.

Lieut. Floyd J. Buffington.

Lieut. Floyd J. Buffington, of Berkshire, N. Y., was called into the service with the 2nd New York Infantry in March 1917. He was a sergeant at this time and was sent to the first Madison Barracks, N. Y. training camp. He left there to go to ground school at Cornell on September 15. On Sept. 25th, Sgt. Buffington left America and upon arrival in France was at first stationed at Tours as a flying cadet. He began training in November, finished in March and then went to Issoudun where he was commissioned a first lieutenant on April 2. He was then assigned to Cazan for aerial gunnery work and later returned to Issoudun where he was made monitor in double control Newports.

Lt. Buffington was assigned to the Post Staff of the 7th A. I. C. on July 25 as a Chasse pilot. Before he was called into service he was professor of chemistry and physics. He is a graduate of the University of Rochester, N. Y. and has the degree of Bachelor of Science. He is a member of the Delta Upsilon fraternity.

Lieut. John Vernon Koontz.

Joining the army as a private in the Air Service shortly after the declaration of war John Vernon Koontz gradually stepped up the ladder, rank by rank, until he is now wearing the insignia of a 2nd. Lieut., Air Service.

He left the States on August 22nd 1918 and after spending several weeks attending a Renault motor school in Paris came to this Center November 25th 1917. He was then wearing corporal stripes. Since that time he has been promoted to Sergeant 1st. Cl., and M. S. E. January 15th 1918. The appointment as an Aviation Mechanician, making him one of the highest ranking non-commissioned officers of the army, came when he passed the examination November 8th 1918. He was commissioned November 23, 1918 a 2nd., Lieut. Was appointed an Engineering Officer and was attached to the 97th Aero Squadron last week. His home address is Marshalltown, Iowa. In civilian life he was an automobile salesman.

Observer Sergeant Floyd T. Jackson.

With the outbreak of war a shy individual who might have been a Forest Ranger had he enough years bending his shoulders until his chest was reversed, enlisted. He wanted to fly. That was a year and a half ago. Birth records show his cognomen to be Floyd T. Jackson. He was an observer Pvt. 1st Cl. and rose, with a few trips to the skies, to the rank of Sergeant.

He was born in Poke County, Goodridge, Texas, and is 25 years of age. He entered observers training Oct. 3rd. and graduated with a half-wing brevet last week. In civilian life he was Texas state electrical supervisor of the Pullman Car Co. Home address: 306 Moore Blg., San Antonio, Texas.

Morris Elmer Houser

Second Lieutenant Morris E. Houser of Detroit, Mich.; was a motor truck salesman with the Packard-Motor Car Co. before his enlistment in the U. S. Army. He is a graduate of the U. of Michigan with the degree A. B. and is a member of the I. M. A. fraternity.

Morris Houser entered the second series of the Officers' Training camp at Fort Sheridan on November 27, 1918. He trained in the artillery and was commissioned a second lieutenant Nov. 26. On December 10 he entered the ground officer's training school at Kelly Field and on January 7 was assigned supply officer of the 625 Squadron. From February 2 until Sept. 30 he was supply officer for the famous 349 Aero Squadron. This was the first organization to organize a band in the air service and also the first to publish a weekly newspaper.

March 6 this Squadron went to Garden City and on May 19 left New York for France. The ship was attacked by a submarine in the Irish sea on Decoration day but the sub was destroyed. This ship arrived at Liverpool June 1 and this Squadron was sent directly to Netheravan field.

From Netheravan field Lieut. Houser was transferred directly to the 7th. A. I. C. coming here on October 13 and assigned to the duties of transportation officer. This department of the Center was exceptionally well handled during his official connection.

MARVIN S. BOWMAN

Boston newspapers are accountable for the commission of 2nd. Lieut. Marvin S. Bowman who read and wrote so much copy on the war that he decided to see something from the realm of crows.

He is a graduate of Harvard college, class of 1916, and is a resident of Cambridge, Mass. He entered the Corbell school of Military Aeronautics on February 9th, 1918 and was commissioned a Reserve Military Aviator with the rank of 2nd. Lieut. on July 30th, 1918. He sailed for France August 21st, 1918 and has been stationed at Brest, St. Maixent, and the 7th. A. I. C. Was appointed an instructor of this post on October 30th, 1918.

Lieut. Hubert L. Stone.

First Lieut. Hubert L. Stone was assigned to the Post Staff of the 7th A. I. C., on September 3, 1918 and has acted as transformation instructor, aerial gunnery pilot, formation instructor and was flight commander under the system recently installed. Previous to his assignment to this Post he served at the front, going there in the latter part of July and serving through the month of August.

Lieut. Stone received his commission March 2, 1918, at Foggia, Italy. He entered the first officer's training school at Leon Springs, Texas, on May 11, 1917 and later transferred to the aviation and entered ground school July 2. He graduated on August 11 as an honor student and was sent to the 8th A. I. C. at Foggia for preliminary flying training.

At this station he passed the R. M. A. test, January 22, 1918, and acted as student instructor until ordered to the 7th A. I. C., March 21. He took the course here in April and May and was then assigned to the French Day Bombardment service with which service he went to the front.

Lt. Stone is from Kingsville Texas and before his enlistment was employed as railway claim agent with the Gulf Coast Lines.

M. S. E. Pilot Ben Swartz.

For many months M. S. E. Benjamin Swartz was the Non-commissioned officer in charge of the flying field. He came to this Center with the Detachment later



named the 7th A. I. D. Upon passing successfully all aerial examinations he was placed on the training list and is waiting a commission as a flying officer. His home is in Denver, Colo.

NORMAN B. LANDREAU

Norman B. Landreau was commissioned a 2nd. Lieut., R. M. A. on July 19th, 1918. He came to France on the S. S. La France and arrived in Brest on morning of September 2nd, 1918. The trip was o.k., he says, for there were 206 Red Cross nurses on board.

He studied at the Flying Officers' school at St. Maixent and was assigned to the staff here on Oct. 28th, 1918, as a bombardment instructor.

He was a student of law at the Georgetown University previous to enlistment and resides permanently at 121 Maryland Ave., Washington, D. C.

HERBERT M. OGG

The present commander of the 97th Aero Squadron, First Lieutenant Herbert M. Ogg, came to this Center from Issoudun on a transfer of October 14, 1918, and was immediately given his present command, relieving Captain Hill who became Officer In Charge of the engineering department.

Lieut. Ogg whose home in is Belleville, Texas, is a journalist and publisher. Inspired with a desire to aid his American brothers who had joined the service for the second over seas war in the Nation's history, he entered the Camp Stanley, Leon Springs, Texas, training camp on August 15, 1917. He was graduated on November 27 with the rank of first lieutenant infantry. He declined a transfer to the air service but accepted temporary duty orders at Kelly Field. His first duties were those of adjutant of the 122nd (now 641st) Aero Squadron which left for overseas duty the day after he assumed his duties.

The journey to France was started on January 13, 1918, on the U. S. S. Agamemnon, formerly the Kaiser Wilhelm II. A stormy sea was experienced thruout the journey. On January 18 the rudder of the ship was jammed and for five hours the ship and its cargo were at the mercy of the storm. All lights were aglow and the S. O. S. call was sent repeatedly. At one time the ship was tilted at an angle of about 43 degrees and remained in that position as if on a balance for about ten and a half seconds. Lieut. Ogg describes the event as a miraculous escape but a marvelous experience.

The Agamemnon harbored at Brest on January 24. Lieut. Ogg proceeded to St. Maixent with the squadron to which he was attached and which, on February 20, was transferred to Issoudun. Here Lieut. Ogg assumed command of the squadron, then the 641st. In addition to his duties as commanding officer of this squadron he was Officer In Charge of "Plane News", the camp journal published there, adjutant of headquarters' detachment and had charge of the officer's and cadets' messes, receiving the abuse and criticism of about 700 healthy American fighting men.

In addition to his duties as commanding officer of the 97th Squadron of this Center, Lieut. Ogg has been made liaison officer to the Red Cross and Officer In Charge of the Post Bugle Corps.

E. K. Mac Donald

(By Himself)

Being a bond salesman a graduate of the University of Chicago and a brother Delta Kappa Epsilon it behooved me to get into as many scraps as possible. Someone started a war and therein lies the reason for at least one military career I am sure of.

Entering ground school at the University of Illinois in June, 1917 I graduated in August, same year, and was sent to New York preparatory to starting overseas. By careful management the Government fixed it so I could remain two muddy and strenuous weeks in New-York before leaving for France on the good ship Manzobia. Among the important passengers were my young fellow traveling mates who constituted a bunch of crap shooting cadets.

Among them were Hen Crawford, Captain (then Lieut.) Brainard and Stone, together with other members of the 7th. A. I. C. club. Captain Brainard, well known to all members of the Manzobia gaming set, was in charge.

We arrived in Liverpool October 2nd.; went to Foggia, Italy, and began flying the well known Maurice Farman better known as "The Baby Carriage" and "The Chicken Coop". Spent three days in Rome during Christmas and three days in Naples during February. Didn't miss a thing! The government called my name on the roll and I was commissioned a 1st Lieut. on March 11, 1918. Took a course at Clermont-Ferrand and after a visit of ten days at Chatel-Guyon was sent to the front. Arrived at front just in time for American drive at Chateau-Thierry. Spent two months with Breguet III and was on 14 bombardments. On August 14th 1918, I was decorated with the Croix de Guerre for courage and ability play the piano. Ordered back to Clermont-Ferrand as an Instructor September 7th, 1918 and expect to be a "Homeward Bound" soon. No promotions yet! Expect to be Captain in the next war.

William B. Berry

Commissioned a 1st Lieut. Inf., Nov. 27th, 1917, William B. Berry spent six months on the Mexican border during the year he was commissioned. He attended the 2nd. Plattsburg training camp and has been stationed with the 153rd. Depot Brigade, Camp Dix, N. J., Waco and Dallas, Texas, Charlotte, N. C., and Garden City, L. I., N. Y.

On October 8th Lieut. Berry was assigned to the Staff of the 7th. A. I. C. as Instructor of Interior Guard, Police, Prison and Labor Officer. Similar positions were held by Lieut. Berry while he was stationed St. Maixent, France.

He is a graduate of Berkeley Prep. School and lives at 216 Barclay street, St. Flushing, L. I. NY. In civilian life he was an advertising manager.

William M. Mathews

First Lieutenant William M. Mathews was a civil engineer at Depere, Wisconsin, before his enlistment. He graduated from the University of Wisconsin in 1908. He entered the University of Illinois Training school in July 1917 and left America for France in September of the same year. He was commissioned a first lieutenant April 8, 1918 at Cattarick, Eng. For four months, from June 27 until October 25, 1918, he was with the 218th. Squadron of the Royal Air Force in active duty at the front, participating in the bombing of Ostend, Zeebrugge and Bruges.

Lieut. Mathews was assigned to the Staff of the 7th A. I. C. on Nov. 2, as a transformation instructor.

Joseph Ivan Dize

First Lieutenant Joseph Ivan Dize, post fire marshal, is from New-York city and an architect. He attended the University of Pennsylvania and received his initial military training with the 7th N. Y. Infantry, N. G. for two years and six months on the Mexican border. He was commissioned a second lieutenant A. S. S. C. on October 31, 1917 and was sent to the Carden City concentration center where he trained with the officers' battalion for three months.

Lieut. Dize embarked for France November 22, 1917 on the H. M. S. Carpathia. The ship harbored at Le Havre and after two days at a rest camp Lieut. Dize was sent to the 3rd A. I. C. Here he became connected with the construction division and first was supervising the construction of hospital wards and later German prison barracks. He was appointed commanding officer of the 35th Squadron which was being assembled after having been split up, many of the men having been sent to various schools to get training as mechanics.

On February 22 Lieut. Dize was appointed adjutant of flying fields No. 1 and 2 at Issoudun and in October was transferred to this Center. He was promoted to the rank of first lieutenant October 2.

RALPH CHARLES JORDAN SOMERS

Ralph Charles Jordan Somers had sufficient nerve to carry a cognomen of four sections but not enough to stay out of the war. Accordingly he entered the Air Service of the United States and was commissioned a 1st. Lieut. A. S., on the 19th. day of November, 1917. During his military career he was attached to the 135th. Aero Squadron; completed chasse training at the 7th. A. I. C. and was assigned to the French army with Escadrille 129. While with the French squadron he spent three months at the front where he was credited with one Bosche plane and was awarded a Croix de Guerre. He began training in the School of Military Aeronautics, Austin, Texas, on June 24th, 1917. Lieut. Somers was assigned to the staff of the 7th. A. I. C. on September 9th. as Flight Commander and Formation Instructor. His home address is 7 Belmont Avenue, Jersey City, N. J. He was educated at the Stevens Institute, New-York University is a member of the Delta Upsilon fraternity. In civilian life he was a chemical engineer.

Lieut. David O. N. Lindberg.

The surgeon of this Center, 1st. Lieut. David O. N. Lindberg, was commissioned in his present grade on July 5th 1917 and attended the Medical Officers' Training camp, Fort Riley, Kansas August 27th 1917. Preceding his appointment as Surgeon of the 19th Aero Squadron on November 11th 1917, he was connected with the Medical Corps Drill of the newly formed casual enlisted medical units at Fort Riley, Kansas.

While at St. Maixent, France, he was Surgeon of the 19th Aero Squadron and Ward Surgeon of French Hospital No. 49 which position he held until transferred to this Center. He was appointed to the Medical Staff of the 7th A. I. C. on May 10th, 1918, and with the departure of Lieut. Blackshare was appointed Post Surgeon. To date he retains that appointment.

Lieut. Lindberg was Assistant Physician, State Hospital for the Insane, Feigus Falls, Minn., before taking up military life. He graduated from the Boston University and is a brother of the Phi Alpha Gamma fraternity (Medical.) He was recommended by competent authority for appointment in the Regular Army Medical corps on October 28th 1918 and has spent all of his time in the S. O. S. He wears two service stripes. During the recent Spanish Influenza epidemic he made an enviable record. But three members of the personnel of the Post succumbed to this dreaded disease. His home address is Quincy, Massachusetts.

Spruille Burford Cressman

Spruille Burford Cressman, Jamaica, Long Island, N. Y., of the sales department of the Cadillac Motor Car Co. of New-York and Detroit, graduated from the Polytechnic Preparatory School as a member of the Delta Theta fraternity. He entered the officers' training school at Princeton and later went to Clemens, Mich., for flying. On July 17, 1918 he received his commission as second lieutenant.

Lieut. Cressman left America for France on August 2 and landed at Brest. He was stationed for a time at the rest camp at St. Maixent and then was assigned to the 7th. A. I. C. He came here on October 29 and immediately took up his work as an instructor with the aerial gunnery department.

THOMAS E. COOPER

Thomas E. Cooper, St-Louis, Mo. physician and surgeon and a graduate of University of Missouri with an A. B. degree and a graduate with an M. D. of the St. Louis U. Medical school entered the service December 12th, 1917 and was commissioned a 1st. Lieutenant, Medical Corps. He is a member of the Phi Beta Pi fraternity. He reported for duty at Kelly Field January 30th, 1918, and left the field March 15th. as surgeon of the 227th. Aero Squadron which arrived in France July 11th, 1918. While at St. Maixent he was Ass't. to the Post Surgeon and was appointed to that position upon assignment to the Medical Staff of the 7th. A. I. C. on July 25th, 1918. His home address is St. Louis, Missouri.

Alfred L. Olin

(Not by Anyone Else)

On August 13th, 1897 I was shown the wonders of the world for the first time but I didn't appreciate them fully until some twenty years later when I joined the American air service. On Nov. 2nd, 1918 entered ground school and was commissioned a 2nd. Lieut. A. S. on April 22nd, 1918.

Was 21 years of age one shiny day and was shipped to France on the good ship Matsonia being a full fledged man. Saw Brest for first time August 26th, 1918, and after five days was sent to the school for aviators at St. Maixent where all pilots are compelled to stay on the ground. Came to the 7th. A. I. C. and was retained as a pilot instructor. The officer in charge of instruction stated I was too young to die and refused me the privilege of going to the front. My home town is St. Louis, Mo. I have no profession or occupation. That's why I joined the army.

Charles M. Page

Charles M. Page was commissioned a 2nd. Lieut. on May 6th, 1918. He entered the Columbus, Ohio, training school on February 23rd, 1918. On July 17th, 1918, he sailed for France and has been stationed at Brest, St. Maixent and the 7th. A. I. C. He attended the Agricultural College of N. D., and was a General Insurance agent in civilian life. He resides in civilian life in Fargo, N. D. He was assigned to the staff of the 7th. A. I. C. on August 19th, 1918.

EDWIN M. WELCH

Edwin M. Welch, self designated casual civilian, was commissioned a 1st. Lieut. A. S. S. C. on March 2nd, 1917 and officiated at Garden City, L. I. for the first time as an officer.

He landed in Glasgow, Scotland on December 16th, 1917, and has since then been stationed at Blois, Le Havre and Issoudun. He was appointed a staff instructor on August 22nd, 1918. Home address is 646 Eastern Parkway, Brooklyn, N. Y.

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ROY B. MOSHER

Roy B. Mosher, 5830 Harper Ave., Chicago, Ill. began training as an aviator at Gretna Field, January 1st, 1918 and was commissioned a 2nd. Lieut. A. S. on May 7th, 1918.

During his military career he has been stationed at Gretna Field (U. S.) and St. Maixent, Issoudun and the 7th. A. I. C. in France. He was appointed an Instructor of aviation November 9th, 1918, as a Chasse pilot. Lieut. Mosher was educated at Armour Institute and is a brother of the Kappa Alpha Pi fraternity and the Masons. His home address is 5830 Harper Ave., Chicago, Illinois. Before entering the service Lieut. Mosher was a steel inspector for the U. S. Signal Corps.

CYRIL AINSWORTH

Second Lt. Cyril Ainsworth, R. M. A. entered the service November 6th, 1917, and entered ground school at the Georgia Institute of Technology November 8th, 1917. Graduated from G. I. T. January 22, 1918. Was commissioned a 2nd. Lieut. April 22, 1918.

Lieut. Ainsworth was educated at Swarthmore college and the Carnegie Institute of Technology. In civilian life he is a Civil Engineer. Home address: 223 Kenyon Ave., Swarthmore, Penna.

M. S. E. Pilot Ralph Jones.

M. S. E. Jones, pilot, was the first non-commissioned officer in charge of the E. and R. department. It is said of him that he made the department what it is today.



He was one of the first few enlisted men to begin overseas duty at the 7th A. I. C. over a year ago. He is a candidate for a flying commission and is now undergoing pilot instruction at another Center.

George Barger

George Barger was commissioned a 1st. Lieut. on September 27th, 1917 and left the United States October 27th, 1917 for duty with the American Expeditionary Forces. During his military career he has served for 12 years with the National guard and spent 13 months on-duty during the Mexican border trouble and 5 months in Cuba.

On arrival in France he was assigned to the 56th. Aero Squadron stationed at Issoudun. On December 20th, 1917, was put in command of the Flying Officers and Cadets at Issoudun. On March 20th, 1918 transferred to the 464th. Aero Squadron which was moving to Romoratin where I was on S. D. as permanent instructor of Guard, Police and Prison officer, until June 1st, when the squadron was moved to Orly field. On June 3rd, 1918, was placed on S. D. in Inspection department Purchasing Division with station at Paris and remained there until Nov. 6th, 1918 when he was ordered to the 7th. A. I. C. where he took command of the 491st Aero Squadron. He is a Mason.

CHARLES FREDERICK GAMMON

Lieutenant Charles Frederick Gammon, until a short time ago a civilian employed by the government as commanding officer of a foreign labor company of Chinese and Portuguese at this Center, is a native of Portland, Maine. His last permanent residence was at Peking, China. During the recent years preceding the advent of the war, Lieut. Gammon was a lecturer on Oriental countries.

Previous to his "debut" on the rostrum, Lieut. Gammon spent many years in the Oriental countries, having been the first military instructor of China to introduce the American system of military training. He attended the Imperial University at Tientsin and later became an instructor in the same institution. Lieut. Gammon's experiences in the Oriental countries form an interesting epoch in his life's story.

Going to China as a military expert, Lieut. Gammon was able to produce wonderful results through his instruction. He had trained with National Guard of Wisconsin and with the United States Marines during which time he had five years of experience at sea. When England introduced the Chinese laborer to Europe as a means of solving the labor problem which had become serious because of the war, Lieut. Gammon, still a civilian, was engaged by the British government as a recruiting officer.

After the full quota of Chinese men was recruited and placed under a labor contract, the "army of laborers" was brought to France to replenish the man power of both England and France by doing the fatigue work about the camps. While employed in this capacity by the British, Mr. Gammon was offered a commission but refused to accept it. When he had organized the last labor companies for the British he decided to return to the United States.

This country had already recruited a large number of Chinese to do work about the American camps which were being built in many parts of France and Mr. Gammon was persuaded to remain. He was engaged as a civilian to organize the labor companies and was assured of a commission. He was made second lieutenant on October 25.

The work of organizing the labor companies for the United States government was started at Corneau on June 1. When the work of organizing these companies was completed Mr. Gammon was assigned as commanding officer in charge of the company which was sent to this Center. He arrived here with his company on June 24. During the past summer these foreign laborers have done a great amount of the work about the camp which otherwise would have necessitated the taking of American soldiers from the various departments where their work was most necessary. Lieut. Gammon has had wonderful success with the Chinese because of his clear insight into their home life and customs.

John Freeman Brown Jr.

1st Lieut. John Freeman Brown, Jr., was commissioned to his present rank on the 1st. day of November, 1917 after having been in the service nine months. He entered the Curtis School, Newport News, in March 1917 and since that time has received flying instruction in Issoudun, Stonehenge, Eng, and the 7th. A. I. C. He spent five months in Flanders and Aisne from November, 1915, to March, 1916, with an American ambulance unit stationed with the French. He was appointed an Instructor in the 7th. I. C. staff in June, 1917, and held the positions of Officer in Charge of Circle and Ass't. Navigation Officer.

Lieut. John Brown was educated at Harvard and was a student previous to his entry in the war. He resides in civilian life at Readville, Mass.

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16TH MOTOR MECHANICS COMPANY

Detached to Seventh A. I. C. From Fourth Regiment. Is Only Organization Of Its Kind Here. Arrived in Latter Part Of July.

In order to comply with orders of military Authorities at Washington, all branches of the Army were carefully combed with a view to produce the most efficient organizations for Mechanical operations in the Air Service. The result was that men having the desired qualifications were transferred out of all branches of the Service as well as many men from Detroit, Cleveland, and other large manufacturing centers of the U. S. for duty with what were to be termed "Motor Mechanic's Regiments". Camp Hancock, (Augusta, Ga.) was selected as the Concentration Camp for these organizations and the First and Second Regiments were organized and sent overseas from there. It was then found necessary to use Camp Hancock for other purposes and the remaining un-organized Companies were transferred to Camp Greene, (Charlotte, N. C.). Here two other Motor Mechanic's Regiments were to be organized. It was on the 17th day of April, 1918 when the foundation for the Fourth Regiment was made. Twenty-one companies were organized with Colonel Hall as Commander. Twenty companies composed of men having had years of experience in the mechanical lines of every description and one company known as Headquarters Company with personnel to carry on the government of the regiment were put on record. The 16th. Co. was organized April 17th., 1918 with Capt. W. H. Dwyer as company Commander who has great ability and is a man of unexcelled military ideas, also with the reputation of coming from an old family of fighters, who never knew the one word "fail". He graduated from Plattsburg Training Camp, N. Y. Nov., 1917 with commission of Captain and was assigned to the Motor Mechanics in January 1918.

Norris in Command

Capt. W. H. Dwyer was succeeded April 24th., by Capt. George A. Norris who was certainly his equivalent in every respect, and as one of the hobbies of our Government is to produce able Commanders for all organizations in any part of the service of our Country, we then say, "We certainly were not slighted in the exchange." Captain Norris is a soldier of the old school, his soldierly career having started in 1911. Serving his time in the Illustrious 28th. Division, he won the Expert Rifleman's Pin in 1914 making second to best score in the entire Division. Detailed by the War Department to act as Sergt. Instructor in the Montana National Guard, he later took examination for a commission which he successfully passed and was rewarded with his commission as Capt. in the Signal Corps December 1917. Since that time he has demonstrated his ability in more than one respect to each and every member of the 16th. Co. and has planted an everlasting memory of discipline in the hearts of each man of his command. Furthermore the memory of his nonprejudice and congenial treatment will never burn low in the hearts of his men.

First Lt. James A. Allen, accepted his commission in Philadelphia January 1918, having passed the Special Examination for qualified Officers in the Motor Mech. Regts. At the time of his entrance to the Service, he was managing an Automobile Business of his own. He is a man of broad mechanical experience, having been manager of some of the largest mechanical concerns in the States, thereby convincing not only the members of the 16th. Co. but of the entire 7th. A. I. C. of his ability as a man of Mechanical intelligence. Lt. Allen was assigned to the organization May 1, 1918 and has won the love and respect of all those whom he has chanced to come into contact with.

Second Lt. Edgar R. Whitledge accepted the Commission offered him while employed by the Peerless Motor Car Co., of Cleveland, in the capacity of a Mechanical Engineer in the Experiment Laboratories. He also held a similar position with the Maxwell Motor Car Co. At one time, Lieut. Whitledge was one of a small group of Officers chosen from the Motor Mechanics to take a special course of instructions to carry out mechanical plans in the A. E. F. He was assigned to the organization May 1st., 1918 and was fast in winning the respect and confidence of each and every member of the 16th. Co. and has ever acted without indifference to the men of the organization.

When organized the 16th. Company consisted of 143 men who all possessed unsurpassable experience in more than one respect, some as riggers, fitters, carpenters, electricians and mechanics, all possessing the ability to act as a great factor in the War for Democracy and its cause, and were no less ambitious and deserving. On May 17th. the company was completed by a transfer of 25 men which

SUCH IS CODE.

During the recent joyous celebrations of victory in Clermont a party of our boys were doing a lock-step march to a familiar chant which arrested the attention of a young French girl who, becoming fascinated by the mystery to the oft-repeated words, made a record of them for future reference. This is what she wrote:-

Oway oway le gaingschire
Wahte the helle dowycaire
What the helle dowycaire
Oway oway le gaingschire
What the helle dowycaire non.

The American officer to whom the young miss referred this mystic document was puzzled to interpret it until the air was hummed and the music provided the key to the cypher:-

Hail, hail the gang's all here
What the hell do we care,
What the hell do we care,
What the hell do we care now.
Hail, hail, the gang's all here,

were no less experienced and with great ability to do what chanced to be about them.

First Sgt. Blair Buchanan was transferred as Top Sergt. at the time of the organization of the company and with much interest in the organization succeeded in keeping it fit in a Military view. He comes from Lake Arthur, La. where people hold it sacred above, all other hazards, the old proverb, "if you want a friend, be one". That being the case, when it seemed as though he must be hard boiled it would also appear that the old proverb had gotten rambed into his memory consequently he would generally finish his reprimand with a pleasant word of encouragement.

Sergt. Herbet C. Holmberg was also transferred as Supply Sergt. at the time of the organization of the company. Cook William H. Roberts was transferred as Head-Cook at the time of the company's organization, and was soon afterwards promoted to Mess Sergt. and succeeded in filling desires of the men so they might do their best.

Private Edward A. Keegan was transferred as Company Clerk, at the time of the organization of the company and later won the much deserving title of Sergt. Each and every member of the 16th. Co. stood by their fellow man as a brother and always full of enthusiasm. The company with other companies of the 4th. Regt. embarked at N. Y. July 15th., 1918 for Foreign Service and after a long and toilsome voyage, consisting of 16 days, disembarked at Liverpool. The only excitement being Submarine attack off the Irish Coast. After being marched to a rest camp, the 16th. Co. then began its journey across England after a rest of eight hours, arriving at South-Hampton; then embarked for France, and disembarked at Le Havre on the following morning; another hike and the 16th. Co. was in a Rest Camp near La Havre and received orders the following morning to go on detached service to the 7th. A. I. C. After a wearisome ride in French Freighters soon arrived at Clermont-Ferrand whence they marched out to the place where they were to do their best in placing their great efforts in work that means much to the Allies in the War and with a willing hand they, at the first opportunity, began their assistance at the 7th. A. I. C., which was soon recognized as the best of Mechanical workman to be produced.

With Capt. George A. Norris, 1st. Lieut. James A. Allen and 2nd. Lieut. Edgar R. Whitledge as a huge band of tenacity and strength, thus rolled on the 16th. Co. in perfect peace and harmony.

B. B. and W. M. R.

Aero Club Is Opened By Foreign Service Committee in Paris

PAVILLON DE E'LYSEE OFFERED BY MR. BEAUMONT FOR AVIATION OFFICERS' CLUB.

One of the pleasant features of an aviation officer's visit to Paris now will be the spending of a perfect evening or the dining at the Aviation Officers' Club, the Pavillon de E'lysee on the Avenue Champs Elysees. This beautiful resort, donated by Mr. Louis D. Beaumont to be used as a club for this purpose, was formally opened last week. Officers had been invited to make this club their lounging place several days before, but just one big night was planned to show those officers who had the opportunity to be present that the Foreign Service Committee is on the job.

Is Ideal Club.

Aviation officers who have been registered with the Aero Club received special invitations. Henceforth all aviation officers will find he welcome sign, not on the outer wall above the door, but in the general conditions which exist in the interior and need not be indicated by words. The place is ideal and although secured after the conclusion of the armistice, will be a popular place for the officers who are not among the fortunate ones to return to the States immediately.

Brief Addresses.

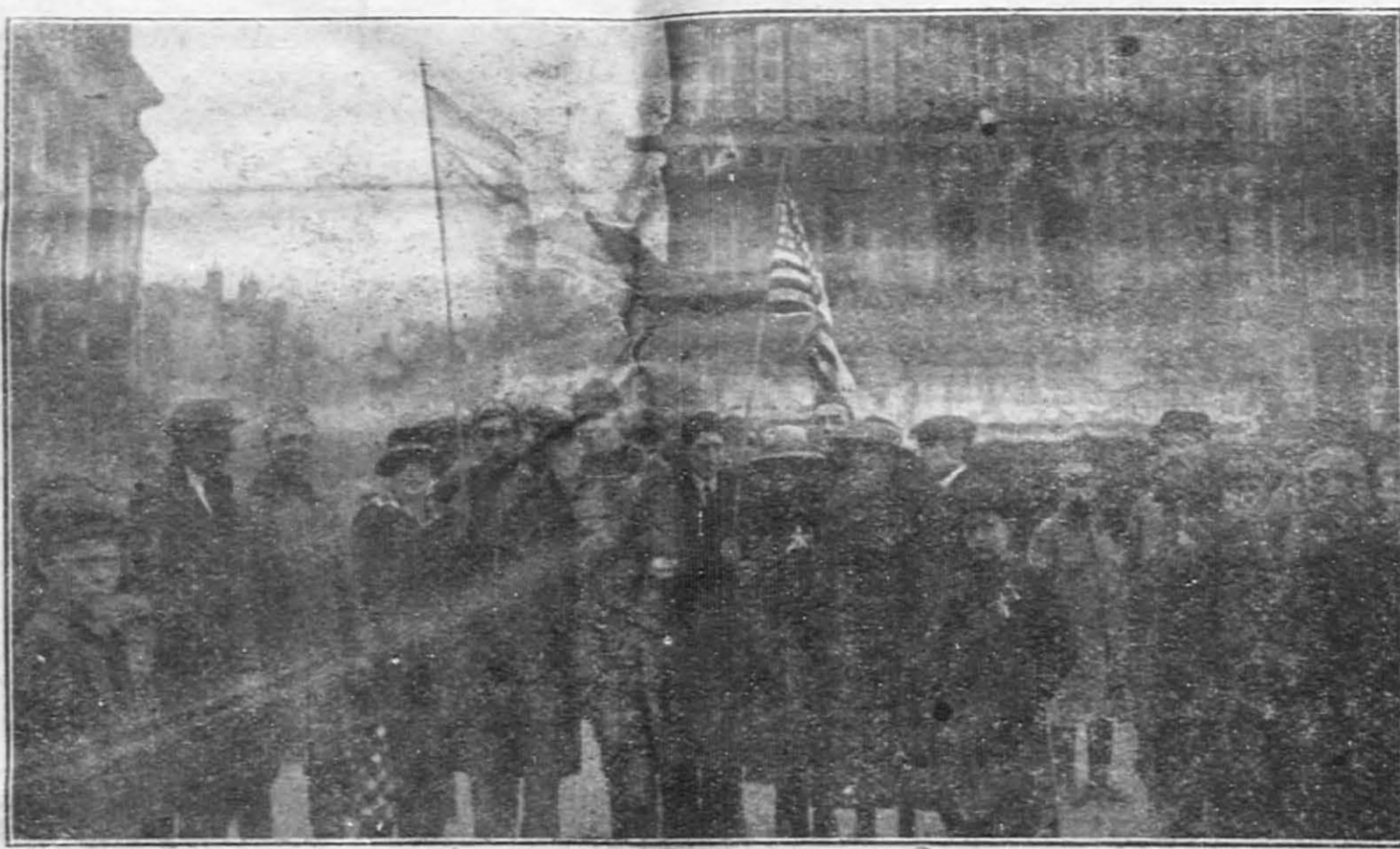
A splendid evening's entertainment had been prepared for the formal opening. Many officials of the American, British, French and Italian air services as well as flying officers were present. Short addresses were made by M. Dumesnil, French minister of aviation and under secretary of state, M. Deutsch de la Meurth, president of the Aero-Club of France, characterized as the Rockefeller of France, and Mr. William G. Sharp, American ambassador.

The French speakers spoke of the valuable work done by the aviators and especially the work of the American flyers during the successes of the recent summer which terminated the war. Mr. Sharp directed his remarks toward the future of aviation, expressing his belief that the cross-Atlantic air flight will be an event of the very near future. "An American flyer will leave New-York at six o'clock in the morning and at noon at mid-sea will wave to a French Aviator who left France at six in the morning" is a statement made by him in jest but still not really absurd when the advances made in the very recent years are studied.

Noted Men Present

Gigars, cigarettes and champagne were served to add a bit to the good humor of the guests of the club. Among the prominent men, other than the speakers, were M. Paul Painlevé, member of the Institute of Deputies of Paris; M. d'Estournelles de Constant, Senator and president of the commission of aviation; M.

Clermont Celebrates War's Close



Miss Ray Sawyer Shows Great Interest In Musical God Sons Of Seventh A. I. C. Has Provided Copies Of Latest Band Hits For New Military Band Here

Miss Ray C. Sawyer of New York City, "Musical God-mother" of the Seventh A. I. C. Military band and other similar organizations in the A. E. F., has taken a great interest in the work that is being done by the local organization and has contributed wonderfully to the success thus far attained. Through her assistance the promoters and builders of the band were enabled to embark their newly constructed craft at an earlier day than would have been possible had they been forced to rely upon another source from which to receive the necessary musical selections.

The initial shipment was received from Miss Sawyer before the full instrumentation for the band had been purchased. Immediately upon the receipt of the instruments, Mr. White, Y. M. C. A. director of the band, began the work of training the men. The success thus far has been wonderful. New and the latest selections are received from time to time in shipments from Miss Sawyer.

The following letter written by her to Lieut. Cummings of this Center is an indication of the love and devotion which she bears for the soldiers of the A. E. F. and especially the aviation branch:

79 Hamilton Place, New York City, October 2nd, 1918

Lieut. George B. Cummings, A. S. S. C., Headquarters, Seventh Aviation Instruction Center, American E. F. France.

My dear Lieutenant Cummings:-

I was delighted to receive your charming letter of the 10th ultimo, which reached me a few days ago, and more than gratified to be informed that my syncope was acceptable. It is one of my fixed rules to try out all selections on the piano and by one of our local Naval military bands, before requisitioning the publisher for a sufficient number of copies to cover the service. In other words, some of the publishers call me the "Musical Censor," but I think that is a little unkind. Unless some ruling was made to that effect, it would have been necessary long ago to hire a hall for all the so-called music that is printed. One room in the apartment has already been set aside for a storeroom, although one finds music all over, especially when I get ready to work.

The idea of serenading me with my own selections when you come back is interesting. Others have promised me that same treat, but if they all materialize, I am afraid we shall have to call out the reserves. But my heart has always been with the Aviation Branch of the Service and I shall look forward with the treat with much pleasure.

By the way, I have induced one of our best song writers to write a number particularly appropriate to the "AIRNATS." Will send you copies as soon as they are off the press. I have fixed up the dedication to the "A. E. F. Airnats" and it is a dandy.

Music on the order of Sousa's Stars and Stripes is not in my stock and publishers are rather reluctant about contributing numbers in the standard class. However, I am sending you a little surprise under separate cover with my personal compliments. Hope you will give "An American Girl" a thought when they are played.

With my kindest regards and best wishes to my "Musical God Sons" and of course you, I am,

Sincerely yours, Miss RAY C. SAWYER.

Mithouard, president of the municipal council of Paris; M. Georges Besancon, general secretary of the Aero-Club of France; General Patrick, chief of American Air Service; Col. Dunwoody, asst. chief of Air Service; Major Edmond Gros, chief of liaison section aviation headquarters; Mr. A. M. Thackara, American University Union; Mr. Louis Beaumont; Mr. Sidney Be Veit, secretary of the Foreign Service Committee of the Aero-Club of America; Mr. William G. Hogan; Captain John Wear; Dr. A. L. Hipwell; Mr. Raymond Price; M. Gabriel Hauteaux, former prime minister of France and Col. Peel, head of the British Air Service.

French Aces Attend.

Among the prominent aviators present were Lieutenant René Fonk and Captain Alfred Hurlieux, two French aces, Col. Bronca who had initial charge of the Lafayette Escadrille and Maurice Bussat and Maurice Bourguignon which two will exhibit in the United States next year under the auspices of the French government. They are two prominent "painters" or acrobat flyers.

On Thursday evening, Thanksgiving day, the aviation officers who were in Paris enjoyed a very pleasant dancing party at the club.

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NINETY-SEVENTH AERO SQUADRON

First Complete Air Service Organization To Be Stationed At This Center. Have Earned Two Service Stripes While Here.

About 7:30 P. M., Sunday, August 19, 1917, one hundred thirty-six men, from Columbus Barracks, Ohio, arrived at Kelly Field, South San Antonio, Texas. At the same time a large detachment of men arrived there from Fort Slocum, New-York. Candidates from an Officers' School took charge of both detachments and formed them into lines of one hundred and fifty men each. The line which was designated to be the 97th Aero Service Squadron contained one hundred and thirty-two men from Columbus and eighteen from Slocum. The Squadron was then marched to the edge of the flying field, issued one blanket for each man, and orders to sleep there for the night.

On the morning of August 20th, men were assigned to the Squadron by order of the Post Headquarters and W. H. Hahn (candidate for a flying commission) was assigned as Squadron Commander. Sgt. Hahn called for men with previous military experience and, from the number of such men in the outfit, selected Jack Thomas as Acting 1st Sergeant. Privts. Dippel, Burke and Mulcahey were Acting Duty Sergeants. Pvt. Haller was assigned as Acting Mess Sergeant.

The Squadron drilled under the supervision of Sgt. Thomas. During the period of organization the work consisted chiefly of drill and fatigue, with especial emphasis on the fatigue.

Non-Comms Made

The squadron remained in quarantine until the third day of September, 1917.

On Sunday, Sept. 9th, the first appointments in the Squadron were made. Squadron Order No. 1 made ten sergeants; sixteen corporals; four cooks; and twenty-one privates first class.

On September 14, twenty men were transferred from the 97th to the 76th Aero Construction Squadron, and, on the same day, twenty-two men were transferred to the 97th from the 102nd Squadron.

On the 19th day of September, Candidate Hahn (Squadron C. O.) received orders to proceed to ground school at Austin, Texas. The command was then assumed by Candidate O'Hara—a lad about 19 years of age. He was a rather good sort of a chap but was soon relieved. Up to this time, the 1st Sergeant was in reality the Commanding Officer and the took full advantage of his authority.

On the 21st day of September, 1st Lieut. Graham Roberts was assigned to the Squadron and he assumed Command on Sept. 22nd.

Fighting Niney-Seventh

About 9:00 P. M., October 4, a great commotion was heard in the Company Street. The 1st. Sergeant investigated and found all men of the 97th. and those of the 99th. Squadrons lined up prepared to battle. The Sergeant ordered that these men return to their tents but his orders were not obeyed. He sent for the Officer of the Day and within 30 minutes the Post Adjutant and the O. D. came down the street in side cars. At the first sight of the cars all men went to their tents. The Adjutant ordered that all men be brought before him and he interviewed each man. He was unsuccessful in his effort to ascertain the cause of the trouble and ordered that the 97th Squadron be placed in arrest. All men were confined to their tents when the Commanding Officer arrived on Oct. 5th. The Squadron then became known as the "FIGHTING 97th."

The Squadron was released from arrest on the 6th. day of October and received orders to proceed to Mineola, L. I., N. Y. On the morning of the 7th. the Squadron entrained and arrived at Hazelhurst Field No. 2, Garden City, N. Y., on the 11th day of October.

During the stay at Garden City, 24 hour passes were granted to a small percentage of the men. Men who lived in the East requested passes to go home but these requests were refused. As a result, forty

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men went A. W. O. L. and 88 were court martialed.

Sailed Oct. 27th.

About 3 A. M. Oct. 27 the Squadron entrained for Long Island City. Boarded ferry and taken to Pier 61, New-York. Embarked on M. S. Adriatic and sailed about 2:30 P. M., Oct. 27th. Arrived at Halifax, Oct. 29th and waited convoy until Oct. 31, 1917. Docked at Liverpool, England, about 10:30 A. M., November 10, 1917. Entrained at Liverpool for Southampton. Arrived at Southampton about 1:00 A. M., Nov. 11, 1917, and marched to Rest Camp. Left Rest Camp about 1:00 P. M., Oct. 11, 1917, and boarded Str. Archangel for Le Havre. Arrived at Le Havre 9:00 A. M., Nov. 12, 1917, and marched to Rest Camp. Remained at Rest Camp. Remained at Rest Camp No. 2, Le Havre, until 12:00 Noon, Nov. 13, 1917, and then entrained for Clermont-Ferrand. Arrived Clermont-Ferrand about 1:00 A. M., Nov. 15, 1917, and remained on train until 6:00 A. M. Boarded train for Aulnat and arrived at 7th. A. I. C. about 7:00 A. M., Nov. 15, 1917.

1st Lieut. H. M. Edmunds M. C. was assigned as Medical Officer at Kelly Field, Oct. 7th. Three privates (Medical Corps) were attached to Squadron at Garden City.

Was First Squadron Here.

The 97th. Squadron with 1st. Lieut. Graham Roberts as Commanding Officer was the first organized squadron stationed at the 7th. A. I. C. It arrived on the 15th. of November and began work on the field immediately. Many of the mechanics went to the Michelin factory for instruction prior to the motor department assignments.

Lieut. Graham Roberts was the initial Commanding Officer who was in command until July 1st. 1918, when he was relieved by 1st. Lieut. Charles L. Heyniger. Lieut. Heyniger was transferred to the Heavy Artillery and Captain George R. Hill (then 1st. Lieut.) took charge on the 1st. of October 1918. His reign was short lived and 1st. Lieut. Herbert M. Ogg, present commander, relieved him, Oct. 13th, 1918.

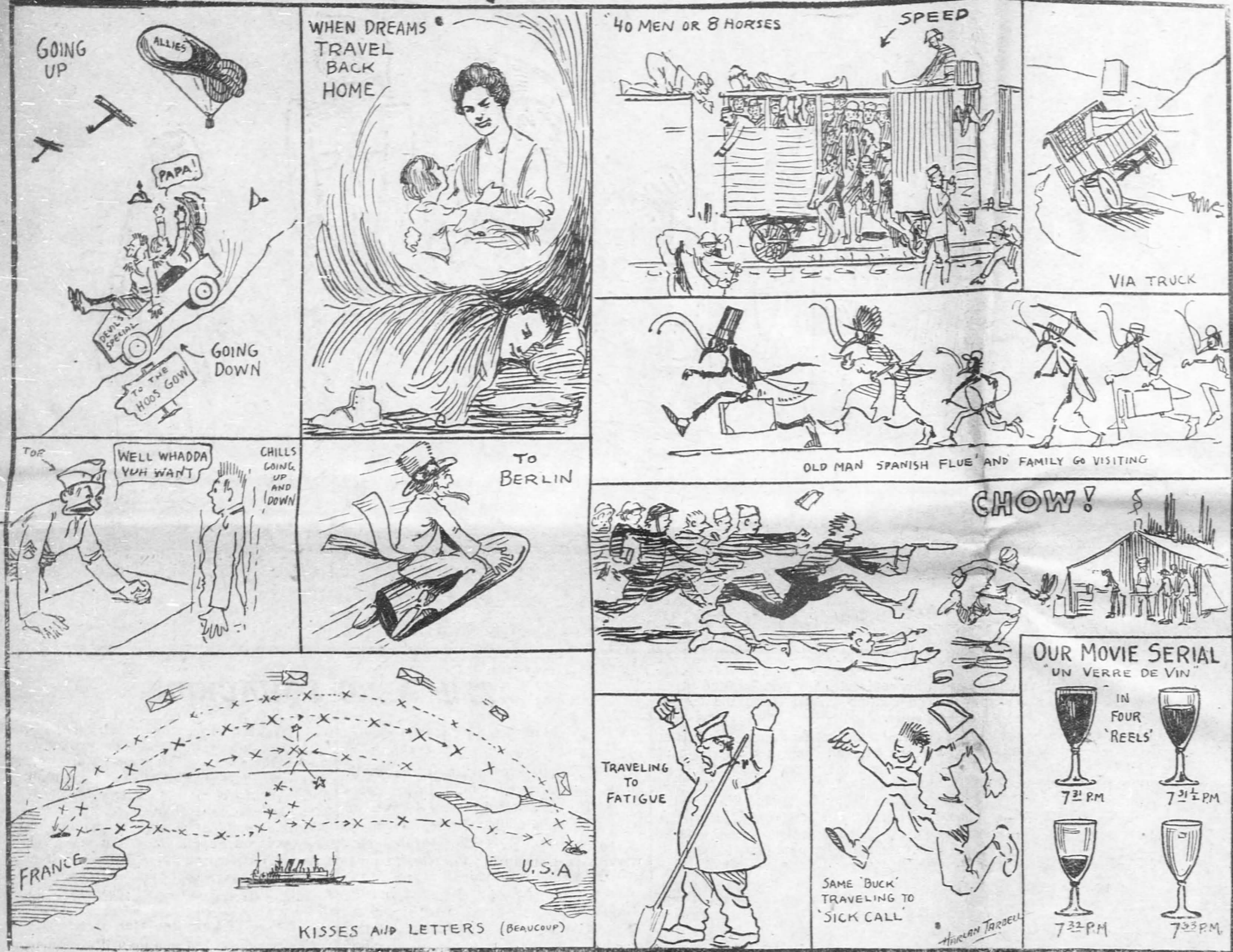
Commissioned and enlisted members of the squadron have long been holding important positions on the Post. Much credit is due the squadron for the efficiency of the various post departments. Complimentary to the squadron when he took command Lieut. Heyniger said at a formation: "The squadron is so efficiently and thoroughly organized, so well disciplined and has such creditable non-commissioned officers among the ranks that a Commander is left nothing to do but be a figure head."

Organization of the squadron was accomplished by Lieut. Graham Roberts ably assisted by his Sergeant Major, First Sergeant and other non-commissioned officers.

The present commander, Lieut. Herbert Ogg, has been commanding officer of other squadrons before coming to this field. He has kept the discipline, increased the esprit de corps and has stated that "the 97th. Aero Squadron has a record over here, and will be more than a credit to the service when it lands in New-York. I am proud to lead such an organization back to God's country where they will be able to compete with any squadron in the Air Forces The squadron has done its bit creditably and well."

VICHY. 32, Rue de Paris, Near R.R. Depot. American Bar and Restaurant. KEPT BY AN AMERICAN. Good Food, Good Drinks. Furnished Rooms. Very Reasonable Prices. FRANCIS Prop. Late of Café Francis New-York.

Tarbell Had Nothing Else To Do So He Drew This



were the feature of the game. The first big pass was completed early in the first quarter when Hennessey received for a gain of 35 yards, placing the ball on the opponent's 50 yard line. The 19th team also completed many neat passes but were not as successful and snappy as were the losers of the game.

In the early part of the second period Focht attempted a drop kick from the 20 yard line. The kick was blocked and the ball put in play by the 491st on the 15 yard line.

19th Defense Strong
The Construction men were unable to make big gains on ground play. The line of the 19th could not be shattered and the plays around end were not strong enough to advance for downs. The means of advance for the team was the forward pass.

The 19th men gained repeatedly through the line. Shelby and Focht going through for 8 and 10 yards at a time. Long end runs were a strong play for the team but the short end runs were not such good ground gainers.

Walters at quarterback played a strong game throughout. He showed up especially well in running back on punts. Shelby gave strong interference on such occasions. The interference of the 19th backfield men was stronger throughout the game than was that of the 491st.

The ends of the winning game played havoc with the interference of the 491st backs when the end plays were attempted. The secondary defense of the 491st was strong but not fast enough to stop the advance of Shelby, Focht, Ayres and Walters.

Hennessey plays Strong
Hennessey, left half back for the Construction men played a strong game. His big Derosher and Maloney, right half and full feature was the catching of forward passes. back, played strong. Every man on each team played the game well and during the entire first half it seemed that the slight advantage of the 19th men was not enough to result in a score.

The line up

19th	Position	491st
Pulfer	lo	Lonergan
Johnson	lt	Supansky
Roberts	lg	Schaeffer
Burke	c	Mathews
Bates	rg	Christie
Kerr	rt	Richards
Bronneke	re	Hall
Walters	q	Bedell
Focht	rh	Derosher
Shelby	rb	Maloney
Ayres	lh	Hennessey

Substitutes: Smith for Roberts, Hancock for Hall, McCarthy for Muttack, Muttack for Schaefer.

Touchdowns: Focht, Referee, Lieut. C. L. Pyke; Empire, Chaplain Lane; Head linesman, Lieut. Paul R. Alexander; Time of quarters, 12 minutes.

Y. M. C. A. Work Here Is Just Indorsement Of Organization

PERSONNEL INCLUDES PROMINENT LADIES OF STATES; SERVICE TO CONTINUE

In February, 1918, Dr. Alton MacNeil opened the Y. M. C. A. but at the 7th. A. I. C. Soon after the opening of the doors Miss Gladys MacArthur, first American woman to be stationed at this center, arrived to make things homelike.

Under the direction of Dr. MacNeil the "Y" rose to great heights as an organization for the service of every man in the district. As time progressed the small concrete building then occupied by the "Y" proved to be too small for adequate accommodation and a large and spacious but was erected.

During the course of the "Y" at this Center many of the most popular secretaries of the A. E. F. have been stationed here. They include Dr. Alton MacNeil, Miss Gladys MacArthur, Messers. Toy, Sullivan, Bridges and King. They have all seen considerable service in the A. E. F. and thru their experiences learned to serve the men to the best advantage.

At the present time Mr. James V. Royal is the director of the "Y" ably assisted by a corps of secretaries including Misses Catherine D. Wright and Clara E. Babcock and Mr. W. A. Wright.

Of the ladies who have been stationed at this Center the Misses Wright and Babcock have won the admiration and friendship of every man in camp. They have worked incessantly for the comfort of the camp personnel and have provided many luxuries that otherwise would have been wanting.

The "Y" does a business each month involving the handling of approximately 100,000 Francs. Of this amount 50,000 Francs is banking business between the officers and men of this center, the French banks and the U. S. Government post office.

Mr. Wright came to this center two months ago as band leader. To him is due the credit of organizing and starting of the aviation band. Mr. Royal, present "Y" director, came to this Center as a construction engineer and was finally designated as chief of this center's "Y". He had planned an extensive enlisted men's club and a dining room for the Non-commissioned officers but was compelled to give up the work when the Hun was defeated.

Under his direction the new system was installed which accounts for the increased comfort and little individual things which count so much. Mr. Royal is not a self-pess agent. He desires but the friendship of his many friends-numbered by his acquaintances.

LOCAL SPORTS

Local Fighters Show Big Stuff; Win Over Two Opponents; Lose 1

FITZPATRICK QUITS IN SIXTH GO OF TEN ROUND FIGHT WITH JIMMY GARDNER

- Results Of Fights**
- Lynch (A) Vs Nolan (A) 4 rounds-Draw
 - Waltz (Inf.) Vs Smith (A) 4 rounds-Smith
 - Lyle (A) Vs Mutlak (A) 4 rounds-Mutlak
 - Shaw (V) Vs MacMullin (A) 4 rounds-MacMullin
 - Ferone (V) Vs McEnnenney (A) 6 rounds-McEnnenney
 - Gardner (V) Vs Fitzpatrick (A) 10 rounds-Gardner
- Referee-preliminaries--Sgt. Harper
Referee-finals-Lieut. Crawford

Downed for the ninth count in the fifth round of what was to be a ten round fight, Fitzpatrick, nit artist of the 491st Aero Construction squadron, rose to his feet to finish the round in an effort to remain with his man for the full ten rounds. In the next round, tho, he was driven to the ropes repeatedly and to avoid further punishment quit in favor of his opponent, Jimmy Gardner, formerly of Boston but now of the Vichy base hospital.

Gardner Strong
This fight, the final of a six bout show promoted by the Seventh A. I. C., was the poorest match of the evening. Gardner, winner in the sixth round, was too strong for his opponent, out-weighting him by at least 30 pounds. He has a record in the States, so the story goes, but Fitzpatrick was wont to disgrace that record. Fitz is a good fighter when in his class but he didn't have the stuff to take such a man as Gardner.

Preliminaries Good
Four preliminaries of the show and the semi-final were real fighting. Lynch and Nolan, both of this Center, stepped into the ring at 122 pounds. For an opener, this card was a world beater.

In the first round, in fact through the bout, Lynch managed to keep the center of the ring. Nolan was driven on the edge but this did not give much of an advantage to either. Lynch landed a few gentle taps on Nolan's head and face but didn't have the opportunity to give him such a thing as a sleep producer. Nolan dealt a lot of punishment to Lynch's body. The referee decided the fight a draw.

Waltz Throws Sponge
In the second bout Smith of this Center won in the second round over Waltz of the Infantry, the manager throwing the sponge. Smith had the opportunity to give a harder beating than he did give. Waltz started strong and with a heavy swing which Smith easily sidestepped. Smith's sidestepping lost him the chance to step in for counts several times. In the finish of the first round, tho, he placed a few neat ones and drew blood.

In the second round Waltz was rushed and forced to the ropes. He continued his

heavy swinging but was growing weak. When the gong sounded for time the manager called a "quits".

Mutlak Shows Speed
Sgt. Lyle lost a hard fight against Mutlak. The first round was a good draw but Mutlak grew stronger. His speed was a big advantage over Lyle who showed a lack of experience in the game. Both men hit hard and landed several good blows but Lyle was forced to take more punishment than he dealt.

The third and fourth rounds were strong in favor of Mutlak.

MacMullin Wins
In the best show on the preliminary card Mac Mullin of this center got the decision over his opponent, Johnny Shaw, of the Vichy base hospital. MacMullin won the fight by a strong shade. In the early part of the first round Smith took a slight advantage but before the gong called time, MacMullin came to his own. He has a strong left and tho he didn't have the chance to use it effectively, he used it to such an extent that he drew a big advantage and in the second round drove his opponent hard.

The third round was the best of the bout. Both men found openings and went through them for blows. In the fourth Mac landed one hard one on Smith and had things his way. Smith is a real fighter but did not show the training evident in Mac's style.

Semi-Final Short Go
The semi-final, an announced six round go, lasted less than two rounds with McEnnenney of the 227th Aero squadron the winner over Ferone of the Vichy base hospital. Both men hit fast in the early part of the first go but Ferone couldn't keep up with the speed of McEnnenney and soon the snappy punches began to tax his endurance.

In the second round McEnnenney broke the defense of Ferone and dealt him a few hard and fast pushes in the face. The sponge was thrown before the time keeper sounded the gong. The winner of this match showed to be one of the classiest fighters in the ring.

Officers Take Hand
A number of local officers deserve credit for the success of the fight program. The fighters were under the especial attention of Lieut. Ted Welch for training. A daily routine was adopted and adhered to, placing the men in good condition. Lieut. Luger had charge of arranging for the ring and placing it. He also had charge of the decorations. Lieut. Olin drew the crowd. His part in the program was to handle the publicity. He did. Lieut. D'Arce had charge of the ticket sale. The post Athletic Officer expresses his thanks to these officers for their assistance given.

Vaudeville Stunts
Before the first bout was staged Lieut. Johnson of this Center entertained the audience with a bit of his humor. He is an artist when called on to give a bit of his original wit in Scandinavian brogue. At the conclusion of the preliminaries Schaeffer and Justice, two recruits from the cuisine of the enlisted men's mess, staged their little vaudeville stunt.

Music was furnished between acts and before the show by the Seventh A. I. C. Military Band. The entire program was an exceptionally strong one and pleasing to the fair sized audience which attended.

THE MOTHS

December 10th. 1918. Somewhere Else.

Friend Ann :-
Well, Ann, I got some keen dope to slip you this week about our mutual friend, The Moth. He just fell thru the clouds in one of them there Liberties and from the way he's actin' he must have got a h-- of a squeeze out of the ride.

You see this Lieut. James Bruce Robertson, takes him for a spin what didn't last only about two hours, French time. They went 20,111 feet, altitude measurement, and had a good look at Mount Blanc which is a few hundred miles away. Then they jaunts around tryin' to find some mountain goats in the Italian Alps an' finally starts for home.

Well, 20,000 feet ain't so high but comin' down in a nose spin at about 350 miles per Hr. is some steppin' and when this Moth gets out of the ship he couldn't hear nothin' but the bells what was playin' a melody in his ears. As he says it was great. They just rides around notable to see nothing but a ocean of clouds and when they dives thru there wasn't a chance for writin' letters or nothin' cause they was all alone. Well, to make a long story shorter it all ended up all right but the Moth will never be the same. He don't even remember he's engaged so if you have also forgot that fact maybe you and me could come to at least an armistice.

Everyone thinks we'll go home right away but I'm afraid we won't cause the French cafe owners is getting in a fresh supply of liquid refreshment and it ain't pop. These Frogs don't stock up for nothing.

One thing I can't figure out is why they don't just pay guys like this Moth in bottles of vin rugge and vin blink. That would make it easier on the government' cause then the Moth wouldn't wear out so many pairs of shoes walkin' across the guard line to say hello to the jane bartender.

Well, I love you anyway even if the Moth is sure you got a mole on the small of the back and the fact that he's lost out with you, or has forgot he's engaged, or something, only makes the winning of the race the more interesting. We gotta have some excitement now that we ain't got no war an' the States is dry so we might as well get hitched. Eh, Ann?

The other day the Moth spoke to me about gettin' a doll house in some apartment where he could get credit. Well, all I got to say is that he needs only a barrel an' he'll be all O. K. His wife won't need no room in the apartment' cause one day after they get married, whoever "they" are, the friend wife will go home to her mother or back to the laundry shakin dirt an' everything out of gent's shirts. We won't have no fights or nothing will we? All you gotta do is shake that 2nd. Lt. Ordinance corps who wears spurs to keep his foot from slippin' off the brass rail an' I'll be settin' keen now that the Moth is outta the race.

I'll tank Lt. Robertson for makin' him forget everything but that wasn't such a hard job' cause The Moth didn't have much to think with anyways. Stick by me an' we'll be tossin' diamonds in the city sewer some day.

Yours for twin beds,
DUMPY.

Nineteenth Team Is Winner Of Cup Given For Gridiron Champs

HARD-FOUGHT GAME WON SUNDAY FROM 491 TEAM DECIDED WINNER OF TROPHY

Winning in a hard-fought game over the 491st Construction Squadron team, the Nineteenth Aero Service Squadron is the possessor of the silver loving cup presented to the Seventh A.I.C. by the Foreign Service Committee of the Aero Club of America. The game was won 6-0, Focht making the score in the early part of the fourth period. The game was played at the velodrome in Clermont-Ferrand.

Second Half Exciting
The third and fourth periods of the game were football in real style. Both teams played their best, determined to push the pig skin over the other's goal line for victory. From the style of play shown in the first half it was evident that but one touchdown would win the game.

The 491st opened the third period by kicking to the 19th. The ball was put in play on the 45 yard line. A good forward pass to Walters gained 30 yards. A second pass was attempted but Bedell intercepted. He immediately called to kick to place the ball in safer territory. Walters was downed on the 40 yard line but the 491st team was penalized 25 yards for unnecessary roughness, placing the ball on the 15 yard line.

The ball was steadily advanced by strong line plunges and short end runs to the 5 yard line. Here the 19th men were held for downs and Bedell again kicked to place the ball in safe territory. He kicked low and the ball was put in play on the 30 yard line, the 491st recovering. The first play resulted in a fumble and the 19th recovered. A good pass to Ayres netted a gain of 15 yards. Two line plunges by Focht and Shelby placed the ball on the 7 yard line on first down. Focht was sent through for another gain of 3 yards and the period ended with the ball on the 4 yard line.

Focht Sent Over
Opening the fourth period with 4 yards to go and second down, Walters attempted a forward pass to Ayres which was incomplete. The third down play, Focht carrying, placed the ball within six inches of the line. On the next play he plunged through guard for the victory of the afternoon. The goal was missed and left the score 6-0.

491st Threatens
The 19th kicked to the Construction men. Two passes, one to Hennessey and the other to Lonergan, each netted gains of 20 yards. A 10 yard gain through the line placed the ball dangerously near the goal. With the ball on the 10 yard line and fourth down, Bedell attempted a pass to Lonergan over the line but the throw was too far. The ball sailed over Lonergan's head with not a man of the opposing team within eight yards of him.

The Nineteenth then punted to the 35 yard line but the Construction men again advanced by a series of successful passes and line plays. The game ended with the 491st in possession of the ball on the opponent's 9 yard line.

Passes A Feature
The forward passes of the 491st team

Vichy Grid Battlers Defeat Local Eleven By One Point Margin

POST MAN FAILS TO KICK GOAL THERE BY LOSING OPPORTUNITY OF TIE

In one of the hardest fought football games witnessed by local gridiron sports, the Seventh A. I. C. Post team was defeated on Sunday afternoon at the Velodrome by the Vichy hospital team, 7 to 6. The game was a stiff battle from start to finish and although outplayed during the first half of the game, the locals put up a defense strong enough to prevent the Vichy men from crossing the goal line.

The visitors made their touchdown at the opening of the third period of the game, Keck of Princeton fame, running 80 yards on the kick-off for the goal. An added point by the goal kick gave them the victory over the post eleven which scored a touchdown but failed to kick the goal later in the period.

Vichy Men Heavy
Mackey, captain of the Medics, won on the toss and chose to kick. The local battlers were unable to make their 10 yard advance and were forced to kick. The weight of the Vichy men was too much. Vichy failed to gain their yards and lost the ball on fourth down in an effort to storm the opposing line. During the latter part of the period Vichy threatened the goal. A good end run around the left wing netted a gain of 20 yards and placed the ball on the 30 yards line just as the whistle blew for time.

Opening the second quarter with the bal on the 30 yard line the visitors advanced by a series of strong plays to the 15 yards line where their advance was finally stopped and the local men took possession. A forward pass was attempted but intercepted by the Vichy backs on the 20 yard line. A neat pass netted them a gain of 10

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yards and end runs brought them another 10 yards closer but they were again held on the 10 yard line. The half ended with the locals in possession of the ball.

Keck Makes Feature Run
The local men kicked to the Vichy team at the opening of the third period. Keck received the kick and with splendid interference ran the 880 yards field for a touchdown. The goal kick was added.

After this play the local men tightened up and held the drives of the visitors. In the latter part of the period a strong advance toward the Vichy goal was started. When on the 50 yard line a neat forward pass by Smith to Dehnerberger netted a gain of 40 yards and placed the ball within striking distance. Titus, grid warrior of the Days gone by, was called on to carry the ball over for the goal. The goal was missed and the game lost by the one point.

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NINETEENTH AERO SQUADRON

One Of The First Organized Squadrons On Kelly Field; Came Overseas In December; To The 7th A. I. C. In May.

(By Sergeant-Major Marshall A. Hunt)

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

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

"Hell—n it boys, it's going to sure be D—and an aeroplane here. Not a bloom in' one of us aviators could land a plane out there without puncturing a tire. God! It's so damned hot that that every time a chicken lays an egg I'll bet it's already fried." And Private Soapy and carefully reached into the bay to see if the other bottle was broken.

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

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

After the first contingent of men to arrive at Kelly Field had been organized into a squadron as well as acting sergeants could do it, Capt. T. J. Hanley was placed in command June 1, 1917. Through his efforts the provisional organization was supplied with clothes, and all other necessary equipment. Drilling and fatigue continued, but the squadron was gradually rounding into shape under the new commander.

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

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

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

All through the pioneer days in the dusty camp, Dame Rumor had full swing. Some

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

On July 25th Captain Hanley was relieved as Squadron Commander by 1st Lieutenant Norman J. Boots, J.M.A., promoted afterward to Captain. Captain Boots lost no time in whipping the squadron into excellent shape, and, on July 28th, what rumors that had been passed along concerning the departure of the 19th Squadron were found to have a foundation, for on that date orders were received to proceed to Dayton, Ohio. Entraining was completed at 11:15 A.M. July 29th, just as a huge and quickly growing Texas whirlwind was winding its way across the sandy fields beside the train, the squadron set out on the first leg of its journey to foreign soil. The 19th Squadron was accompanied by the 12th Squadron.

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

Shortly before orders came for departure to a port of embarkation. Major N. J. Boots was relieved of command of the 19th Aero Squadron, by 1st Lt. Frank P. McCreery, a young lieutenant, who, because of his recklessness in the air was known as a "Wild Bill" McCreery, a man who was held in high esteem by his command and all who knew him. Sgt. Parker was appointed first sergeant to relieve Sgt. Salansky, who was transferred. Sgt. Homer T. Durry was appointed sergeant-major, and Howard W. Chamberlin, for many months supply sergeant was retained in that capacity. Thirty-seven of the first men in the organization were transferred to other squadrons on the field.

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

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

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

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

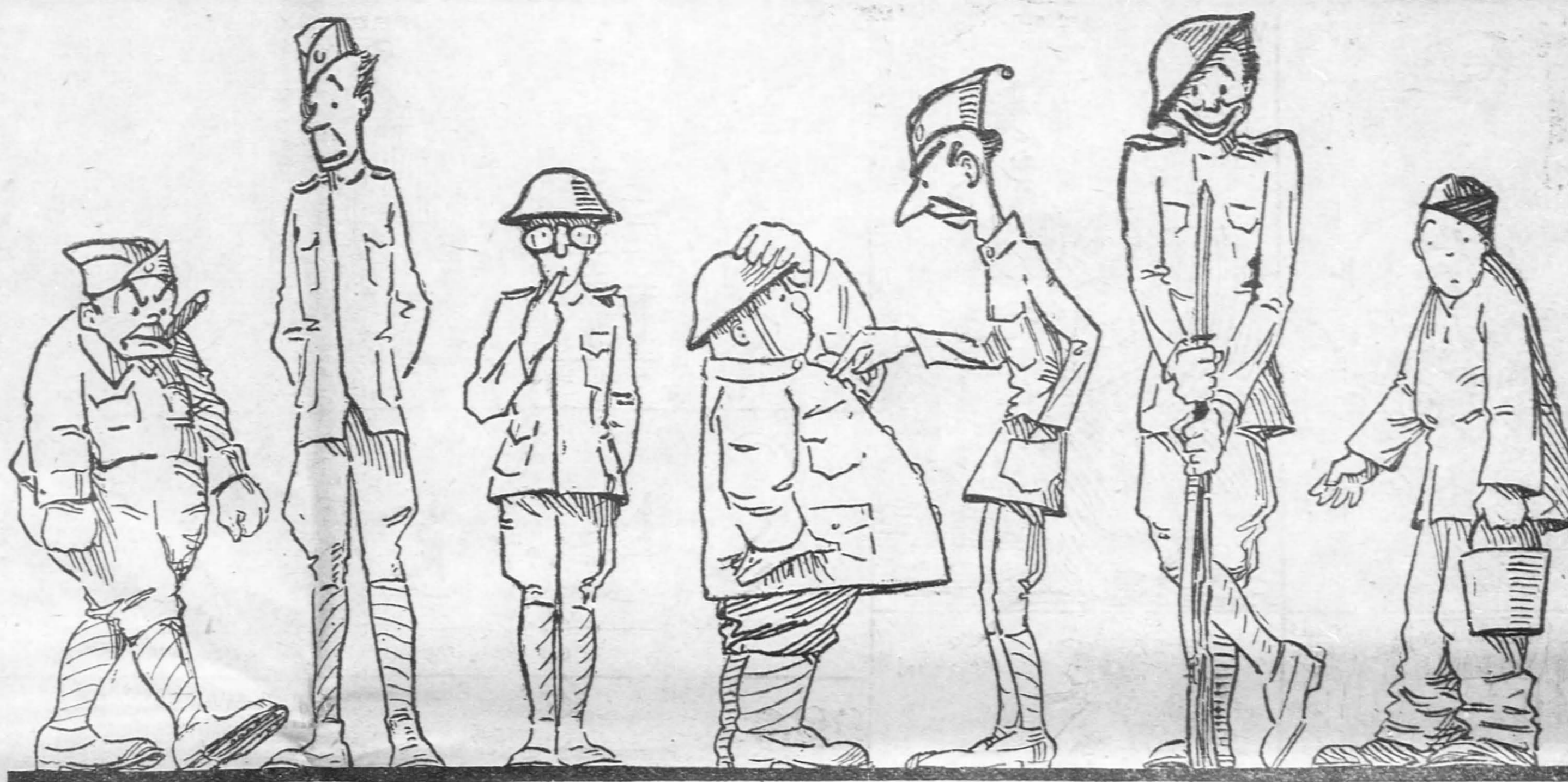
Philadelphia was reached about 6 o'clock on the morning of December 3rd and the squadron did another turn at silent marching, this time between two august rows of Philadelphia coppers, who, no doubt, were placed there to keep the alien enemies from attacking the stalwart lads.

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

Without fear or hesitation, the squadron was marched aboard. The 19th was rather

WHAT SOME MOTHERS NAME THEIR SONS

By TARBELL



SWEETIE LOVEY BRAVEY PRECIOUS SUNSHINE CHERUB HER BOY IN BLUE

Harlan Tarbell

fortunate in having the entire command assigned to staterooms. Of course a few of the rooms leaked a trifle through the walls and the ceiling, and salt water dripped upon the bunks, and mice played at hide and seek in the mattresses, but such trivialities were not given much consideration, for the men were on their way to bleeding France.

The ship remained in the Delaware river during the night, and early in the morning of December 4, anchor was weighed, and she steamed slowly down the river. Land was soon lost to view, the flat lands gradually sinking out of sight. Attention was then turned to things ahead.

On December 8th, immediately after the disasterous explosion at Halifax, the Northland pulled into Halifax harbor. Seeing the great need for ready money to aid those left destitute by the tremendous explosion, the 19th Squadron surpassed all other squadrons on the boat in a money-raising campaign, which resulted in nearly three thousand dollars being turned over to the mayor of the town.

After anchoring for eight days in the Halifax harbor, where the men were given an hour of calisthenics each morning on ice-coated decks with the thermometer well below the zero point, by Lt. Heyniger, who first inaugurated the "In Position Hop" exercise in the army, the ship, in a convoy if seven other vessels steamed away.

On Christmas day, the Northland steamed into Liverpool, for anchor, Christmas dinner consisted of jam, tea, bread and meat, which not even the best of Epicureans could name, but openly suspected by all to be a species of the sea-gull, caught the night before by some ingenious English trap, inasmuch as there were no reports heard of the firing of shot-guns or rifles.

The squadron was taken from the ship on Christmas night, and loaded immediately into the small English trains. Pulling out almost as soon as the last man had boarded, South Hampton was reached about 2:30 A. M. on the morning of December 26th. Until three o'clock in the afternoon of the same day, the 19th Squadron, together with a thousand other men made themselves as comfortable as possible in the warehouses along the docks. At 3 o'clock the men were loaded on a side-wheel cross-channel boat, the Marguerite, built for a pleasure boat before the war, and to accommodate about 500. Seventeen hundred were crammed into the hold, where, when they tried to sleep during the night, arms, legs, bodies and heads became a weird mess of humanity. Into a rough sea the little boat plunged. Waves battered the wooden hull during the entire night. A bitter wind was blowing a cutting sleet across the channel. It was impossible for men to stay on deck. Closely guarded by English destroyers the Marguerite arrived safely in Havre on the morning of December 27th. There was a slight fall of snow. The squadron was piloted to St. Vic, a distance of four miles from the harbor, by a French officer, who, mounted on a steed which was fleet of foot and believed by all even to this day, to have had wings, led the men up slippery hills, slushy with mud and snow, at quick step. No halt was allowed. And, in record time the squadron arrived in a British "cress" camp, near the village of St. Vic. A string of small white tents, with a few boards for beds were assigned to the men. They were told to "cress" before the trip into the interior of France should be started. Tea, hard tack and corned beef constituted the menu here. Sleep was impossible. Men were furnished with only one or two blankets, and snow, driven along the ground at night by stinging winds had an uncomfortable way of creeping under the blankets. But, perhaps through the bolstering effects of a few liquors which were dispensed at a nearby shop, no one was any worse for the exposure. It was here that the men of the 19th Squadron first discovered the wonderful qualities of cognac.

At 6 o'clock on the evening of December 29th, the squadron left for St. Maixent. Twenty men, in charge of Lt. Heyniger, and Sgts. Hunt and Daly were left at Havre to trace lost baggage, and were delayed there two weeks.

Among the first men in town, the men found that a stick of chewing gum and a bar of soap were much above par, and got much farther than even the coin of the realm. But, with the exception of a few, no men were allowed freedom. Quarantined for a period of one week at arrival, the men had just completed this, when Cook Grounds, without thought for his comrades

in arms contracted the measles, and in all the quarantine lasted until the day of departure.

Orders came for departure on about February 3rd, and on the afternoon of February 3rd, the Squadron left for Clermont-Ferrand Lt. McCreery was relieved as commander by Lt. James E. Woolley Lt. Garrett, Lt. Lindberg, and Lt. Heyniger accompanied the squadron. Lt. McCreery, Lt. Joyce and Lt. Wurburg went to various flying schools in France.

After three days of travelling, the squadron arrived in Clermont on February 6th. From the station in Clermont, the squadron was marched to the 7th Aviation Instruction Center at attention, Lt. Heyniger in charge. Attention was maintained during the entire march. Lt. Heyniger evidently believing that the squadron should make an impressive showing as the men marched passed the farm houses.

After arrival at this camp, the men were again quarantined, this time for a period of six days. But, the lure of the city of Clermont was too great, and dusk had scarcely settled down about the camp before the entire squadron was assembled en masse in certain of the dark and narrow alleys in Clermont. This nightly evacuation continued each evening, until the Sunday night of February 10th, when a majority of the Squadron were encountered in the Place de Jaude, Clermont, in most jubilant moods, by the squadron commander and other officers attached to the organization who were somewhat taken back by meeting the entire command. The result was that a majority of the non-commissioned officers, and a large portion of the privates were confined again, this time for six weeks.

A few weeks after arrival in this camp, groups of men were assigned to the Michelin factory to study the construction of the Breguet plane. Men were gradually assigned to the various departments on the field. But, work at the Michelin factory caused the downfall of several of the non-commissioned officers of the organization. Sergeant-Major Durry, as was stated by the non-com in charge at the factory, was not paying attention to his studies, was accordingly reduced to the ranks and Sergeant Chamberlin, supply sergeant since the organization of the squadron was reduced because, it is said, he insisted upon eating other peoples' soup with a fork, during a celebration in the Cafe du Globe, First Sergeant Jack O'Brien, serving in this capacity since departure from the States, was reduced, and later transferred to the 96th Aero Squadron. Sgt. Middleton was appointed sergeant-major in place of Sgt. Durry. Sgt. Clubb became supply sergeant.

Lt. Lindberg was assigned to the camp infirmary shortly after arrival at this field, and Lt. Heyniger has been lost by transfer to the artillery.

News came several months after arrival at the 7th A. I. C. of the death of Lt. Frank P. McCreery in an aeroplane accident near the front. This news was deeply felt by the men of the organization, for, during the few months that Lt. McCreery was commanding the squadron he built up a warm friendship with his men. The second death among the enlisted personnel of the 19th Squadron occurred October 17, 1918 when Private Henry

227th AERO SQUADRON

(Continued from Page 6)

one had to answer Abandon Ship Drill and at various times Fire Drills, Battle Drills and Abandon Ship Drills were given. The 4th of July dawned while we were in mid-ocean. Games, such as boxing, wrestling, battle royales, etc., were carried on during the day. At noon all the American ships raised OLD GLORY to the top of every mast and the English ships raised the British flags and the guns on all the ships saluted. The ceremony was short but very impressive and a sight that will probably never be seen again by those who were on the transports.

Landed July 13

On the evening of July 12 the ships pulled into the harbor at Brest, France, anchored and waited until morning. The following morning unloading and disembarking was the order of the day. The men were carried on tugs to the docks and from there marched about 5 miles with full packs to Pontanezen Barracks, which was supposed to have been a rest camp. We had to sleep on board cots or the floor without mattresses and all were glad when the Squadron was ordered to St. Maixent per Par 20 S. O. 191, Hq. Base Sec. 5, July 14. The men rode in French bus cars with each car marked "40 hommes - 8 chevaux". The Railway Transport men were sure that each car had the 40 hommes too. Rations were distributed for 5 days and that, together with the packs left just enough room for

Rothrock, with the squadron since its departure from Dayton, died from shock and burns received in an aeroplane accident while trying to help a comrade, who was pinned in a flaming plane. Faithful, hardworking and a good soldier, the death of Private Rothrock was a true loss to the squadron.

In the last days of September, Sgts. Parker, Middleton, Jaeschke, Stephens and Hunt were sent to the 3rd Aviation Instruction Center for examination for flying. Sgt. Hay became sergeant-major. After five weeks of waiting, after taking the examination, Sgt. Hunt was returned to his squadron, having failed in the physical examination and became sergeant major.

Since arrival here Lt. Garrett has been promoted, and is now a captain, and adjutant of the post. Lts. Bell, Blood, Jessop, and DeNiff have been assigned and are still with the squadron.

a fairly good circulation of air, that is if both doors were open. The two days and night found all the men worn out and when hit St. Maixent on July 16/18 and were marched to Conclaux Barracks and found good bunks waiting us, everyone tumbled in after unloading all the Squadron Supplies and had one good long nights sleep and rest. From the 16th to the 22nd was spent in washing clothes, resting and getting used to French customs.

Lost One Man

The Squadron lost one man, Pvi. Elmer L. Fresher, on the trip from Brest to St. Maixent, who was killed by accident. He was on top a car and was hit by an overhead bridge under which the train was passing at full speed. When the train was stopped and the doctors arrived he was dead. The remains were left at Lorient, France.

Arrived Here July 24

The Squadron was ordered to leave St. Maixent 23 per Par 78 S. O. 132, Hq. S. O. S., Amer. E. F., July 22 for 7th Aviation Instruction Center, Clermont-Ferrand, Traveled by second-class train and it was like riding in a pleasure car compared to our first journey via French train Arrived in Clermont-Fd. about 10:00 P. M. July 24, where we found trucks waiting to carry the men and baggage to the camp at Aulnat. On arriving we found coffee and cake waiting for us at the consolidated mess. This made us all feel that we had hit a fine camp. During the course of the first week the men were assigned to the departments that suited their trade.

We have found our stay here and work with the other organizations very pleasant and while the "Eats" were not 100 0/0, we all realize this is war. Now that the war is over and the end of the field near we are all anxious to start the return journey.

Club is Organized

During the life of the Squadron many close friendships have been formed and a desire to keep track of the men brought up the question of forming a club. A club has been formed of the members of the 227th Aero Squadron and the Secretary of the club has the job of keeping track of each man thruout the years after demobilization. A reunion of the Squadron has been set for July 1921 to meet in Detroit, Michigan, when old times will be talked over and old friends and comrades will meet. J. H. S.

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