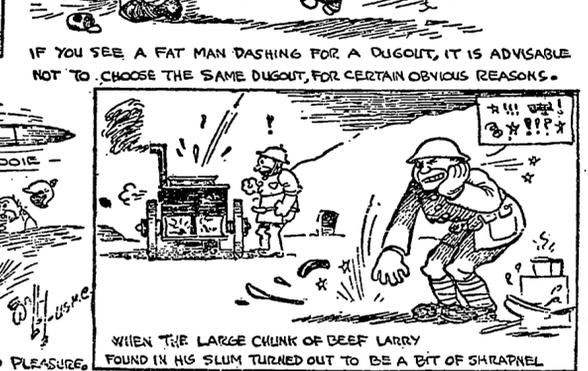
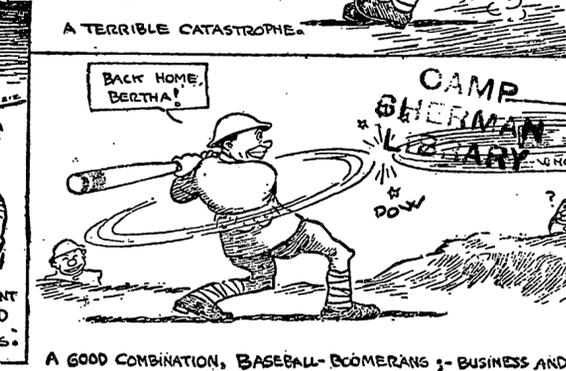


BOMB, SHELL AND SHRAPNEL

-By WALLGREN



NO TRAIN TRAVEL SAVE ON BUSINESS

A.E.F. Must Not Block Railroads During Its Spare Time

TO CHECK HUN'S AGENTS

New Road Rules Also Laid Down for Army's Truck Smashers

You guys that like to travel! You guys that have to travel, whether you want to or not! You motorbike propellers, ambulance drivers, truck encouragers, and plain chauffeurs! Lay off washing the top of the car or mauling for those travel orders; gather round and listen to the plaint of the poor A.P.M. and his merry men.

On Saturday and Sunday, all the divisions (if it's one of the divisions that has spare time during training) wants to travel. This so disrupts the trains passing through the divisional area that it seriously interrupts movement of troops. In some cases men have actually taken possession of trains, and the entire schedule for the railroad has been broken up. That, you can see, can't very well go on. Hence the order.

Show Your Papers

Another thing: If you are traveling, on business or on leave, show your passes or identity papers at the control posts established to look after them. That's what the control posts are there for. They've got to do that work not only to stop A.W.O.L. men but—what is far more important—to stop Hun agents who may be masquerading in Uncle Sam's togs.

A man, in any divisional area, who wishes to leave his local town or cantonment, must have a pass. To leave the divisional area, he must have an order or pass, plus an identity card. Every time he travels without these papers he makes it so much the easier for a Hun agent to do the same.

Every man who arrives at a town without having his papers properly checked simply makes it harder for the M.P.s to pick the man whose papers are improper—from the mass of officers, soldiers, Y.M.C.A. and Red Cross workers and others. What is more, the authorities checking all these people are so constantly handling men with incomplete papers or no papers at all, that they are sure to become careless in time. So look your papers over when you get them; have them checked up when you land at your destination, and be sure about them all the time.

It Helps Spies
"Absenteeism" improper papers, evasion of M.P.s bent on checking papers are "spies' stuff." They're exactly all Hun spies and propagandists in circulation through the American Army Zone. So have a care.

A word, next, to you truck drivers and chauffeurs. Don't hand out any more free rides. Yes, we know it's hard to refuse people, but if the person you pick up hasn't proper identification papers, you're running the chance that he—or she—is a spy.

When you give a person a lift, you are thereby vouching to the public that you are carrying a man or a woman who is O.K. You pass the M.P. on the corner; he knows you, from having seen you go by so many times, and assumes that your fellow traveler is all right. Your fellow traveler may be all right—for German purposes. And, riding around with you, he—or she—can see an awful lot that would suit German purposes if it got back to Germany. So be hard-hearted; play a real old Simon Legree!

Chauffeurs and motorbike drivers, in particular, but all people who use cars—get this: Have a pink pass. Fill out the back of it. Have your identity book, with your picture in it, always with you and have it stamped. If you are traveling outside of the area assigned to your command, have an order with you, and have it stamped with the office stamp. If the office has no stamp, go to the local A. P. M. and have him stamp it. Never so much as budger your truck without the proper papers. Think how much a spy might see in one day if he had a free chance with a high powered car and motorcycle!

was the chow and ammunition for an Army. They men caused that block by pulling out of line and coming abreast of two other trucks traveling in the same direction. Thus four trucks were stretched across a road going one way, and met four going the other way. In 15 minutes the block had moved back a mile in each direction. In one hour there was a 14 mile block.

Finally—on speed. Speed means repairs. Repairs mean cars off the road when cars are needed. And cars are often needed in a hurry.

Better paste these speed limits, laid down by G.H.Q., in your hat. They are generous, so live up to them. By saving cars and gas, you will do no small part toward ending up the war the way it ought to end. So here:

Type of Vehicle	Miles per hour. In town.	Out of town.
Trucks of more than 4 ton capacity	8	12
Ambulances	10	14
Light delivery cars (Ford, Dodge)	10	20
Small passenger cars (Ford and Dodge type)	10	25
Motorcycles (solo)	10	35
Motorcycles with side-cars	10	30
Heavy passenger vehicles (Cadillac, Packard, etc.)	10	35

YANKEE PRISONER OUTWITS CAPTORS

Slays Two Germans and Is Himself Struck as He Enters Dugout

Through no fault of his own, Pvt. P. J. Crosby, A.E.F., was taken prisoner in the course of a counter-attack on one sector northwest of Toul and carried away toward the enemy trenches by a German captain and private.

Suddenly, down came the American barrage, designed to cut off the raiders from their return. The two Germans flung back by the mine came on the ground, with Pvt. Crosby to one side of them, to wait for the American fire to let up.

As he struck the ground, Crosby's hand came in contact with a steel rod. Gripping it, he jumped to his feet, dealt the German captain a swinging blow on the head, and killed him. He disposed of the private in the same fashion.

Thus freed, he made his way back to our lines, full of that pleasant glow which comes from a good job well done and a nasty experience well escaped. But just as he reached the door of a dugout—within one step of safety—a Hun shell burst in, and he fell half his back. He died the same night.

FREE ADVICE FOR LOVELORN LADS

By MISS INFORMATION
Conducted for Suffering Doughboys Far Removed from Their Affinities
T.T. You say she complains that you haven't written her in a long time. Well, you haven't, have you? What are you going to do about it?

R.F.S.—So her kid brother is coming over here and she wants you to look out for him? Write to her at once and politely but firmly decline the offer. To the British, somewhere near Belgium while you're fighting with the French somewhere near Switzerland, or vice versa. And in the second place, anybody's kid brother is always an awful nuisance. No matter if it busts your chances with her, lay off on him!

F.D.—No, never send her a letter in a blue envelope if you want it to get to her in any reasonable time. Blue envelopes have to go through a lot of red tape before they finally get down the line to the ports and from there across. Better run the risk of having the Lot who does your censoring know all about everything, than keep her waiting for a letter. The Lot will probably forget it, anyway; that's what lieutenants are for.

HORSES AND MULES NOT COOTIE NESTS

Animals Will Have to Go to Scratchville of Their Own

NINE TREATED AT A TIME

Sulphur Soap and Vapor Baths Kill 'em Dead—Meaning the Bugs

It had to come, and it has come—a Scratchville-for-horses-and-mules. It isn't by-the-sea at all. It's in the part of France that has a New England winter half the year and an Indian summer the rest of the year. And since the horses and mules can't very well scratch themselves, something has to be done for them.

The long-eared friends of man are subject to many, if not all, of the skin diseases of human kind in one form or another, as any cavalryman or field artilleryman will tell you—and then some. It takes a deal of patience and carrying and brushing and everything else to keep them in good shape when they're normal. But when they're abnormally badly off—

That is where the big veterinary plant down at _____ in the Z. of A. comes into play. You have read how the sulphur soap is applied, under the hot showers, to the trench-itel victims at Scratchville-by-the-sea. Owing to the undisputed fact that horses and mules cannot soap the middle of one another's backs, as they trench-itel human patients do, a different method has been devised. It is a much more aristocratic one—that of the vapor bath.

Down Comes the Lever
A shed, with nine stalls, is erected on the veterinaries' grounds. Soon another of the same dimensions will be up and in full use. Into the shed, through the center door, the horses or mules are led, and there securely fastened in. Their long and melancholy faces, shrouded by canvas veils that keep their ears and necks well covered, are the only things apparent from the outside.

At one end of the shed is the sulphur vapor generator. The sergeant in charge—who has handled horses all his life and knows what he does to 'em in consequence—comes down on the lever. Pshwish! A little more pumping and the vapor is on, coursing through the closed up sheds and eddying about the flea-bitten and mange-ridden flanks of the mounts.

Whack! Black Beauty, who has gotten a whiff of the fumes despite the veil over her classic brow, kicks out manily, but to no effect. She may knock a stray board out of the rear or front of the shed, but she'll never get out. The reinforced waistcoating, if you might call it that, will be too much for her; and, anyway, there are eight fellow sufferers in the adjoining stalls who wouldn't take an attempted escape in good part at all.

So the nine stand there, stamping, chafing a bit, gazing with big mournful eyes at the Sulphur Sergeant, as if to say, "How could you?"

When that fails to have any effect, the animals just settle down to a real good soak, looking very disgusted and detached the while. After about 15 or 20

THE DIFFERENCE

10 per cent tip: "Merci."
15 per cent tip: "Merci, m'sieur."
20 per cent tip: "Merci, bien."
25 per cent tip: "Merci bien, m'sieur."
30 per cent tip: "Merci beaucoup."
35 per cent tip: "Merci beaucoup, m'sieur."
40 per cent tip: "Je vous remercie beaucoup."
50 per cent tip: "Ah! Je vous remercie beaucoup, m'sieur!"
60 per cent tip: "Merci—merci—merci—merci!"

HEARD IN HEADQUARTERS

1st Stenog: Say, Mac, what does O.I.C. stand for?
2nd Stenog: "Officer in Charge," you boobhead.
1st Stenog. (absent mindedly): Oh, I see.

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TWENTY YEARS AFTER

Middle aged male customer: Let me have three suits of underwear.
Clerk: Size, please?
M.A.M.C.: Anything at all. I used to be in the Army.

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"I got one of your trench coats in August. Since coming out here I have had occasion to test it in rain heavier by far than anything one ever gets in France. It has never let any in at all, nor has there been any sign of damp on the inside.
"The seamless shorts are also good."
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