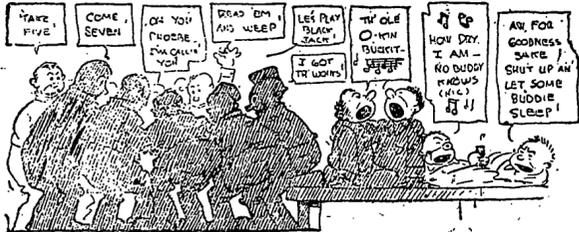


WISHING YOU ALL A MERRY—

—By WALLGREN



I WAS THE NIGHT BEFORE XMAS, AND ALL THRU THE SHOP NOT A CREATURE WAS SNORING—NOT EVEN THE TOP. (REVISED VERSION FOR A.E.F.)



Merry Xmas, Yanks



XMAS DOESN'T MEAN ANYTHING TO THE K. P.'S.



TURN OVER ALL YOUR XMAS PRESENTS AND PACKAGES TO YOUR POOR UNFORTUNATE TOP SERGEANT. THIS WILL MAKE HIM EXTREMELY HAPPY AND MOST LIKELY HE WILL OFFER TO SELL THEM BACK TO YOU IF YOU HAVE ENOUGH MONEY—JUST TO SHOW YOU HE ALSO HAS THE XMAS SPIRIT. ANYWAY YOU WILL ALWAYS HAVE A CHANCE TO REGAIN IT WHEN HE HOLDS HIS AUCTION SALE. (IF YOU BID HIGH ENOUGH, AND CAN RECOGNIZE YOUR OWN PROPERTY AGAIN.)

THREE GENERALS NOW SEE THROUGH ARMY SPECTACLES

Not to Mention Many Other Officers and 25,000 Enlisted Men

600 WEARING GLASS EYES

Experts Carry 3,000 Pairs of Lenses to Germany for Use of Forces of Occupation

Last July, when the 20th Company of Marines was in the thick of the fight northwest of Chateau-Thierry, Cook Charles Martindale forgot about his shun for supper and set out for the battle. He was hit by a German bullet in the forehead, through the medium of a bit of shrapnel, got Charlie's eye.

Followed some weeks in a hospital, where the cavity formed by the absent eye was treated. Then he was sent to the Medical Supply Base, where skilled opticians and oculists are working to help wounded soldiers and soldiers with defective eyesight. Several weeks later Charlie was sporting a glass eye, exactly the mate to his good eye, exact-even to the same glistering coat when he looks at it. The glass eye is made in perfect accord with the other.

Cook Charles Martindale is only one of some 600 soldiers in like plight that the Medicos have fixed up. There are numerous cases of wounds which have resulted in the loss of an eye ball. After the preliminary stages of recovery are passed and the walls and nerves of the eye socket are sufficiently well to permit the fitting of a glass eye, the soldiers are sent to either a Base Hospital or the Medical Supply Base, near Paris.

Finding the Mate

From two to three weeks is necessary in some cases before a perfect fit, a perfect match, can be accomplished. With some 3,000 glass eyes of every conceivable form and hue, a skilled optician, who, prior to entry into the Army, was connected with a prominent optical firm in the States, goes through the necessary steps preparatory to making two eyes where there is only one. He notes the diameter, the shape of the cavity, any peculiar features about the remaining natural eye, and perhaps after a dozen matches he finds one that is exactly like the other.

The result is a soldier, who can wink his right eye even though it is glass. But the supplying of glass eyes is only one phase of the work of the Medical Supply Department. Some months ago a unit was formed with one of the foremost opticians in America as its commanding officer, and other eye specialists were chosen as lieutenants. The unit recruited only skilled men who were thoroughly acquainted with the intricate procedure necessary in turning out a pair of lenses.

Lenses for Third Army

Not only is the work being carried on at the Supply Base, but auxiliary units, sent out from Headquarters and carrying large numbers of lenses and frames, are now located in various parts of France.

Last week another unit was sent to the Headquarters of the Third Army, loaded with 3,000 pairs of lenses to provide for the needs of the dough-boy who strains his eyes figuring the relative value of the mark and the franc. The lenses carried into Germany have been ground and polished to such curvatures as are necessary to remedy most cases of defective vision.

However, if a soldier's eyes are in such a condition that the supplies in the field cannot restore his vision to normal, a specialist assigned to that particular army area and is then forwarded to the Supply Base at Paris. The glasses are then turned out direct and forwarded to the man's company commander.

TASK IS DOUBLED FOR MEN OF M.T.C.

One-Way Job Has Become Double Track Affair After Armistice

There was one organization in France which, when the Armistice was signed, lightened up its belt a few more notches and announced that from that time forward it would be expected and was ready to do double work. It is now performing that same.

This organization is the Motor Transport Corps, which, by the way, has not been exactly idle for many months.

Before the armistice was signed, the Motor Transport Corps had more or less of a one-way job. It received new motor transportation from the States at the base ports, assembled it, oiled up its wheels and shipped it up front. It also operated service trucks and automobiles in practically every section of France in the S.O.S., in addition to its activities in the First, Second and Third Armies.

Now it is operating, and will continue to operate, in both directions, because it has to keep things moving to the front until the last American soldier clears out of France, and also has to keep things moving rearward in order to see that these same soldiers are safely embarked for the States.

The Motor Transport Corps has received, assembled and placed in operation in France in the neighborhood of 80,000 vehicles of all kinds.

Four-fifths of all the supplies and material that have come over to France, aside from material directly handled by motor transportation, has been taken from ships at base ports, loaded on trains, and then taken from trains to final destinations in all parts of the extreme front on motor trucks.

Now, after the armistice, Motor Transport men made possible the unloading of vessels, and the loading and unloading of all trains in France, but they have taken a little independent handling of freight all by themselves. New motor transportation assembled at bases and sent to the front has been loaded with freight and gone up forward, filled to capacity, and it has been an off week to the Motor Transport Corps when they have not carried several hundred tons from the Atlantic seaboard right across France.

Originally in Q.M. Corps

Probably there is no piece of apparatus in France today that has been more heartily cursed when it has failed to appear, and that has been nonchalantly accepted as part of the general scheme of things when it did appear, as the motor truck.

The first unit of motor transportation, consisting of four companies, arrived in France in May, 1917. Motor transportation then was a part (and a very small part) of the Quartermaster Corps, and remained part of the Quartermaster Corps as the Motor Transport Service of the Corps until the middle of August, 1918, when a general order was issued from Washington, making it a corps by itself.

Motor Transport organizations have been established at every base port in France as rapidly as the base ports themselves were organized, and are well represented in England and Italy.

Had the war lasted a little longer, the M.T.C. would have been larger in the A.E.F. than both the Regular Army and the National Guard combined before we declared war on Germany.

an iron mould. They are then turned over to another operator, who adjusts them to a revolving wheel, and with the constant application of emery (from the States also), the glass is ground until it is approximately at the proper curvature.

A.E.F. LETTER WRITERS SPREAD THEMSELVES

Easier Censorship Rules and Let Up in Fighting Keep Pens Busy

The arrival of non-fighting days has not increased appreciably the number of letters written home by the A.E.F., but, according to the Base Censor's Office, it has increased the contents of the letters.

We're writing them longer now. Whereas, in former days, a letter home frequently used to be a hundred words or so scribbled on one piece of stationery, the average soldier-correspondent now goes in for detail to the extent of anywhere from three to ten pages.

Since the "humanizing" of the censor rules, the censor's job has slumped off until now he has only two points to bother with, neither one of which, incidentally, has caused much trouble. These are criticism and reference to individual casualties.

Not Much Criticism

References to casualties are comparatively few, and the fact that letters referring to them must go through the Central Records Office is so well known that most of them go there without incident. As far as criticism goes, there isn't much.

In fact, the Base Censor has gleaned from his recent perusal of mail that the whole A.E.F. is pretty well contented and is taking philosophically the prospect of remaining over here several months. There is no crabbiness or kicking worth mentioning, according to the Base Censor.

DELPARK

NEW YORK Underwear Soft Collars Pajamas Handkerchiefs MADE IN THE U.S.A.

MISS WILSON SEES LOVING HANDS' WORK

Visits Cemetery Near Bordeaux Where American Soldiers Sleep

The recent visit of Miss Margaret Wilson to Bordeaux brought to light a touching tribute which is being paid by the French mothers of Carbon Blanc, a village near Bordeaux, to the memory of 64 American soldiers who are buried in the cemetery near that town.

The French women have banded together to care for the graves. Each grave is cared for by about three of the women of the village.

While at Bordeaux, Miss Wilson expressed a desire to visit the American graves of the soldiers at Carbon Blanc. On her unannounced arrival, she found about a score of French women and children decorating the graves with flowers. On behalf of the women of America, Miss Wilson thanked these women of France.

Mlle. L. Duval, mistress of the girls' school at Carbon Blanc, is head of the ladies' committee of the town which has charge of caring for the graves. Miss Wilson expressed her thanks to Mlle. Duval and also to Mme. Maurel, wife of the mayor of Carbon Blanc.

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From the Minute Man of '76 to the Minute Men of 1918 in France

COMRADES: In '76 I didn't see the newspapers and didn't have a chance to see or hear what our people thought of us and our doings. This time I am here while you boys are over there doing the fighting.

I wish you could see the papers nowadays. It would surely make you feel good to know what we think of you and to know how proud we are.

Before you boys got into the midst of things we heard about the Blue Devils, the Ladies from Hell and the Anzacs—now it is the "Devil Dogs" and the Yankies that are coming in for the glory.

Just listen to these headlines: "Americans Stand Firm under Powerful Blow." "Americans Capture — in Bayonet Fighting and Force Funs Back After Savage Counter-Attacks." "United States Bayonets Rout Germans." "Americans Win Big Battle, Hurl Enemy Across River." "American Valor Praised by French." "Marines Went Over the Top Singing 'Yankee Doodle.'"

And so they go. We knew it, didn't we? We knew it the day war was declared. George Cohan knew it when he wrote "The Yanks Are Coming." There's nothing to it now. The Yanks are still coming and coming fast. The whole world is banking on U. S. That's us.

Go to it boys—we're rooting for you.

THE MINUTE MAN OF '76.

PROFIT IN MESS WASTE

Base Section No. 2, Bordeaux, through mess hall salvage alone saved \$12,538.53 during October. Of this amount \$7,736 was received for greases and fats and \$4,802 for swill. The salvage service in this port also reclaimed and reused lumber valued at \$25,546 in that period.

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Every officer and soldier needs thirty-two sound, whole teeth. The Prophy-lactic Tooth Brush helps to keep all his teeth sound and whole, because the tufted bristles of the Prophy-lactic clean the teeth in back and in-between as well as in front.

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You save blades with The AutoStrop Razor because you can't help it

THE blade is always in the Razor. It is a part of the Razor. You sharpen the blade without taking it out. You clean the blade without taking it out. You are never tempted to throw it away too soon just because you have it out. Instead you use it as long as it should be used—as long as it is good—and that is very long because

The AutoStrop Razor is the only razor which sharpens its own blades

The AutoStrop Razor is thus not only economical—it is automatically economical. It saves its blades in spite of you, and it not only saves blades, but it keeps them free from rust, keeps them in fine condition.

AutoStrop Safety Razor Co., 345 Fifth Avenue, New York

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