

IMAGINE CIVILIAN BUNK LIKE THIS!

Originally appeared in "The Stars and Stripes" of May 17, 1918.

-By WALLGREN



Helpful Hints

NO. 14 - ALWAYS WRITE YOUR TRENCH LETTERS ON A TYPEWRITER.

TAKE THIS DICTATION MESS-IM NOT VERY FAST ON A TYPEWRITER!

VERY WELL, SIR!

PLEASE TRENCH STENOGRAPHER.

NEXT!

HERE, MAJE, HAVE A SEGA! YOU SHORE MAKE A HIT WITH ME - WHATTA YA SAY ABOUT MAKIN' ME A CORPORAL OR SOMETHING, HEY, OLE SCOUT?

FORMER WARD HEELER.

JUST IMAGINE TREATING THE MESS SERGEANT LIKE A WIFE - (JUST)

EASY, TOP EASY! - LISSEN, I GOTTA DATE WITH A CLASSY FRILL TONIGHT AND I WANTA MAKE A CRASH WITH HER - GET ME?

GOSH! TOPS MISERABLE! - HE'S GOT TWO COATS. AINT HE?

VERY WELL, I SPOKE TO THE COMMANDANT AND HE LETS ME GO. BUT HE'S GOT TO LET ME GO. HE'S GOT TO LET ME GO.

HEY LAD! WHAT'S THE IDEA - YOU WEAR IN MY COAT? - YOU DURN RECRUIT!!

SORRY, SIR, BUT YOU'VE GOT TO DO GUARD DUTY WITHOUT ME THIS MORNING. I'M ENTERTAINING A FRIEND FROM COLA TOWN.

YOU'RE A BEAR BULL!

IMAGINE GETTING AWAY WITH THIS OLD PEACE TIME STUFF.

CHAUFFEUR, WHY DIDNT YOU BRING THE CAR AS I ORDERED THIS MORNING?

SORRY, SIR, BUT I'M AFRAID I'LL HAVE TO QUIT YOU UNLESS I GET A RAISE! I'VE HAD SEVERAL GOOD OFFERS LATELY!

GOSH! TOPS MISERABLE! - HE'S GOT TWO COATS. AINT HE?

CALLING A MAN A RECRUIT IS THE WORST INSULT A TOP CAN THINK OF.

JUST IMAGINE WHAT A HIT A BUCK PRIVATE WOULD MAKE IF HE WERE ALLOWED TO WEAR ANYTHING HE WANTED (BEG OR BORROW) AS HE DID IN CIVIL LIFE.

AND JUST IMAGINE IF PROMOTIONS WERE WORKED LIKE POLITICS

Most soldiers have the common failing of writing in pencil or ink on very ordinary paper as soon as they hit the trenches. This method of corresponding is very incorrect and obsolete. Always type your letters on embossed linen paper (even hiring a public stenographer if necessary), and you will soon see what a different impression your letters make on the people at home.

BORDEAUX AFTER A.E.F. DIAMOND CHAMPIONSHIP ORGANIZES THREE LEAGUES

That Bordeaux is out after the S.O.S. baseball pennant is not a secret. And if good management and pep when placed on intimate speaking terms with a hard slugging, sturdy aggregation of big leaguers and semi-pros will do anything toward copping the strip of cheescloth, the Wine City crew are well on their way.

Under the leadership of the base athletic officer, and with the cooperation of the Y.M.C.A. Regional Athletic Office, plans for the pille wallpapers have been completed which include every corner of the big base and leave no district without organized baseball leagues.

At Camp St. Sulpice, just outside of the city, a baseball and athletic training company has been formed and is likely to do the plan includes a host of base leagues and associations.

The territory immediately surrounding Bordeaux has been divided into three districts, one east of the river Gironde, another west, and the third in the city. These leagues—the Eastern, the Western, and the City—have a schedule of regular dates up to the S.O.S. final tournament at Tours, the last of May and first of June.

In the Eastern League are entered six teams from St. Sulpice, St. Andre, St. Louis, Genest, Labrousse, and Camp Vineyards. In the Western League eight teams are listed, the 13th Marines, the

M.T.C., Souge, Pauillac, Beau Desert, Ponton, Capiteux and Bassens, while the City League boasts the University of Bordeaux, the Motor Service Park, Base Headquarters, the Signal Corps, the 31st Supply and the Military Police.

Additional leagues and associations are scattered throughout the base, with six teams entered at Toulouse University, 12 teams in the Pontons area, eight teams from the 82nd Division balling area, three leagues of eight teams each entered in the St. Andre area, and other leagues of six and eight teams at Capiteux and Labrousse.

Pennant Winners to Clash

Following the conclusion of the various league schedules, a baseball series will be staged during the latter part of May, the winner to represent the Bordeaux territory in the S.O.S. finals at Tours and, it is hoped, in the A.E.F. finals at Paris against the pennant holders of the First, Second and Third Armies.

That Bordeaux has an excellent chance to make a good showing is the belief in baseball circles, for a host of material is available on which she is able to draw. Among the players who are in harness are many with professional baseball experience, such as Emberick, a Pittsburgh twirler; Gordon, an old-timer from New York State and the New England League; Sullivan, of the Cubs; Snodgrass, of the Detroit Americans; and Bloom, of the Peoria Pirates. League stars are also in line, including Bill Arnheim of Syracuse; Cameron, of the University of Illinois; and Imes, of Valparaiso University.

The Eastern and Western Leagues opened their season on March 26, while the City League started play March 30.

INDIVIDUAL RECORDS OF MEN TAKING PART IN A.E.F. BASKETBALL FINALS

Player, Position, Rank, Team.	Games Played.	Field Goals.	Free Throws.	Fouls Called.	Points.
Kerr, C., Sgt., Tours.	4	17	22	5	36
Gebhardt, R.F., Pvt., G.H.Q.	4	25	2	1	52
Reid, R.F., Sgt., Tours.	4	13	21	8	47
Lynch, C., Mech., 78th Division.	5	17	3	7	37
Smith, L.F., Cpl., 78th Division.	5	17	3	7	37
Weisse, C. L.F., Cpl., Le Mans.	3	11	11	3	33
Brennan, C., Sgt., St. Nazaire.	4	16	0	2	32
Amiot, L.F., Sgt., Second Army.	2	9	13	7	31
Hoople, R.F., Pvt., St. Nazaire.	4	9	13	8	31
Reilly, R.F., Cpl., 78th Division.	5	14	0	2	25
Gunderslee, C., A.F.C., G.H.Q.	4	11	0	4	22
Passerello, L.F., 78th Division.	4	11	0	4	22
Embury, R.G., Lieut., Second Army.	2	10	0	5	20
Pohlman, R.F., Lieut., Le Mans.	3	9	2	7	20
Gerden, L.F., A.F.C., G.H.Q.	4	10	0	6	20
Waring, C., Cpl., Second Army.	2	9	0	4	18
Miller, R.G., Cpl., 32nd Division.	2	8	0	4	16
Bergin, R.F., Pvt., St. Nazaire.	4	8	0	10	16
Weber, L.G., Pvt., 32nd Division.	2	7	0	6	14
Doyle, R.G., Sgt., 78th Division.	5	7	0	2	12
Mangan, L.F., Sgt., Paris.	4	6	0	2	12
Furman, L.G., Pvt., 78th Division.	5	6	0	5	12
Nord, L.F., Sgt., G.H.Q.	3	5	0	4	12
Sexton, L.G., Lieut., Le Mans.	3	5	0	3	10
Ruedinger, L.F., Sgt., St. Nazaire.	4	4	0	4	10
De Nonno, L.F., Cpl., 32nd Division.	2	4	0	3	8
Bulkankle, R.G., Cpl., G.H.Q.	2	4	0	6	10
Freidman, R.G., Lieut., Tours.	2	4	0	6	8
Sibley, L.G., Cook, Paris.	2	4	0	1	8
Campbell, C., Pvt., 32nd Division.	1	4	0	1	8
Jones, A. P., R.F., Pvt., Paris.	2	3	0	5	6
Ganzelle, C., Pvt., Paris.	2	3	0	5	6
Hughes, L.F., Pvt., Le Mans.	3	3	0	4	6
Burns, C., Pvt., G.H.Q.	2	2	0	1	4
Flynn, R.G., Pvt., Paris.	2	2	0	1	4
Kocanis, L.G., Lieut., St. Nazaire.	4	2	0	1	4
Newell, L.G., Cpl., Second Army.	1	2	0	0	4
Eblers, R.G., Lieut., Tours.	4	2	0	4	4
Kaiser, L.F., Pvt., 32nd Division.	1	1	0	1	2
Jones, E., C., Sgt., Le Mans.	1	1	0	2	2
Robillard, R.G., Lieut., Le Mans.	3	2	0	3	2
Murray, L.F., Cpl., Paris.	1	1	0	6	2
McKinnley, R.G., Cpl., 78th Division.	1	1	0	2	2
Woods, R.F., Lieut., Second Army.	2	1	0	5	2
Beaudron, R.G., Sgt., G.H.Q.	2	1	0	2	2
Pelletier, L.G., Sgt., St. Nazaire.	4	0	0	1	1
Hill, R.G., Cpl., 32nd Division.	2	0	0	0	0
Finston, C., Sgt., 32nd Division.	2	0	0	0	0
White, J., R.F., Cpl., Paris.	4	0	0	6	0
Graham, R.G., Cpl., G.H.Q.	1	0	0	0	0
Carter, R.G., Cpl., G.H.Q.	1	0	0	0	0
Wolffenden, C., Cpl., G.H.Q.	1	0	0	2	0
Walters, R.G., Musician, G.H.Q.	1	0	0	4	0
Anderson, L.G., Sgt., G.H.Q.	1	0	0	0	0
Keissling, R.F., Sgt., Tours.	2	0	0	0	0
Wilson, L.F., Cpl., Tours.	1	0	0	0	0

SOLDIERS STICK TO FOOTBALL AS THEIR FAVORITE PASTIME

The much-mooted argument as to which is the most popular sport in the Army finds a tentative answer in the figures on participation and attendance of the entire A.E.F. for the month of February, which have just been made public from the office of Edward S. Brown, physical director of the Y.M.C.A.

They show football to be leading boxing by the proverbial "nose." Counting spectators and participants combined, the figures show 1,325,732 for football and 1,310,941 for boxing. The margin of superiority favors boxing only when spectators are considered, where the figures are: boxing, 1,127,992; football, 1,023,082.

Other interesting facts may be gleaned from Mr. Brown's report, which covers six closely typed pages. According to his dope, the total participation in all forms of sports, games, athletics, etc., by the A.E.F. is 6,654,717. If the estimation is taken of 1,650,000 as the average number of soldiers of the A.E.F. still in France in February, it may be seen that the Army's big sport program, outlined in General Order No. 241, from G.H.Q., last December, touched every member of the A.E.F. four times over. And if spectators, which numbered 4,311,352, were also included, the whole A.E.F. has then been touched nearly seven times over.

Mass Games for Three Armies

These big totals are obtained largely on the mass game program, designed especially for the Army in the S.O.S., which is always necessary, as the men are always busy there. Nor was it so necessary in the leave areas where the men had other distractions. The mass game participation of the three Armies during the month of February, according to Mr. Brown's figures, was as follows:

	First Army	Second Army	Third Army
Participants	1,149,720	1,271,961	1,234,031
Spectators	458,500	859,019	1,050,980
Total	1,608,220	2,130,980	2,285,011

These figures are taken from the reports sent to the Paris headquarters of the Y.M.C.A.'s Department of Athletics by its physical director in the field. The terms of G.O. 241 demand the participation of the three Armies with every Army athletic officer throughout the various military units of France, Luxembourg and Germany.

FANS WILL FIND BASEBALL LINE-UPS BADLY SCRAMBLED WHEN THEY RETURN HOME

America, April 17.—Just as the A.E.F. used to welcome new divisions, so baseball owners are welcoming returning ball players from the A.E.F. with the season now only a short while away. They are coming back in single file or in small covers and each arrival means more than a trifle to a manager who has no idea where he stands.

Members of the A.E.F. upon scanning new line-ups and batting orders may think at first glance that shell shock must have affected their sight. The old order has been badly scrambled. More than forty big leaguers have been traded back and forth, shifted to other organizations than the ones which first brought them fame.

Red Sox Minus Four Stars

For example, the Boston Red Sox are facing a championship season minus Duffy Lewis, Larry Gardner, Dutch Leonard and Eddie Shore—four of their ancient standbys. And yet, with Babe Ruth in tow, the Red Sox still look to be as dangerous as any ball club in the game.

When the announcement was printed here that Grover Cleveland Alexander was on his way home from France, having started from the Rhine, there were seven National League club owners who would have just soon seen Sergeant Alexander detached upon arrival and assigned to some steady work in khaki for four or five months.

The presence of Alexander and Jim Vaughn—a great right hander and a great left hander, upon the same club gives the Cubs a big jump in the National League. They will be strong favorites for the top apartment all the way. They won a championship last season minus Alexander. And Alexander is generally good for 30 victories a year. If they can win without a 20 victory pitcher, figure for yourself what they ought to do with such a star added to the club roster.

The report has been widely circulated here that the prevalence of gas along the old battle front has affected the stamina and breathing apparatus of many ball players.

LIPPENCOTT STARS IN TRACK MEET OF PRAIRIE DIVISION

Before a crowd of 10,000 soldiers in the picturesque little hamlet of Echternach, in Luxembourg, the 108th Ammunition Train romped home a winner in the track and field meet conducted by the 33rd Division for a handsome silver cup offered for competition by Gen. George Bell, Jr.

Blue skies and a bright sun made the track good and, with special trains being run to bring the doughboys to Echternach from all over the area, the occasion proved to be the biggest holiday of the year.

Ben Lippencott, 108th Ammunition Train, took the 100 and 220-yard dashes and proved the backbone of the relay team from the Train.

Sidney Hatch, 132nd Infantry, won the eight-mile stepchase over two hills and along the Moselle river and finished in surprising form.

Second place in the meet went to the 131st Infantry, which scored 20 points, closely pressed by the 122nd Field Artillery, with 19. Points scored by other organizations competing were as follows: 108th Engineers, 16; 129th Infantry, 13; 132nd Infantry, 11; 108th Field Artillery, 13; 12nd Field Artillery and the 124th Machine Gun Company, one each. Other units participating but not scoring were the 108th Supply Train, 108th Signal Corps, 108th Sanitary Train, 108th Military Police, 122nd Machine Gun Company, 123rd Machine Gun Company and the Divisional Headquarters Troops.

The summary:

Track Events

100-Yard Dash—Won by Lippencott, 108th Am. Train, 15.5 seconds. Second, 131st Inf., 16.5 seconds. Third, 11.5 seconds. Fourth, 108th Am. Train, 17.5 seconds. (Second and third did not finish). Time, 17.5 seconds.

220-Yard Dash—Won by Lippencott, 108th Am. Train, 34.5 seconds. Second, 131st Inf., 35.5 seconds. Third, 108th Am. Train, 36.5 seconds. Fourth, 108th Am. Train, 37.5 seconds.

440-Yard Dash—Won by Private Douglas, 77th Company, 1:12.5 seconds. Second, 108th Engineers, 1:13.5 seconds. Third, 108th Am. Train, 1:14.5 seconds. Fourth, 108th Am. Train, 1:15.5 seconds.

880-Yard Dash—Won by Private Douglas, 77th Company, 2:25.5 seconds. Second, 108th Engineers, 2:26.5 seconds. Third, 108th Am. Train, 2:27.5 seconds. Fourth, 108th Am. Train, 2:28.5 seconds.

1760-Yard Dash—Won by Private Douglas, 77th Company, 4:51.5 seconds. Second, 108th Engineers, 4:52.5 seconds. Third, 108th Am. Train, 4:53.5 seconds. Fourth, 108th Am. Train, 4:54.5 seconds.

3520-Yard Dash—Won by Private Douglas, 77th Company, 9:43.5 seconds. Second, 108th Engineers, 9:44.5 seconds. Third, 108th Am. Train, 9:45.5 seconds. Fourth, 108th Am. Train, 9:46.5 seconds.

7040-Yard Dash—Won by Private Douglas, 77th Company, 19:35.5 seconds. Second, 108th Engineers, 19:36.5 seconds. Third, 108th Am. Train, 19:37.5 seconds. Fourth, 108th Am. Train, 19:38.5 seconds.

14080-Yard Dash—Won by Private Douglas, 77th Company, 39:27.5 seconds. Second, 108th Engineers, 39:28.5 seconds. Third, 108th Am. Train, 39:29.5 seconds. Fourth, 108th Am. Train, 39:30.5 seconds.

28160-Yard Dash—Won by Private Douglas, 77th Company, 78:19.5 seconds. Second, 108th Engineers, 78:20.5 seconds. Third, 108th Am. Train, 78:21.5 seconds. Fourth, 108th Am. Train, 78:22.5 seconds.

56320-Yard Dash—Won by Private Douglas, 77th Company, 156:11.5 seconds. Second, 108th Engineers, 156:12.5 seconds. Third, 108th Am. Train, 156:13.5 seconds. Fourth, 108th Am. Train, 156:14.5 seconds.

112640-Yard Dash—Won by Private Douglas, 77th Company, 312:03.5 seconds. Second, 108th Engineers, 312:04.5 seconds. Third, 108th Am. Train, 312:05.5 seconds. Fourth, 108th Am. Train, 312:06.5 seconds.

225280-Yard Dash—Won by Private Douglas, 77th Company, 624:01.5 seconds. Second, 108th Engineers, 624:02.5 seconds. Third, 108th Am. Train, 624:03.5 seconds. Fourth, 108th Am. Train, 624:04.5 seconds.

450560-Yard Dash—Won by Private Douglas, 77th Company, 1248:01.5 seconds. Second, 108th Engineers, 1248:02.5 seconds. Third, 108th Am. Train, 1248:03.5 seconds. Fourth, 108th Am. Train, 1248:04.5 seconds.

901120-Yard Dash—Won by Private Douglas, 77th Company, 2496:01.5 seconds. Second, 108th Engineers, 2496:02.5 seconds. Third, 108th Am. Train, 2496:03.5 seconds. Fourth, 108th Am. Train, 2496:04.5 seconds.

1802240-Yard Dash—Won by Private Douglas, 77th Company, 4992:01.5 seconds. Second, 108th Engineers, 4992:02.5 seconds. Third, 108th Am. Train, 4992:03.5 seconds. Fourth, 108th Am. Train, 4992:04.5 seconds.

3604480-Yard Dash—Won by Private Douglas, 77th Company, 9984:01.5 seconds. Second, 108th Engineers, 9984:02.5 seconds. Third, 108th Am. Train, 9984:03.5 seconds. Fourth, 108th Am. Train, 9984:04.5 seconds.

7208960-Yard Dash—Won by Private Douglas, 77th Company, 19968:01.5 seconds. Second, 108th Engineers, 19968:02.5 seconds. Third, 108th Am. Train, 19968:03.5 seconds. Fourth, 108th Am. Train, 19968:04.5 seconds.

14417920-Yard Dash—Won by Private Douglas, 77th Company, 39936:01.5 seconds. Second, 108th Engineers, 39936:02.5 seconds. Third, 108th Am. Train, 39936:03.5 seconds. Fourth, 108th Am. Train, 39936:04.5 seconds.

28835840-Yard Dash—Won by Private Douglas, 77th Company, 79872:01.5 seconds. Second, 108th Engineers, 79872:02.5 seconds. Third, 108th Am. Train, 79872:03.5 seconds. Fourth, 108th Am. Train, 79872:04.5 seconds.

57671680-Yard Dash—Won by Private Douglas, 77th Company, 159744:01.5 seconds. Second, 108th Engineers, 159744:02.5 seconds. Third, 108th Am. Train, 159744:03.5 seconds. Fourth, 108th Am. Train, 159744:04.5 seconds.

115343360-Yard Dash—Won by Private Douglas, 77th Company, 319488:01.5 seconds. Second, 108th Engineers, 319488:02.5 seconds. Third, 108th Am. Train, 319488:03.5 seconds. Fourth, 108th Am. Train, 319488:04.5 seconds.

230686720-Yard Dash—Won by Private Douglas, 77th Company, 638976:01.5 seconds. Second, 108th Engineers, 638976:02.5 seconds. Third, 108th Am. Train, 638976:03.5 seconds. Fourth, 108th Am. Train, 638976:04.5 seconds.

461373440-Yard Dash—Won by Private Douglas, 77th Company, 1277952:01.5 seconds. Second, 108th Engineers, 1277952:02.5 seconds. Third, 108th Am. Train, 1277952:03.5 seconds. Fourth, 108th Am. Train, 1277952:04.5 seconds.

922746880-Yard Dash—Won by Private Douglas, 77th Company, 2555904:01.5 seconds. Second, 108th Engineers, 2555904:02.5 seconds. Third, 108th Am. Train, 2555904:03.5 seconds. Fourth, 108th Am. Train, 2555904:04.5 seconds.

1845493600-Yard Dash—Won by Private Douglas, 77th Company, 5111808:01.5 seconds. Second, 108th Engineers, 5111808:02.5 seconds. Third, 108th Am. Train, 5111808:03.5 seconds. Fourth, 108th Am. Train, 5111808:04.5 seconds.

3690987200-Yard Dash—Won by Private Douglas, 77th Company, 10223616:01.5 seconds. Second, 108th Engineers, 10223616:02.5 seconds. Third, 108th Am. Train, 10223616:03.5 seconds. Fourth, 108th Am. Train, 10223616:04.5 seconds.

7381974400-Yard Dash—Won by Private Douglas, 77th Company, 20447232:01.5 seconds. Second, 108th Engineers, 20447232:02.5 seconds. Third, 108th Am. Train, 20447232:03.5 seconds. Fourth, 108th Am. Train, 20447232:04.5 seconds.

14763948800-Yard Dash—Won by Private Douglas, 77th Company, 40894464:01.5 seconds. Second, 108th Engineers, 40894464:02.5 seconds. Third, 108th Am. Train, 40894464:03.5 seconds. Fourth, 108th Am. Train, 40894464:04.5 seconds.

29527897600-Yard Dash—Won by Private Douglas, 77th Company, 81788928:01.5 seconds. Second, 108th Engineers, 81788928:02.5 seconds. Third, 108th Am. Train, 81788928:03.5 seconds. Fourth, 108th Am. Train, 81788928:04.5 seconds.

59055795200-Yard Dash—Won by Private Douglas, 77th Company, 163577856:01.5 seconds. Second, 108th Engineers, 163577856:02.5 seconds. Third, 108th Am. Train, 163577856:03.5 seconds. Fourth, 108th Am. Train, 163577856:04.5 seconds.

118111590400-Yard Dash—Won by Private Douglas, 77th Company, 327155712:01.5 seconds. Second, 108th Engineers, 327155712:02.5 seconds. Third, 108th Am. Train, 327155712:03.5 seconds. Fourth, 108th Am. Train, 327155712:04.5 seconds.

236223180800-Yard Dash—Won by Private Douglas, 77th Company, 654311424:01.5 seconds. Second, 108th Engineers, 654311424:02.5 seconds. Third, 108th Am. Train, 654311424:03.5 seconds. Fourth, 108th Am. Train, 654311424:04.5 seconds.

472446361600-Yard Dash—Won by Private Douglas, 77th Company, 1308622848:01.5 seconds. Second, 108th Engineers, 1308622848:02.5 seconds. Third, 108th Am. Train, 1308622848:03.5 seconds. Fourth, 108th Am. Train, 1308622848:04.5 seconds.

944892723200-Yard Dash—Won by Private Douglas, 77th Company, 2617245696:01.5 seconds. Second, 108th Engineers, 2617245696:02.5 seconds. Third, 108th Am. Train, 2617245696:03.5 seconds. Fourth, 108th Am. Train, 2617245696:04.5 seconds.

1889785446400-Yard Dash—Won by Private Douglas, 77th Company, 5234491392:01.5 seconds. Second, 108th Engineers, 5234491392:02.5 seconds. Third, 108th Am. Train, 5234491392:03.5 seconds. Fourth, 108th Am. Train, 5234491392:04.5 seconds.

3779570892800-Yard Dash—Won by Private Douglas, 77th Company, 10468982784:01.5 seconds. Second, 108th Engineers, 10468982784:02.5 seconds. Third, 108th Am. Train, 10468982784:03.5 seconds. Fourth, 108th Am. Train, 10468982784:04.5 seconds.

7559141785600-Yard Dash—Won by Private Douglas, 77th Company, 20937965568:01.5 seconds. Second, 108th Engineers, 20937965568:02.5 seconds. Third, 108th Am. Train, 20937965568:03.5 seconds. Fourth, 108th Am. Train, 20937965568:04.5 seconds.

15118283571200-Yard Dash—Won by Private Douglas, 77th Company, 41875931136:01.5 seconds. Second, 108th Engineers, 41875931136:02.5 seconds. Third, 108th Am. Train, 41875931136:03.5 seconds. Fourth, 108th Am. Train, 41875931136:04.5 seconds.

30236567142400-Yard Dash—Won by Private Douglas, 77th Company, 83751862272:01.5 seconds. Second, 108th Engineers, 83751862272:02.5 seconds. Third, 108th Am. Train, 83751862272:03.5 seconds. Fourth, 108th Am. Train, 83751862272:04.5 seconds.

60473134284800-Yard Dash—Won by Private Douglas, 77th Company, 167503724544:01.5 seconds. Second, 108th Engineers, 167503724544:02.5 seconds. Third, 108th Am. Train, 167503724544:03.5 seconds. Fourth, 108th Am. Train, 167503724544:04.5 seconds.

120946268569600-Yard Dash—Won by Private Douglas, 77th Company, 335007449088:01.5 seconds. Second, 108th Engineers, 335007449088:02.5 seconds. Third, 108th Am. Train, 335007449088:03.5 seconds. Fourth, 108th Am. Train, 335007449088:04.5 seconds.

241892537139200-Yard Dash—Won by Private Douglas, 77th Company, 670014898176:01.5 seconds. Second, 108th Engineers, 670014898176:02.5 seconds. Third, 108th Am. Train, 670014898176:03.5 seconds. Fourth, 108th Am. Train, 670014898176:04.5 seconds.

483785074278400-Yard Dash—Won by Private Douglas, 77th Company, 1340029796352:01.5 seconds. Second, 108th Engineers, 1340029796352:02.5 seconds. Third, 108th Am. Train, 1340029796352:03.5 seconds. Fourth, 108th Am. Train, 1340029796352:04.5 seconds.

967570148556800-Yard Dash—Won by Private Douglas, 77th Company, 2680059592704:01.5 seconds. Second, 108th Engineers, 2680059592704:02.5 seconds. Third, 108th Am. Train, 2680059592704:03.5 seconds. Fourth, 108th Am. Train, 2680059592704:04.5 seconds.

1935140297113600-Yard Dash—Won by Private Douglas, 77th Company, 5360119185408:01.5 seconds. Second, 108th Engineers, 5360119185408:02.5 seconds. Third, 108th Am.