

The New York



National Guardsman



July, 1936

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New York National Guardsman

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THE NEW YORK NATIONAL GUARDSMAN

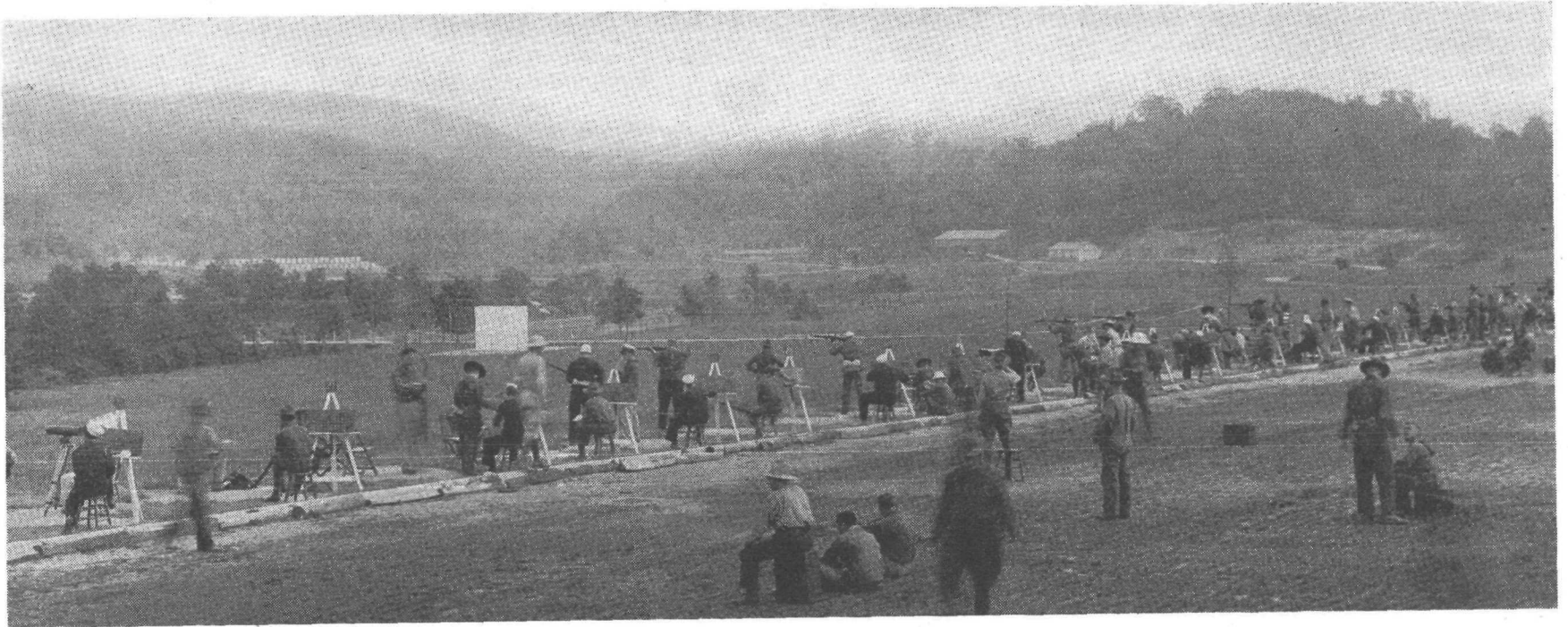
"It will be strictly non-political; it will not attempt to exploit any theme or theory or partisan lines; it will religiously refrain from 'undertaking' the ambitions or activities of any individual, public or private; it will be severely independent, making its appeal to the interests of the readers rather than to the vanity of those in charge; it will encourage that training which no successful business man can ignore if he desires his employees to be better disciplined and trained to give 100 per cent of duty to all work entrusted to them—it will be a vehicle for the propagation of one policy and only one: Better Guardsmanship and Better Citizenship!"

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When the State Rifle and Pistol Matches were over at Camp Smith on June 12th, the 107th Infantry (top) had won the Members, Old Guard, 71st Regt. Trophy, Rogers, Company Team, and McAlpin Matches; the 102nd Engineers (center left) had carried off the Wingate, Cruikshank, Adjutant General, and the State Matches, and the 165th Infantry (center right) took home the Roe Trophy. Sgt. B. A. Evans, 102nd Engineers (bottom left) broke the record in the Governor's Match with two perfect scores, 100-100; won the Wingate Trophy and was high man among the Governor's Honor Men. He was second to Sgt. S. R. Cleghorne, 369th Infantry (bottom right) who captured the Thurston Trophy from a long list of entrants.



Records Topple at State Matches

New Highs established in Governor's Match, Brigade Match, and general attendance at Camp Smith this year.

LAST year, in closing our article on the State Matches in the July issue of the New York National Guardsman, we ventured the prediction that this year's matches would be bigger and better than ever. We don't like to say "I told you so," but it really happened. General Haskell's desire to have the matches more representative of the entire New York National Guard met with a response that taxed the facilities of the Camp Smith ranges to the utmost; nor were our friends of the Naval Militia less responsive to Admiral Lackey's expressed desire that they be well represented—they were. A glance at the number of entries in the several matches listed below will serve to illustrate the keen competition.

Records in attendance were not the only ones to fall—the Governor's Cup Match, won with a perfect score last year by Captain Devereux, was the occasion of three perfect scores this year in the first run—Captain Devereux, Sgt. Evans and Sgt. Aubry being tied. In the run off, Sgt. Evans again made a perfect score and Captain Devereux and Sgt. Aubry again tied with a 98 each—the second run off resulting in 95 for Captain Devereux and 91 for Sgt. Aubry. Sgt. Evans by his performance established a new record for the match—two perfect scores.

The 369th Infantry, which has been faithfully participating in the matches for some years stepped forward and carried off the Thurston and 87th Brigade

Matches—Sgt. Cleghorne being high man in a field of 207 in the Thurston and the team besting the 71st Inf. and 174th Inf. teams in the Brigade.

The 165th Infantry clinched the Roe Trophy with Lieut. Maloney scoring a possible 50 plus 29 and Pvt. Lutz scoring a possible 50 plus 4.

The 107th Infantry and the Engineers were by no means out in the cold while this was going on—the 7th annexing the Members, Old Guard, 71st Regt. Trophy, Rogers, Company Team and McAlpin Matches while the Engineers took over the Wingate, Cruikshank, Adjutant General's and the State Match. The contest for the State Match merits special mention by reason of the closeness of the competition throughout—the Engineers finishing three points ahead of the 107th which is a mighty close finish for two teams of twelve men each.

The pistol trophies were also well distributed with the Service Battery, 156th F. A., taking the Richardson, the 105th Infantry, the MacNab, the 101st Cavalry, the Sayre, and the 107th Infantry, the State.

Colonel Henry W. Fleet, Senior Instructor to the New York National Guard, presented the trophies to the winners at the conclusion of the State Match.

The wind-up of this very active week was the Team Captains' Dinner tendered by Lt. Col. Henry E. Suavet to the Team Captains and Match Officials and which was honored by the presence of Gen-



Colonel Henry W. Fleet, Senior Instructor, addressing the contestants.

MATCH OFFICIALS*Executive Officer*

LT. COL. HENRY E. SUAVET

*Assistant Executive Officers*BRIG. GENERAL FREDERICK M. WATERBURY
CAPTAIN LEO W. HESSELMAN, N. Y. N. M.
LT. COL. GEORGE H. JOHNSON
LT. COL. EDWARD J. PARISH
LT. COL. HAMPTON ANDERSON*Chief Range Officer*

MAJOR EDWARD J. DOUGHERTY

*Range Officers*CAPTAIN JOSEPH A. FORGETT
CAPT. JOHN H. TRAVERS, JR.
CAPT. FREDERICK W. ELLIS
LIEUT. JAMES J. FOGARTY
LIEUT. HERBERT B. STILL
ENSIGN CHARLES W. SLOAT*Adjutant*

CAPTAIN WALTER S. MULLINS

Statistical Officer

MAJOR CLARENCE S. MARTIN

Assistant Statistical Officer

CAPTAIN CHARLES W. BERRY

Quatermaster

LT. COL. WILLIAM J. MANGINE

Surgeon

LT. COL. EDWARD J. PARISH

eral Haskell, Admiral Lackey, Colonel Fleet and their staffs.

N.Y.N.G. Wins Schwartzkopf Trophy

The New York National Guard team won the Schwartzkopf Trophy in the great annual New Jersey State Police Match held at Wilburtha, N. J., on May 23, 1936, and Sgt. Edward J. Walsh, Sgt. Burr A. Evans and Captain Alfred N. Gormsen of the New York Team finished first, second and third high respectively in the Military Class. Sixty-five civilian, police and military teams competed in the Match. The scores of the Military Class follow:

New York National Guard	1410
77th Division, Organized Reserve	1374
78th Division, Organized Reserve	1306
New Jersey National Guard	1303

The New York National Guard Team was as follows:

Team Captain

Lieut. Col. Henry E. Suavet, Headquarters, New York National Guard.

Principals

Captain Alfred N. Gormsen, 102nd Engineers; Captain Richard A. Devereux, 107th Infantry; 1st Lieutenant Ralph H. Bunting, 101st Cavalry; Sergeant Burr A. Evans, 102nd Engineers; Sergeant Edward J. Walsh, 101st Cavalry; Private 1st Class Pedro H. Agramonte, 107th Infantry.

Statistician

Staff Sergeant Thomas J. O'Brien, Hq. Det., 27th Div.

THE NEW YORK STATE MATCH

TEAMS OF TWELVE—10 ENTRIES

COURSE: Course A, 150-10, eliminating the two sighting shots at six hundred yards.

1. 102nd Engineers	3835
2. 107th Infantry	3832
3. 165th Infantry	3728

THE ADJUTANT GENERAL'S MATCH

TEAMS OF THREE—40 ENTRIES

COURSE: First: Slow fire, Target B, six hundred yards, position prone, ten shots for record.

Second: Slow fire, Target C, one thousand yards, position prone, ten shots for record.

1. Company B, 102nd Engineers.....	275
2. Company K, 107th Infantry	270
3. Company E, 106th Infantry	267
4. Company F, 105th Infantry.....	261

BRIGADE MATCHES

TEAMS OF TWELVE—13 ENTRIES

COURSE: First: Target A, at two hundred yards, position kneeling or sitting, ten shots for record.

Second: Target A, at three hundred yards, position prone, ten shots for record.

Third: Target B, at six hundred yards, position prone, ten shots for record.

102nd Engineers (no opposition)

1691
The score in this Match attained by the 102nd Engineers breaks the existing record by two points.

51ST CAVALRY BRIGADE

1. 101st Cavalry	1437
2. 121st Cavalry	1425

53RD BRIGADE

1. 105th Infantry	1660
2. 106th Infantry	1613
3. 10th Infantry	1577

54TH BRIGADE

1. 107th Infantry	1678
2. 108th Infantry	1610

87TH BRIGADE

1. 369th Infantry	1662
2. 71st Infantry	1659
3. 174th Infantry	1635

93RD BRIGADE

1. 165th Infantry	1646
2. 14th Infantry	1644

THE GOVERNOR'S MATCH

206 ENTRIES

COURSE: Individual skirmish run, target D, twenty shots, five shots, each halt, magazine fire only; four halts of thirty seconds each as follows: Four hundred, three hundred fifty, three hundred and two hundred yards. The first half of each advance at quick time and the latter half at double time.

1. Sgt. B. Evans, 102nd Eng.	100—100
2. Capt. R. A. Devereux, 107th Inf.	100—98—95
3. Sgt. J. W. Aubry, 107th Inf.	100—98—91
4. Lieut. H. A. Manin, 102nd Eng.	98
5. Pvt. B. Fowler, 107th Inf.	97
6. Sgt. P. Knob, 102nd Eng.	97

NOTE: During the 43 years that the Governor's Match has been established, it has twice previously been won by a "possible"—once in 1905 and again in 1935. This year three perfect scores were made and in the run-off, Sgt. Evans made another "possible," and a new record for the match—two perfect scores.

GENERAL RICHARDSON MATCH

2 ENTRIES

COURSE: Qualification Dismounted Pistol Course.

1. Service Battery, 156th F. A.	81.96
2. Battery D, 156th F. A.	67.73

THURSTON MEMORIAL MATCH

207 ENTRIES

COURSE: Twenty shots standing, two hundred yards. A target; ten shots, rapid fire, one minute, ten seconds, three hundred yards. A target; prone from standing.

- 1. Sgt. Sydney Cleghorne, 369th Inf. 141
- 2. Sgt. B. Evans, 102nd Eng. 141
- 3. Lieut. H. A. Manin, 102nd Eng. 139

STATE PISTOL MATCH

COURSE: Two strings of five shots each at 50 yards, slow fire, one minute per shot; two strings, five shots each, timed fire, 25 yards, 20 seconds per string, and two strings, quick fire, 25 yards, 10 seconds per string (Standard American Target).

- 1. Capt. R. A. Devereux, 107th Inf. 246
- 2. Pvt. J. H. Fitzgerald, 107th Inf. 245
- 3. Lieut. E. B. Kirk, 101st Cav. 245
- 4. Sgt. B. A. Evans, 102nd Eng. 239
- 5. Sgt. E. J. Walsh, Jr., 101st Cav. 238
- 6. Cpl. D. C. Bradt, 105th Inf. 238

MACNAB PISTOL MATCH

TEAMS OF FOUR—5 ENTRIES

COURSE: Qualification Dismounted Pistol Course.

- 1. Company F, 105th Infantry 92.59
- 2. Company I, 107th Infantry 92.59
- 3. Company D, 71st Infantry 92.32

THE SAYRE TROPHY MATCH

6 ENTRIES

COURSE: Qualification Dismounted Pistol Course.

- 1. 101st Cavalry (No. 3, Brooklyn) 94.05
- 2. 156th Field Artillery 91.29
- 3. Troop K, 121st Cavalry 90.98

NEW YORK STATE RIFLE ASSOCIATION

THE MEMBERS MATCH

153 ENTRIES

COURSE: Five shots each, two hundred, three hundred, six hundred yards, slow fire.

Five shots each, two hundred, three hundred, five hundred yards, timed fire.

- 1. Lieut. R. A. Knott, 107th Inf. 142
- 2. Pvt. H. Beister, 102nd Eng. 141
- 3. Sgt. J. Cushing, 102nd Eng. 141

WINGATE ALL COMERS' MATCH

142 ENTRIES

COURSE: Ten shots each, two hundred yards, standing. Target A.

- 1. Sgt. B. Evans, 102nd Eng. 48
- 2. Pvt. R. M. Godley, 107th Inf. 46
- 3. Capt. W. A. Swan, 102nd Eng. 46
- 4. Lieut. J. R. Herron, 105th Inf. 46
- 5. Pvt. F. Glinsman, 107th Inf. 46

ROGERS ALL COMERS' MATCH

170 ENTRIES

COURSE: Ten shots at six hundred yards, prone.

- 1. Lieut. T. A. Moore, 107th Inf. 50—4
- 2. DeCesaris, 14th Inf. 50
- 3. Lieut. L. A. Smith, 369th Inf. 50

ROE ALL COMERS' MATCH

122 ENTRIES

COURSE: Ten shots at one thousand yards, prone.

- 1. Lieut. W. J. Maloney, 165th Inf. 50+29
- 2. Pvt. H. M. Lutz, 165th Inf. 50+4
- 3. Sgt. C. H. Sample, 107th Inf. 48
- 4. Lieut. R. A. Nott, 107th Inf. 48

CRUIKSHANK TROPHY MATCH

TEAMS OF SIX—30 ENTRIES

COURSE: Seven shots each at two hundred yards, standing, and five hundred and six hundred yards, prone.

- 1. 102nd Engineers, No. 2 592

The Governor's Honor Men for 1936

This Honor Roll consists of the thirty members of the New York National Guard and Naval Militia attaining the highest aggregate score in all individual matches of the State of New York and the New York State Rifle Association

- 1. Sergeant B. A. Evans, 102nd Eng. 516
- 2. Lieutenant R. A. Nott, 107th Inf. 511
- 3. Lieutenant H. A. Manin, 102nd Eng. 511
- 4. Corporal C. H. Sample, 107th Inf. 509
- 5. Sergeant H. R. Klein, 102nd Eng. 501
- 6. Captain R. A. Devereux, 107th Inf. 500
- 7. 2nd Lieutenant N. G. Wilson, 107th Infantry 499
- 8. Sergeant P. Knob, 102nd Eng. 496
- 9. Sergeant C. P. Perkins, 105th Inf. 494
- 10. Sergeant J. Cushing, 102nd Eng. 494
- 11. Sergeant J. W. Aubry, 107th Inf. 494
- 12. Lieutenant T. A. Moore, 107th Inf. 493
- 13. Lieutenant J. R. Herron, 105th Inf. 493
- 14. Sergeant J. R. Downing, 107th Inf. 493
- 15. Captain W. A. Swan, 102nd Eng. 492
- 16. Private H. M. Lutz, 165th Inf. 491
- 17. Lieutenant P. W. Zeckhausen, 107th Inf. 491
- 18. Sergeant R. L. Deverall, 107th Inf. 490
- 19. Corporal D. A. Wills, 106th Inf. 487
- 20. Lieutenant L. A. Smith, 369th Inf. 487
- 21. Sergeant J. O'Donnell, 102nd Eng. 487
- 22. Sergeant S. R. Cleghorne, 369th Inf. 484
- 23. Private P. H. Agramonte, 107th Inf. 484
- 24. Ensign W. E. Eglit, 1st Bn., N.Y.N.M. 483
- 25. Sergeant P. Rizzo, 102nd Eng. 483
- 26. Sergeant J. P. Fernandez, 71st Inf. 483
- 27. Sergeant C. Schmidt, 174th Inf. 482
- 28. Private J. J. Brennan, 107th Inf. 482
- 29. Captain A. S. Ward, 369th Inf. 479
- 30. Sergeant C. Mason, 107th Inf. 479

- 2. 107th Infantry, No. 3 577
- 3. 107th Infantry, No. 4 577

71ST REGIMENT TROPHY MATCH

TEAMS OF SIX—25 ENTRIES

COURSE: Three hundred, five hundred and six hundred yards, slow fire, seven shots at each distance.

Two hundred yards, timed fire, ten shots in one minute. Target A.

Three hundred yards, timed fire, 10 shots in one minute, ten seconds, Target A.

- 1. 107th Infantry, No. 3 1115
- 2. 102nd Engineers, No. 1 1108

OLD GUARD TROPHY MATCH

TEAMS OF SIX—15 ENTRIES

COURSE: Ten shots at two hundred yards, standing.

- 1. 7th Regiment Rifle Club, No. 2 273
- 2. 7th Regiment Rifle Club, No. 1 268

COMPANY TEAM MATCH

TEAMS OF FOUR—34 ENTRIES

COURSE: Seven shots each at two hundred yards, standing, and five and six hundred yards, prone.

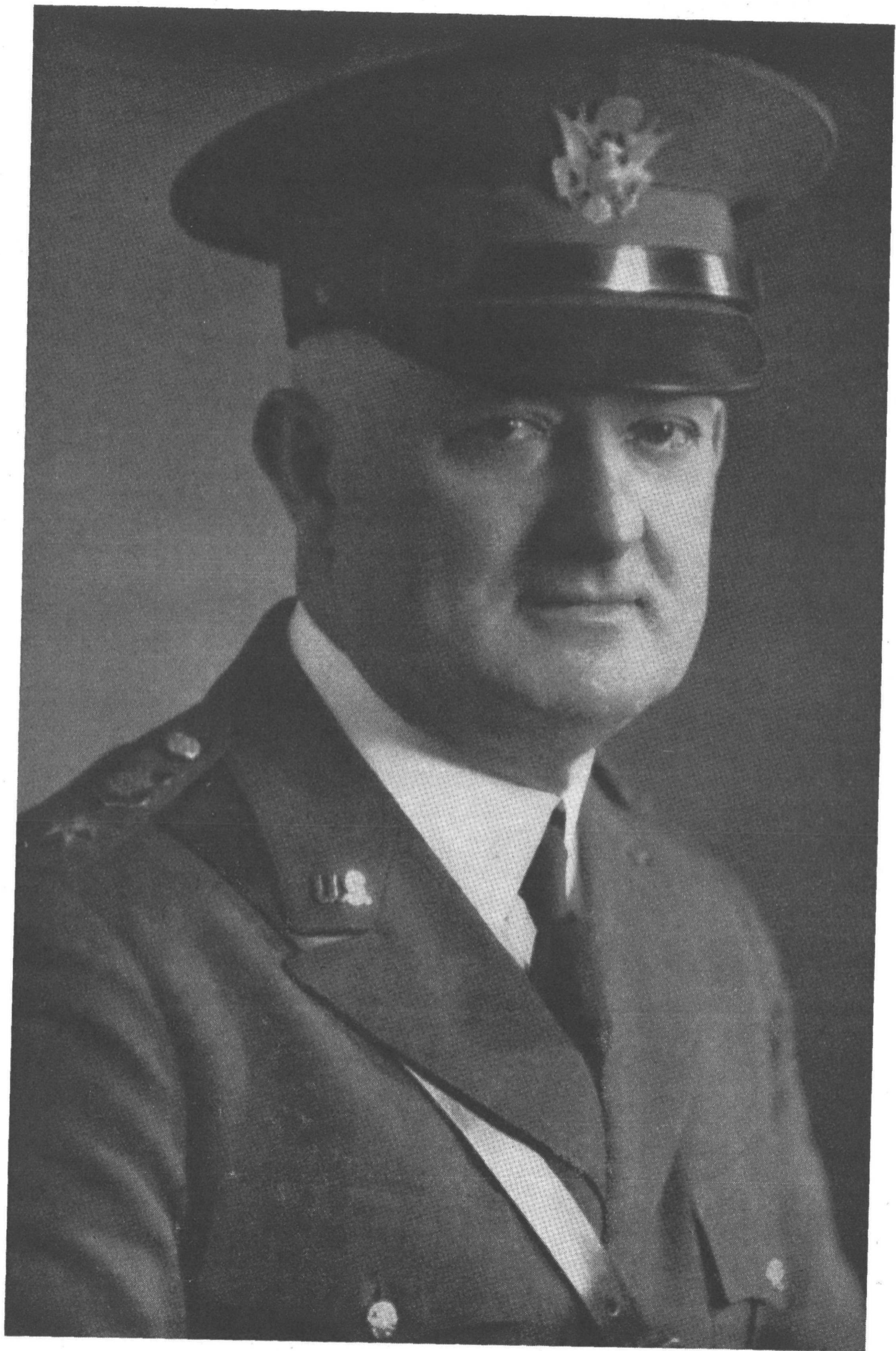
- 1. Company I, 107th Infantry, No. 2 395
- 2. Company K, 107th Infantry 387
- 3. Company F, 102nd Engineers 384
- 4. Company B, 102nd Engineers 378

McALPIN TROPHY MATCH

TEAMS OF EIGHT—18 ENTRIES

COURSE: Ten shots at two hundred yards, standing, and six hundred and one thousand yards, prone.

- 1. 107th Infantry, No. 1 1075
- 2. 102nd Engineers, No. 3 1058
- 3. 107th Infantry, No. 2 1031



MAJOR GENERAL JOHN J. PHELAN

MAJOR GENERAL JOHN J. PHELAN

**Enlisting as a private in 1895, General Phelan
retires from the N.Y.N.G. with highest military
rank awarded by the State**

SOME men are so constituted that after years of association, their separation from the service or other organization evidences their eligibility for a vice presidency—they are completely forgotten and in a few years their names are difficult of recollection. Others, happily possessed of dynamic personality and ability, etch upon the minds of all with whom they come in contact, a lasting image of themselves and all else with which they have been associated. John J. Phelan unquestionably comes within the latter category.

The very outset of his military career was based upon an ideal. The old Armory, at 7th Street and 3rd Avenue, centered upon the neighborhood wherein the late General Edward Duffy was an idol. The 69th Regiment had been reduced to a Battalion. In order that the then Major Duffy might properly become its Colonel, it had to be brought to its rightful status, a Regiment. Inspired by Phelan, for the East Side group, the Glynnns, Delaneys, Kellys and Cronins decided to enlist under the leadership of Captain Spellman to accomplish this desire. This was in 1895 and marked Phelan's first success with an assumed task; the Battalion became a Regiment and Colonel Edward Duffy, its Commander. It is interesting to note that General William J. Costigan, undoubtedly Phelan's closest chum, was the leader of the West Side group in this same movement. John J. Phelan never forgot that the 69th Regiment must be Irish and replete with Irish tradition. Throughout his career this was foremost in his mind and he was among those who promulgated it in everything that he ever did while in command of the Regiment.

His private life was and is an inspiration. Horatio Alger wrote many books in which John Phelan might well have been the central figure. He worked as an usher in the old Academy of Music, bettering that, to enter the textile business. When he joined the Regiment he was a salesman for Arnold Constable & Co. A few years later, in 1899, he went to work, still a youth, for Carl Gutmann & Co., and in 1914 when this became a corporation, he was its President. Honors came to him rapidly but no matter what the magnitude John Phelan remained unchanged. Governor Alfred E. Smith, recognizing his distinct ability and reputation for honesty and fairness, appointed him to the State Athletic Commission. This the Governor did with the stated intention of cleaning up what then was looked upon by the public as an industry, at least subject to question. That he was reappointed to this important post upon the expiration of

his terms, by Governors Roosevelt and Lehman, in itself bespeaks the high esteem in which he had established himself. That professional boxing and wrestling in New York has been better for his incumbency on the Commission (now its Chairman) is readily recognized by the public at large and the sportsman, in particular.

General Phelan's life is not one without tragedy. In 1921 he visited Europe with Mrs. Phelan and his five children. Shortly after their arrival in Paris, Mrs. Phelan passed away. From that moment he assumed the rôle of both father and mother to his young brood of five. It must be added to his record of indefatigable energy and adherence to an ideal that they all have experienced a

beautiful home life and have been given the finest educations. Eight days following his retirement from the service of his State, his son, John J. Phelan, Jr., graduated from West Point, in the first one hundred of his class, to become a Second Lieutenant in the United States Army. General Phelan is of outstanding character and from any viewpoint, military or civilian, can look any man squarely in the eyes and speak his mind. His service record is published on this page.

It is a recognized fact that retirement for age is sometimes a medium of loss, for the efficiency and knowledge of our older men might

well overbalance that which might be gained by making way for youth.

On June 3rd, 1936, Private-Corporal-Sergeant-Lieutenant-Captain-Lieutenant Colonel-Colonel-Brigadier General-Major General John J. Phelan was by law separated from the service. He had risen from the lowest grade to the highest rank within the gift of his State in the Military Establishment, during a period of forty-one years. He is the last of the Commanding Officers who formed the New York Guard during the World War.

Most retiring officers never live to see their portraits hung in the halls of their old commanders. Affection for General Phelan finds, at this writing, four such portraits in oil already hung in various quarters of the Army.

His official parting was naturally marked by Dinners and Reviews. Each Regiment of his Brigade and the Brigade itself so honored him. The final official parting, however, was sentimentally the possession of his old Command, the 165th Infantry, 69th New York. On June 3rd, at dinner, Colonel Ames T. Brown, Assistant Adjutant General, presented the Governor's Commission to Major General John J. Phelan. The additional star

(Continued on page 24)

SERVICE RECORD

**Enlisted Co. G, 69th N. Y.,
June 10, 1895;**

**Commissioned 1st Lt. May 16,
1902;**

Captain—May 21, 1907;

**Lt. Col. April 17, 1914, to
July 12, 1916;**

Col. Jan. 7, 1921;

Brig. Gen. Jan. 26, 1927;

Maj. Gen. June 2, 1936;

Retired—June 3, 1936.

Much is heard about the "men behind the guns."
But what of the men behind the men behind the
guns? Read this article about

THE FORGOTTEN MEN

They are the men in overalls whom the Ordnance Field Service School trains in machining, welding, servicing of automobiles, guns, ammunition, etc., in order to maintain the smooth functioning of this materiel in the field

By MAJOR GEORGE W. OUTLAND*

THIS is not a war story nor even a prophecy that one is just around the corner. We are all conscious of the unsettled conditions abroad and the rapidly mounting stores of munitions being assembled in foreign warehouses. Even the layman is today familiar with such terms as modernization and mechanization as applied to implements of war. Industrial preparedness and the activities of munitions manufacturers have found important places in the news of the day. Army maneuvers and training camps are frequently mentioned in the press. This article covers, however, a phase of army training that is often overlooked, perhaps because it is difficult to arouse much interest for the men in overalls.

As we observe a modern anti-aircraft battery firing with smooth precision and accuracy at a fast moving target we speak in terms of praise about the efficient firing crew, with little regard for the mechanics and artisans that have made equipment of this kind available. However, when we see a modern tank moving across rough terrain at a speed in excess of forty miles an hour and realize that its crew is in wireless communication with other tanks, our personal experience with automotive vehicles and radios helps us to appreciate in a mild way that somewhere there must be mechanics who keep the spark plugs clean.

All highly developed machines of war must be serviced constantly by a crew of specialists. The successful stunts by airplane pilots would be impossible without an efficient ground crew. As modern armies increase their supply of highly specialized mechanisms, they develop additional requirements for specialists trained to service the materiel and keep it at its

maximum combat efficiency. Replacing the horse with the motor vehicle goes much farther than substituting gasoline for oats.

The maintenance activities assigned the Ordnance Department and supervised by its Field Service Division rest largely upon the shoulders of civilian and enlisted mechanics. Civilians, recruited from the manufacturing arsenals, hold many key positions at the larger posts. At other posts and with troops in the field the tasks involving supply and maintenance activities become the duty of Ordnance troops.

As with all volunteer forces it is found that many of the enlisted men in Ordnance companies return to civilian life after a short period of service. While many become professional soldiers and spend the major portion of their active life in the army, the frequent turnover in highly trained specialists increases the peace time training problem.

A training center called the Ordnance Field Service School was established at Raritan Arsenal near Metuchen, New Jersey, shortly after the World War and it is at this school the Ordnance troops are given training to supplement their field experience. Other supply branches such as the Quartermaster Corps, Signal Corps and Air Corps establish similar schools. The advent of mechanization also increased the training problem of combat branches and thereby caused an expansion in their schools to provide training for



Field Welding.

the mechanics.

Since the skilled mechanic has become a prime factor in our defense forces it seems appropriate to discuss in some detail the methods employed by the Ordnance Department to provide appropriate training for personnel of this type. This is of special interest to the National Guard, since officers are now being sent from various states to take courses of training at the Ordnance Field Service School.

*Editor's Note: The author of this article is an officer of considerable experience in the several sections of the Ordnance Department. He has served in various capacities in the War Department and in the Office of the Chief of Ordnance, and is at present Director of the Administrative Armament and Machine Shop sections of the Ordnance Field Service School.

This school is organized to provide training for enlisted specialists, non-commissioned officers and officers.

The specialists receive training in the various trades, such as machinists, welders, auto mechanics, artillery mechanics, clerks, etc. The course lasts for nine months and is ample to provide a background for practical experience in the field.

Since a large portion of our supervisory activities fall upon the shoulders of the non-commissioned officers, a large part of their seven months' course is given to administrative training. Only sufficient training in the mechanical trades is given to familiarize them with the tasks usually assigned specialists. Emphasis is, however, placed upon the technique of inspection and maintenance activities to the extent that they are familiar with the operation of all major items of issue.

THE training for officers is limited to three months because of financial reasons. Officers from both the National Guard and Marine Corps take this course. The training includes the handling of administrative problems in connection with supply and maintenance functions. They are also taught methods of operation including the inspection and repair of Ordnance materiel, as will be discussed later.

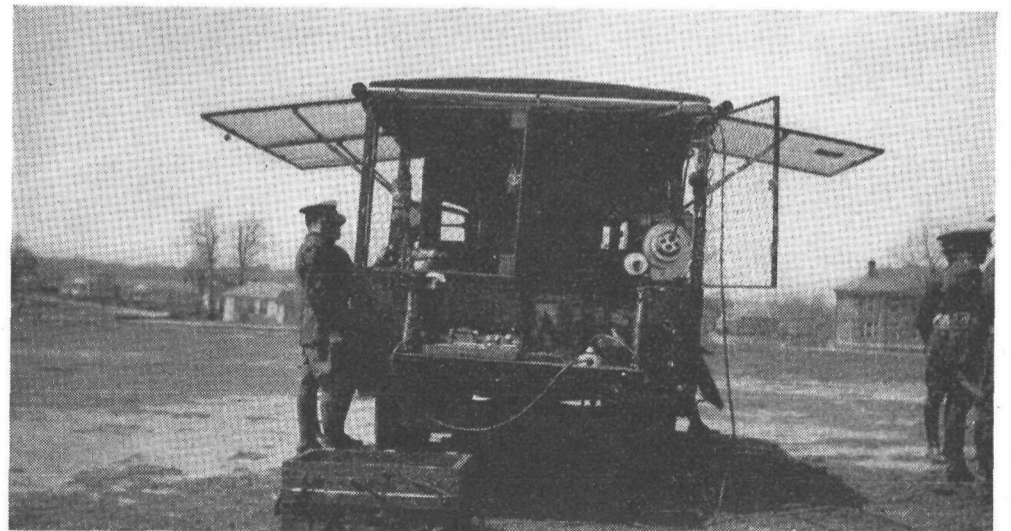
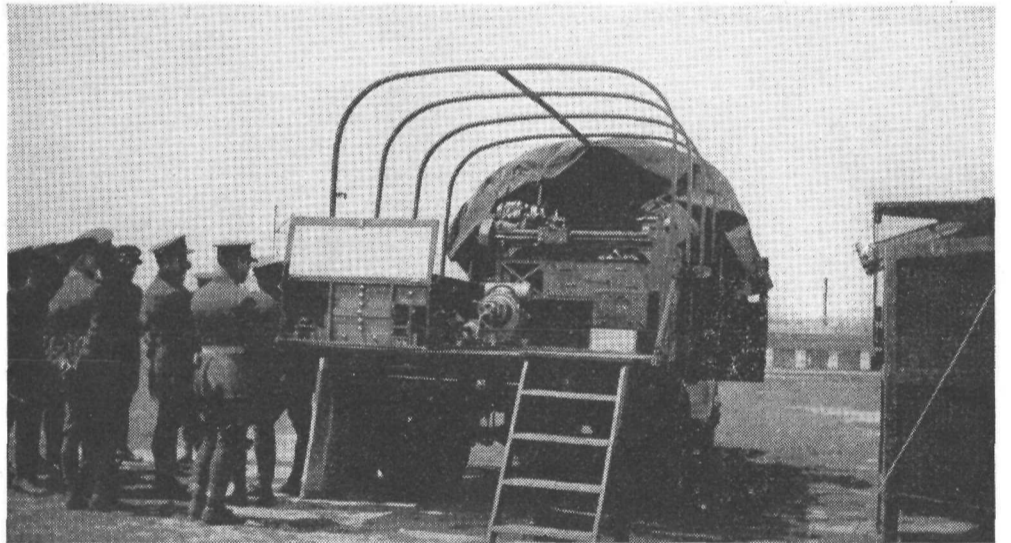
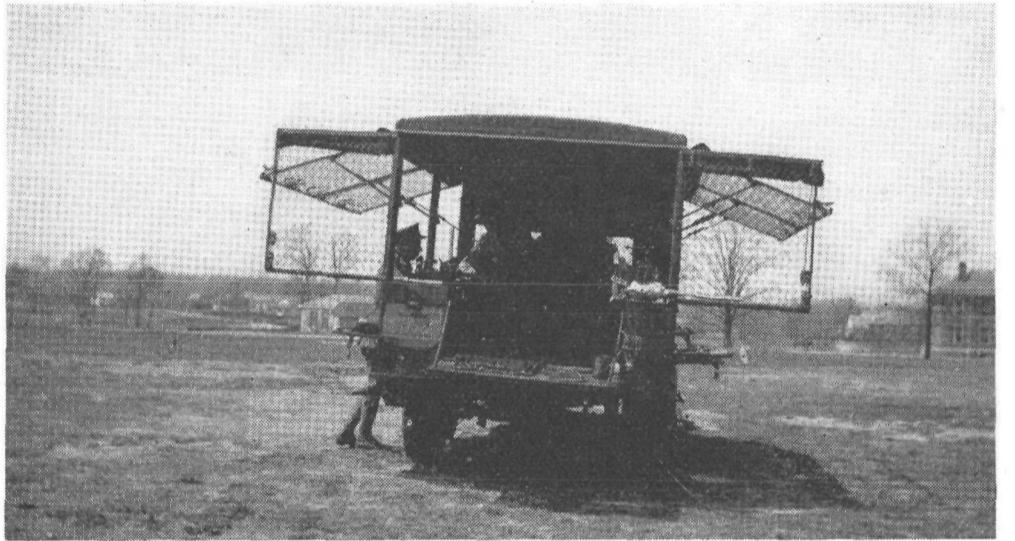
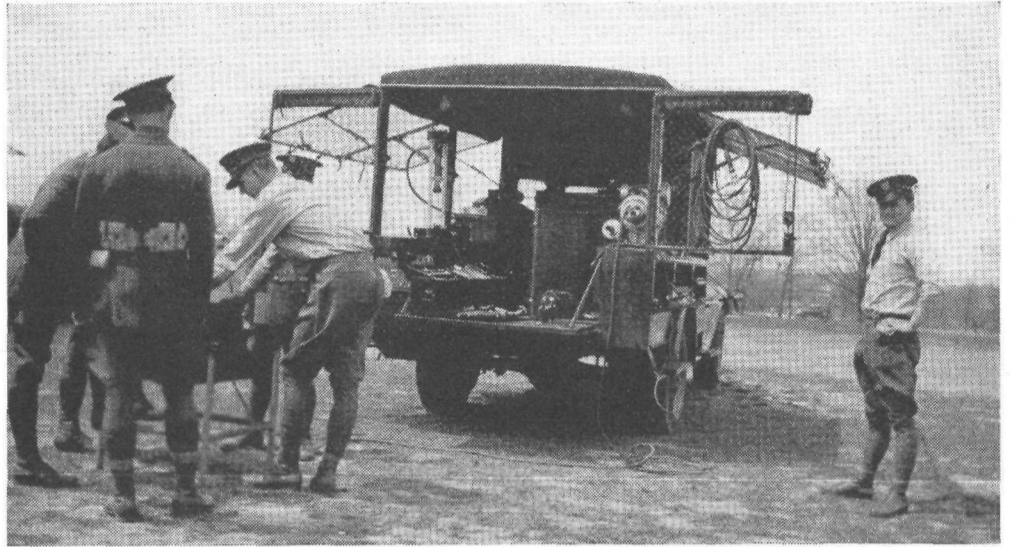
Reserve officers attend brief training periods during the summer months. It is possible to cover but a small portion of the maintenance and supply courses during the camp. Classes are, therefore, arranged to permit these officers to take a different course each year until they have obtained training comparable to that given in the three months' course for officers.

Since the regular course for officers is the only one which has been attended by personnel of the National Guard, a summary of this course will be given somewhat in detail. The other courses will be only briefly described.

The subjects included in the officers' course cover the maintenance operations normally required of Ordnance maintenance companies and, in addition, administrative functions pertaining to supply and maintenance activities. The students wear overalls and actively engage in the disassembly, inspection and assembly of all major items normally repaired by maintenance companies. The graduates are thereby taught the problems of supervision with which they will come in daily contact during field operations.

Since motor vehicles are taking such an important part in the mechanization of our defense forces, the school conducts a course in which the student has the opportunity to study the internal combustion engine from both the theoretical and practical points of view. The maintenance operations include automotive and truck chassis and engines, and in addition, the

(Continued on page 25)

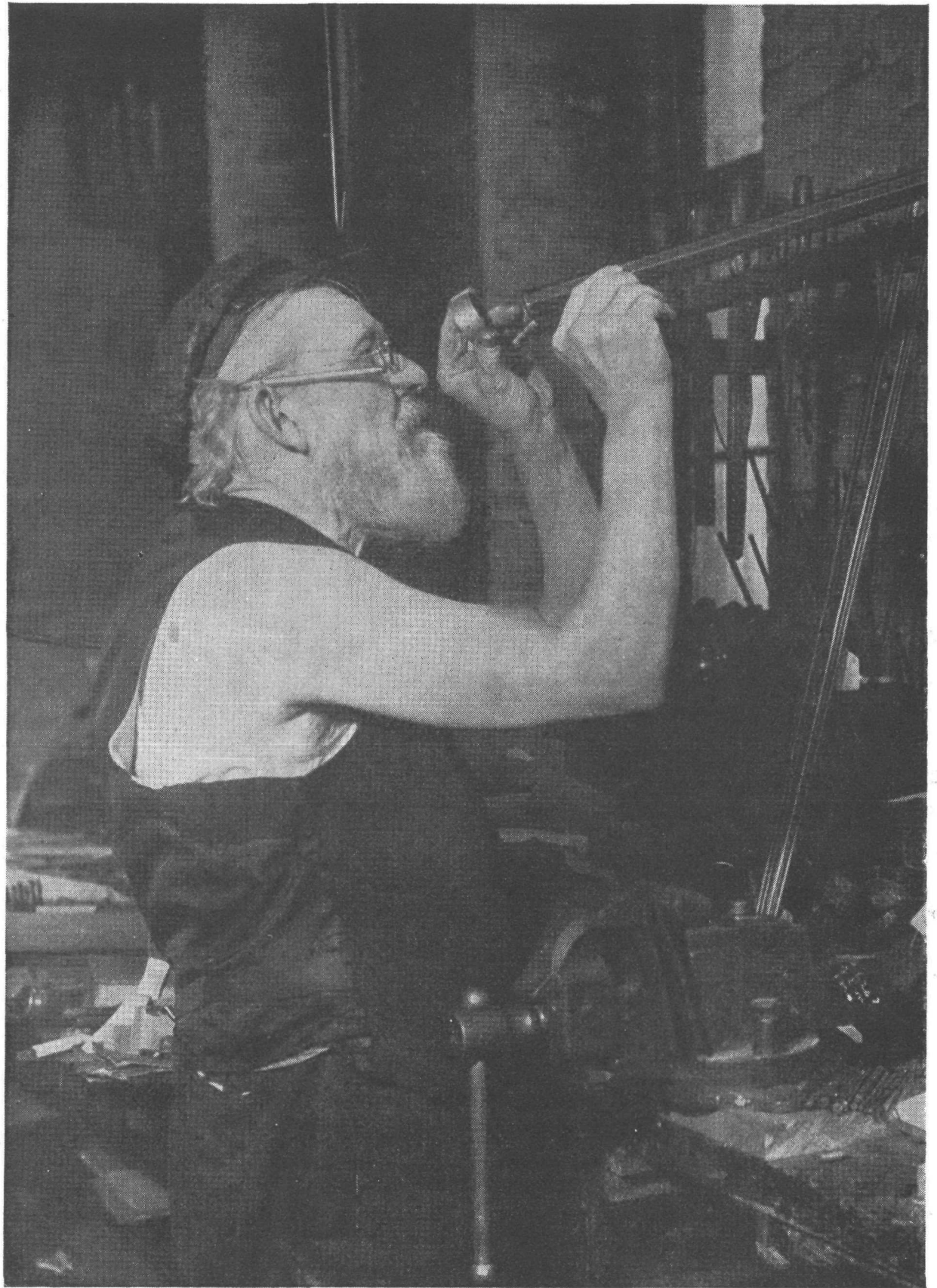


Four Types of Ordnance Field Service Trucks

From top to bottom: Machine shop, motor repair, service and Artillery repair trucks. These are fully equipped for servicing materiel in the field.

He Makes the Finest Rifle Barrels in the World

All photographs by courtesy of
Outdoor Life



A final painstaking survey through a magnifying glass to make sure that the bore is true

IF you want to visit the place where the world's finest rifle barrels are made, you have to climb four flights of fire-escape stairs zigzagging up the face of a red brick warehouse in Jersey City, N. J. At the top, you knock at a begrimed door bearing the faint letters: H. M. POPE.

Behind that door, for more than a quarter of a century, Harry Pope has been turning out precision barrels that have made him famous. A dozen times they have won in the Olympic Games. Again and again they have smashed world's records. When Gustave Schweizer, not long ago, ran up the phenomenal record of eighty-seven bulls-eyes at 1,000 yards in a Peekskill, N. Y., match, it was a Pope barrel that directed the bullets at the distant target. When the five-man American team captured the the international rifle match at Milan, Italy, a few years

ago, defeating crack shots from Europe and South America, it relied upon Pope barrels to carry it to victory.

Harry Pope never advertises. Yet, orders come from all over the United States, from most of the countries of Europe, and from as far away as Australia, India, and China. Wherever lovers of fine guns meet, the name Pope is familiar.

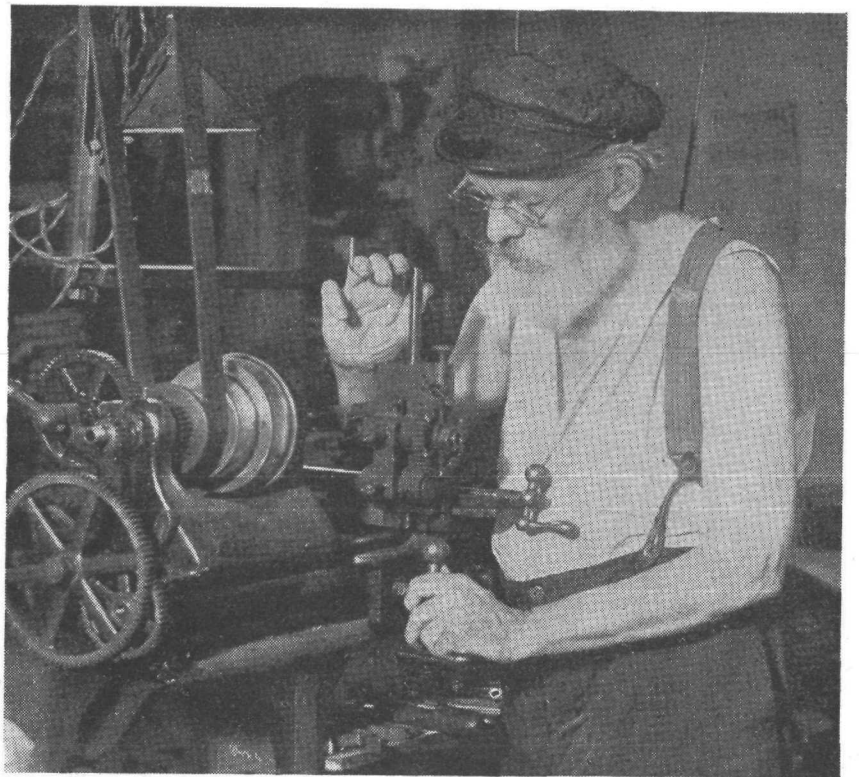
Several minutes pass after you knock. Then you hear the shuffling of feet, the lock clicks, and the door opens. A stooped little man with a long white beard, a black mechanic's cap perched on the back of his head, and two pairs of spectacles—a gold-rimmed pair over a silver-rimmed pair—resting on his nose, peers out and invites you in. He is Harry Pope, an old-time craftsman in an age of mass production.

Inside the shop, you follow him down a narrow lane

HARRY POPE is a unique figure in this machine age . . . a master craftsman who still uses the hand methods of half a century ago

By EDWIN TEALE

Reprinted by courtesy of Outdoor Life

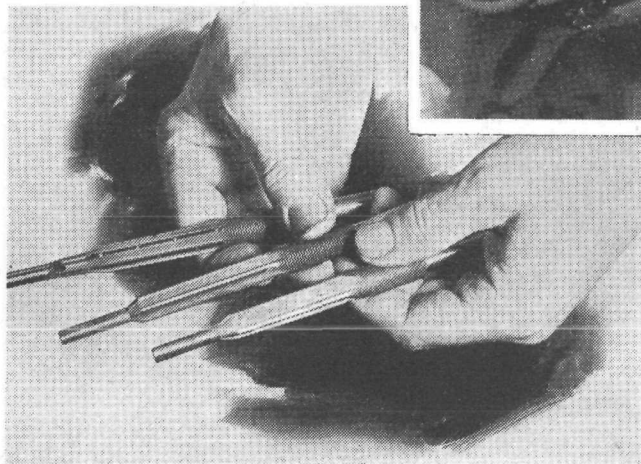


Making a championship rifle barrel takes remarkable skill, intense concentration, years of experience, and endless patience.

between dust-covered boxes, trunks, papers, yellowed magazines, toolkits, sheaves of rifle barrels, hogsheads of dusty gun stocks. A worn black leather couch is half buried under odds and ends. A small table, piled high with papers, looks like a haycock, white at the top and yellow toward the bottom. Pinned to it is a printed sign: "Don't lean against this table. If these papers are spilled, there will be Hell to pay."

The only flat object in the room that is not loaded down is a single board. Pope keeps it standing upright in a corner. Over two boxes, it forms an emergency table where he can lay his tools when working.

"You might think this is confusion," he says as you reach his workbench, almost hidden under odds and ends, "but what looks like order to other people looks like confusion to me. This room is like a filing cabinet. I can



Harry Pope's gifted hands holding the special tools he constructed for rifling barrels of odd caliber

put my hands on anything in it, even if I haven't seen it for ten years. But if anybody moves something as much as three inches, it's as good as lost."

In the twenty-seven years he has been in the same building, he has washed his windows twice. He believes the accumulation of grime diffuses the light and enables him to see better. One of his windows he never will wash. It is covered with penciled notes. Half a dozen years ago, data he had placed on a scrap of paper blew out the window. Afterwards, he made it a rule to jot down important notes on the walls or window where they can't blow away.

Over his workbench hangs a sign, various words underlined in red:

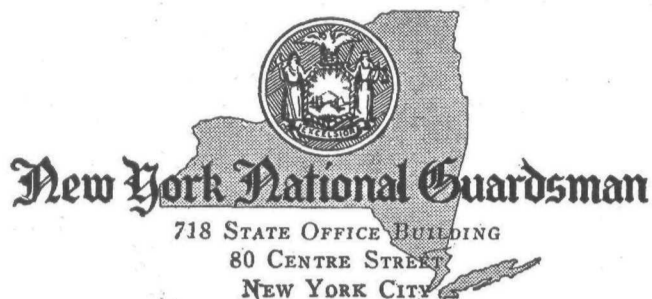
"No delivery promised. Take your work *when well done* or *take it elsewhere*. When? If you must know when I will be through with your work, the answer is *now*. Take your work away. I don't want it. I have no way of knowing *when*. I work seventeen hours a day. Daily interruptions average 1½ hours. Dark weather sets me back still more. I'm human. I'm tired. I refuse longer to be worried by *promises that circumstances do not allow me to keep*."

The lower edge of the sign is smudged with greasy fingerprints, records of the many times he has jerked the pasteboard from the wall to hold before non-observant customers who persisted in knowing when. In fact, most of the guns that come

(Continued on page 29)



His workshop is in constant confusion, but he knows where to find every tool



VOL. XIII, No. 4 NEW YORK CITY JULY, 1936

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READY ON THE FIRING LINE

As a unit commander, you will agree with the obvious remark that no two men in your company are exactly alike. Each has his own personality, his own peculiar characteristics which will tend to make him behave differently from his neighbor even in similar circumstances.

Rifles are the same as men—the same, because each one is different. When your unit goes down to the 200-yard firing line for the D-Course Qualification, you will have, say, fifty different men with fifty different rifles. Instruction in the armory has helped eliminate much of the difference between the men so far as they are concerned with shooting straight, but there is not much you can do about the difference between their rifles.

The Televation Score-Book, however, goes a long way towards making one rifle as accurate as another. It does this by indicating at-a-glance at what elevation and windage each individual rifle should be sighted to bring its shots into the dead center of the bull. This new score-book, invented by a rifle-team coach of twenty years' experience, is designed especially for the 200-yard qualification course. Already copies have been purchased by many unit commanders in the New York National Guard infantry and cavalry regiments for the entire strength of their commands. There is no question but that the Televation device, printed on the front cover, which makes the score-book an improvement on any other score-book on the market, is a valuable asset to each man when he fires his qualification course. By using it, the human error of reckoning sight changes is completely eliminated. After his first sighting shots, a man can read off the exact changes to be made in elevation and windage to put his subsequent shots into the bull. The score-book is also available as a record of wind, light, and weather conditions, and of all such details necessary for accurate firing at future dates.

Copies of the Televation Score-Book, in any quantity, can be delivered in three days' time from receipt of order. Do not delay sending your order until it is too late to receive your copies before you go to camp. Make checks payable to the New York National Guardsman (be sure you deduct your discount—see advertisement on page 24); or send your order in *now* and a bill will be sent to you later.

NOTE TO AUTHORS

YOUR time is getting short if you want to enter that story or military article in our cash-prize contests before the closing date, July 31st. First prize in each contest, \$25.00; second prize, \$15.00; if further contributions are selected for publication, their authors will receive \$5.00 each.

It is warm weather for pen-pushing or type-writing, and one's ideas are apt to wilt in the heat (as your Editor well knows) but when you read this, you will have less than a month in which to submit your contribution. So get busy—*now*.

Dig up that story you've had running in your mind; take an evening off and put it down on paper. Twenty-five hundred words should be about its length. There are no restrictions on the type of story, except that it should have a military slant and should be realistic, convincing, and of human interest to members of the Guard.

Military articles, of the same length, may deal with any aspect of military affairs, past, present, or future. Their chief intention should be instructive, educational, or in some way tending to promote efficiency. They may be about weapons, strategy, tactics, methods of instruction, constructive ideas about administration, supply, map-reading, camouflage, aviation, medical work, athletics (relative to organizations of the N. G.), care of equipment, or any of the thousands and one things which are of importance to all or individual branches of the service.

Twenty-five dollars goes to the winner of each contest. Send your story or article in as soon as possible.

MODERN ARMY TO KEEP PEACE

SPEAKING recently in Chicago, George H. Dern, Secretary of War, declared that America's Army is "dangerously small," and computed that the total cost of this country's national defense—including land, air, and sea forces—amounts to no more than the cost of half a three-cent stamp a day for each American. This cost, he insisted, was a very small premium to pay for insurance against national destruction.

"As a nation we have had half a dozen major wars, and were not prepared for any of them. Had we been prepared we might not have been forced to fight and we would have attained victory in much shorter time," he said.

"War in any quarter of the world may sometimes involve even those nations remotely distant from the point where the struggle begins. Facility of transportation and communication has annihilated distance. All countries have become neighbors.

"With such a picture," he said, "an international quarrel anywhere is a potential threat to world peace, and geographical remoteness no longer insures safety."

"America's policy of national defense—on land, sea and in the air—is a policy of patriotism and common sense," he declared.

Dern asserted that while Congress has provided for increases in America's military forces, the "regular army today is composed of 12,000 officers and 147,000 enlisted men, which is still considerably short of the 14,000 officers and 165,000 enlisted men the War Department feels is immediately necessary."

NEW LIFE FOR PURSUIT PLANES

By EDMOND C. FLEMING

Reprinted by courtesy of *The Reserve Officer*

WITH the advent of the larger calibre machine gun firing high explosive shells, the pursuit ship and pilot seem to have gathered a new lease on life.

The most thrilling arm of the Air Service seemed for a while to be doomed by the progress and improved performance of the bombing plane. High loading capacity, tremendous speed and technical progress enabled the present day bomber to run away from the pursuit ship and, in so doing, because of its armament, it had no dead field of fire.

As Ober-Leutnant A. D. Feuchter, Editor of *Luftwehr*, expresses it, "The possibility of fitting stable gun mountings insures a safe aim for the machine gunner. By means of these defense weapons it became literally impossible for single-seat fighter planes fitted only with m.g.'s to attack a bomber. In addition, flying in formations guarantees the best mutual protection from fire and makes an attack still more difficult.

"Although bombing planes have increased in size as far as their actual cubic space is concerned, this does not provide any essential advantage to the single-seat fighter, since a hit with an m.g. can only bring a bomber down and cause it to make a forced landing when a vital part of the plane has been hit. In principle, the vital parts of

the plane consist only of the pilot and the engine, since hits from an m.g. in the wing, tail or fuselage have no essential effect on the flying qualities of the plane.

"It can be seen how much importance this has in air combat when it is remembered that the vital parts of the single-seat fighter, with a total surface of about 18 sq. meters, present an area of 2 sq. meters; whereas in the case of a modern multi-engined bomber, although it usually has a total surface of about 100 sq. meters, they present an area of about 3 sq. meters only.

Firing H.E. Shells

"The picture changes immediately when a single-seat fighter is fitted with a weapon whose H.E. projectiles, by reaching the other parts of the plane also, can either bring it down or at least impair its flying capacity in such a way that it is put out of action. An effect of this kind is produced by H.E. shells of a calibre of only 20 mm. . . ."

Great progress has been made recently in the development of many types of motor cannon. Some are fitted on wings with their axis of fire parallel to the axis of the plane and firing past the propeller; with radial motors there is no alternative. But the most interesting development has been the motor cannon mounted in the engine itself, firing through the hollow shaft of the reduction gear and through the hollow hub of the propeller.

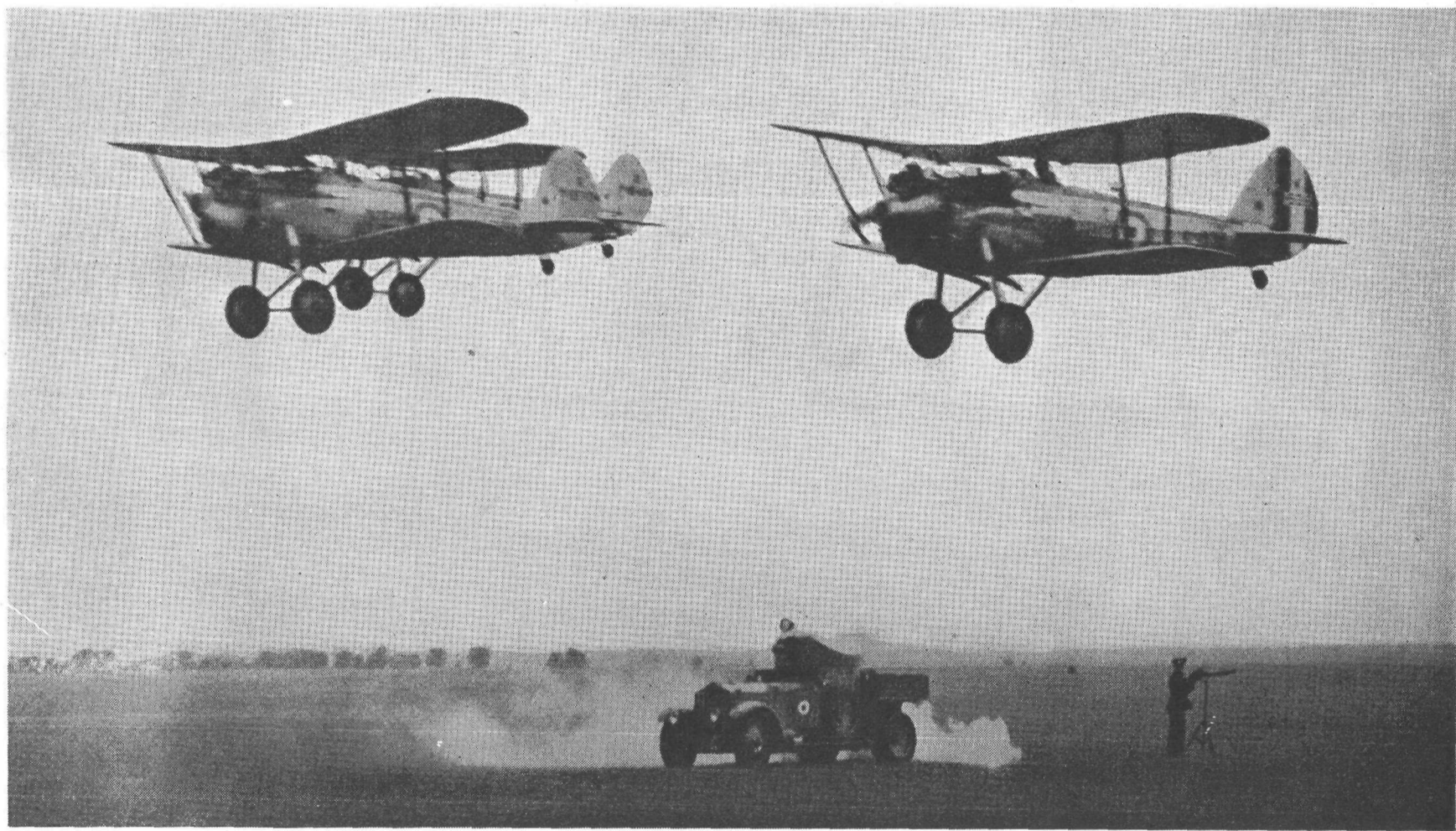


Photo by Keystone View Co.

Bombing a Rolls-Royce Armored Car

Three Royal Air Force planes carried out a low-bombing attack on a speeding armored car at Eastchurch, England, when they were practising for the big "Empire Air Day" on May 23. The armored car occupants were glad they were only dropping smoke bombs.

Continentalville—157 Years Ago

This little village, near Peekskill, was a busy beehive when the Continental Army pitched its campsite there during the Revolution.

NOW many members of the N.Y.N.G. who go to Camp Smith each year for their two weeks' tour of field training know that back in the Revolutionary days—in 1779, to be specific—the little village of Continentalville, located three miles east of Peekskill, was a beehive of activity? It was then the camp site of the greater part of the Continental army.

In a book entitled "Life of Stephen Olney," written in 1839, sixty years after the time described, a vivid description is given of Continentalville. "And oh, what a scene must have burst upon his (Captain Olney) view," says the authoress. "Thousands had been added to the army since he left it; new hope, new life, new energy awoke in every bosom; lines above lines of snowy tents adorned the sides of the lofty mountains, while the glitter of arms reflected by the Summer sun shone from the crowded ranks that were paraded on the green."

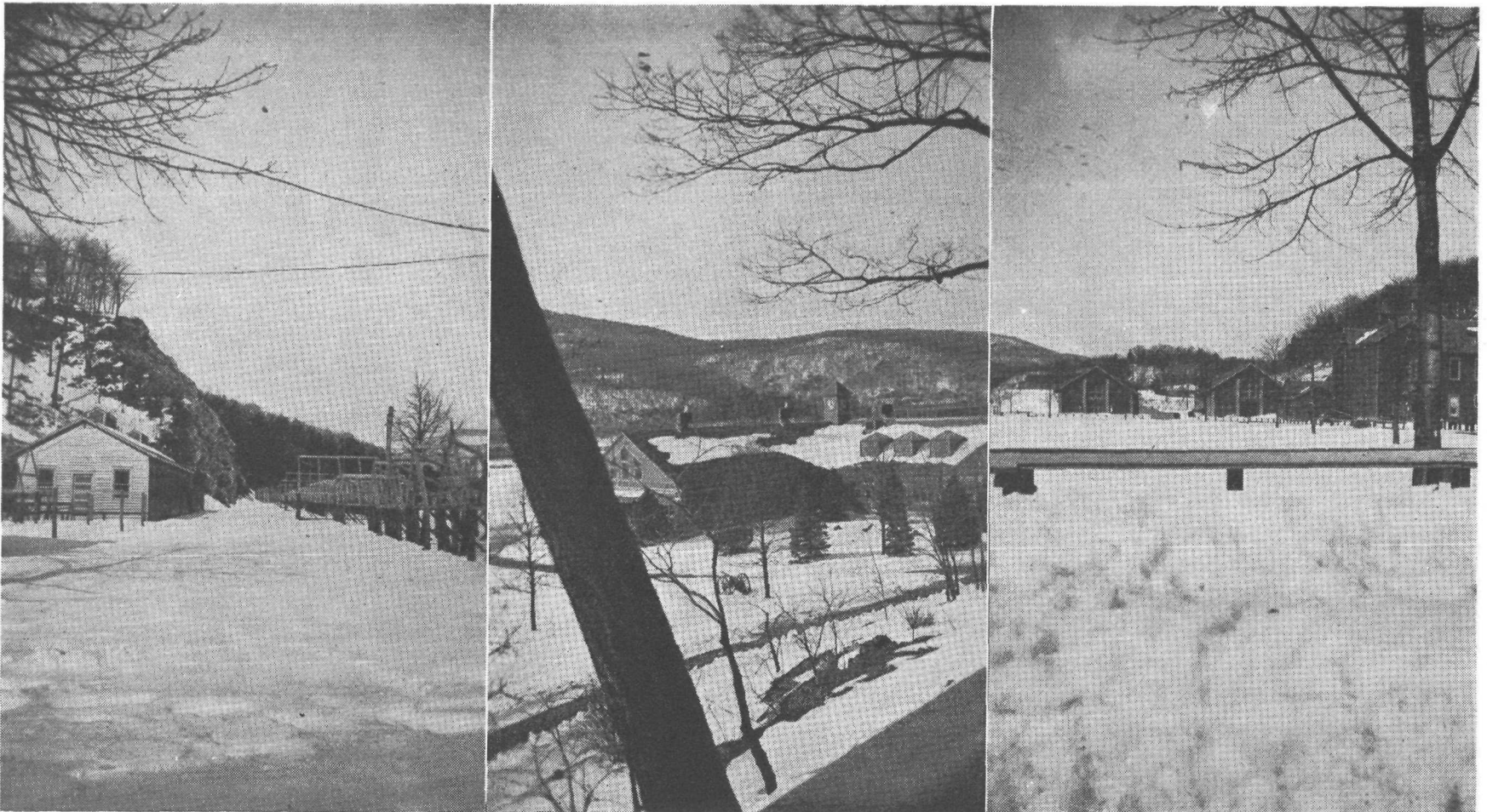
In the "Life of Stephen Olney," a captain in the Second Rhode Island Regiment during the American Revolution, the authoress in describing his return to the army in 1779, after a visit to his home, says:

"Captain Olney found the quarters changed on his arrival, to a place called Courtland Manor, where they had collected a magazine of provisions, forage and stores of all sorts. The place they now occupied was one of

great natural advantages. It was a kind of citadel in itself; the little village of Peekskill, about 50 miles up the Hudson, served as a kind of port to it, by which it both received and dispersed supplies. Into this most romantic and picturesque place the principal part of the army had retired, and never did the Round Heads of Scotland, or the persecuted Huguenots of France, select among their mountain fastnesses, a place that looked more inaccessible than this, upon the riverside. A tremendous steep and winding road leads up to the village, while on one side or other a gouge in the mountain is so deep, that it pains one to look down, and people who have nerves generally shut their eyes when they ride up; beautiful and extensive as the prospect is from the top, the pleasure of viewing it is really marred by looking immediately below; if there were no way of access to it but by this route, the American Army might have stayed there until this time (1839) without being routed.

"It was early in the month of June when nature in this region looks so enchantingly lovely, when the blossoms of Spring had yielded to the deep green of Summer, and the dark glens and gloomy ravines were made still more dark by the shadow of the forest trees that stretched their umbrageous boughs here and there across

(Continued on page 27)



These views of Camp Smith (East Camp, left; Recreation Hall, center; stables and Q. M. warehouse, right) were taken by Capt. E. J. Rodgers, Co. I, 14th Infantry, when he paid a visit to Peekskill in February. Some of that snow would cool you off nicely after a hard day's work in July!

CARE OF THE FEET

By CHARLES R. WALTERS, D.S.C.,
2nd Lt., 343rd Infantry

Reprinted by courtesy of The Illinois Guardsman

ONE of the most important items in the care of the feet is the proper fitting of the shoe. The normal object of a shoe is to afford protection to the foot from injury, cold and dampness. A soldier's shoe is required to fulfill the further purpose of bracing the foot, so that, while still using the bearing surface designed by nature, it may support without strain the additional load of clothing and equipment.

The most important essentials in fitting the Munson last army shoe are: (1) It should be of a size and fitting to accommodate comfortably the wearer's foot and permit a certain degree of foot expansion. (2) It should be fitted over the regulation army sock.

The foot spreads out one-quarter to one-third of an inch in length and one-fifth to one-half an inch in width under the weight of a man with a full pack load. A man should therefore be measured and should be fitted while standing in full marching order. Two-thirds of an inch margin in front of the great toe should be allowed, and the uppers should be easy.

The next important item is the sock. It should provide, (1) an ample cushion between the foot and the shoe; (2) sufficient actual wool to absorb the normal amount of perspiration produced, and, (3) sufficient air space to allow a high degree of insulation and evaporation. The socks must fit properly. If too large they will wrinkle and crease in the shoe, and if too small they will compress the foot and will wear out quickly. In fitting a new sock it should extend one inch and a quarter past the end of the great toe. This will allow for normal shrinkage in washing. The chief causes of undue shrinkage are boiling and excessive rubbing. The



Wide World Photo

Close-up of a British infantryman's footwear

proper method of washing socks is prescribed in army regulations.

The darning of holes must be carefully done in order to preserve the original size and shape of the sock and avoid projections or knots. Socks with undarned holes should not be worn, as the edges of the holes are apt to curl up and cause abrasions, especially under the toes. Socks should be kept clean, for not only is a dirty sock harsh and non-absorbent, but it harbors germs, which cause swollen and offensive feet. After socks are washed and dried, they should be worked with the hands to soften them.

It may be taken as an axiom that dirty feet are unsound feet, and therefore, the soldier should keep his feet clean. They should be washed with water and soap every day, and on active service as often as possible. Almost as important a matter as washing is the drying after washing, especially between the toes.

To prepare the feet for marching, a generous use of soap and cold water is of value. The feet may be soaked

(Continued on page 31)

Rochester, the "Flour City" of the Empire State, was established as a great industrial center only after a long history of exploration and war. French, Indian, and British troops struggled for supremacy. Today, part of the 108th Infantry, 102nd Medical Regt., 121st Cavalry, and the 3rd Bn., N.Y.N.M., are stationed there.

ROCHESTER, the "Flour City," nestled in the valley of the deep-gorged Genesee, is mosaic-like in its perfection of finely fitted years. Carved by the metal of nation smashing wars and polished by the pumice of enterprise, the years are deeply colored, thus making Rochester the core of a vast panoramic design—the Genesee Country.

This rich and pleasant valley formed a vigorous background for a swiftly moving story. Racing water soon was curbed to create power for newly erected grist and saw mills; disease-filled swamps were changed to plowed fields offering food, homes, and rude comfort. The beautiful valleys of the Finger Lakes, now clothed in a glow of peace and serenity, then knew the clash of white man's war and the horror of the native Indian's torturous defense.

The coming of the white man gave to the Iroquois the first premonition of insecurity in their land. This invasion which denied them the right of occupancy brought the Iroquois Confederacy to arms in an heroic struggle for their domain. Etienne Brûlé, as Champlain's scout, passing swiftly through the territory, left behind unrest and the nebulous promise of future conflict. This promise was made an actuality when the Hurons induced the French to attack the Mohawk near the present location of Ticonderoga.

Consequently, the indomitable power of the Iroquois unity was felt. They attacked Huron villages and French



Capt. Francois Pouchot

A French Cavalier

An Early Missionary

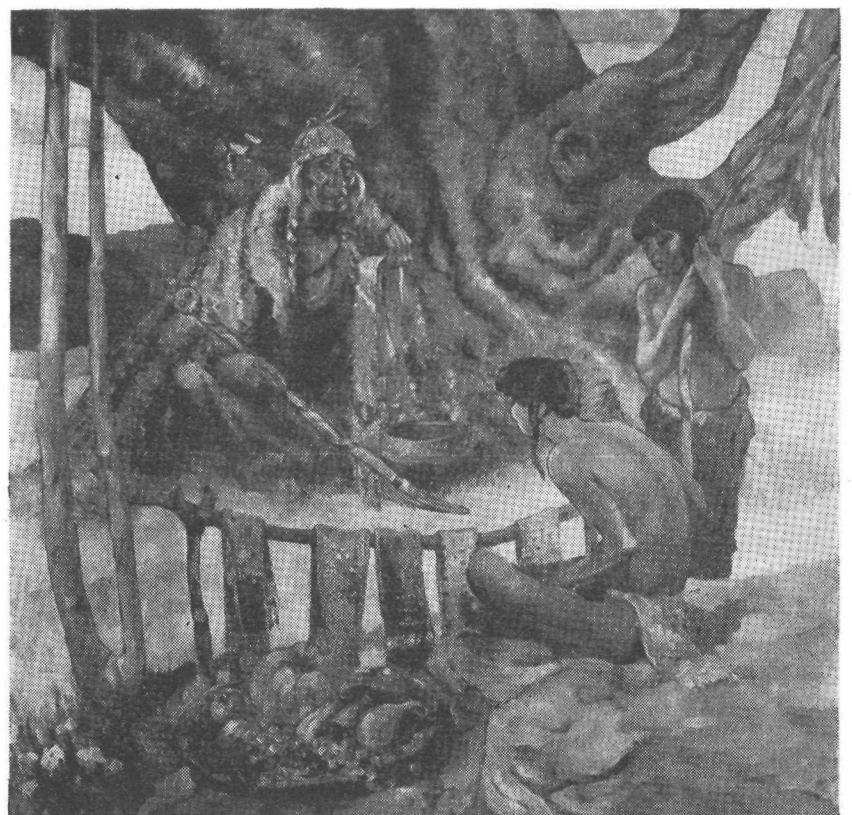
THE EPIC GROWTH

By JANET R. MacFARLANE

missions. Isle St. Joseph, the last brave hope of the Hurons, was completely destroyed, and by 1650 they were a scattered tribe. Attempts at peace were only respites in which opposing forces prepared anew for the struggle. More native enemies remained; the Erie had to be subdued and the Neutrals and Andaste overcome. When this was accomplished the Iroquois were masters of the territory, but bloodier battles were required to retain it.



Colonel Nathaniel Rochester



Seneca Tribe of the Iroquois



Courier de Bois

"Indian" Allan

A Pioneer Woman

George Gray, Staff Artist of the GUARDSMAN, has taken outstanding episodes in the history of Rochester and with his masterly brush has recorded them on the walls of the Blue Room in the Seneca Hotel, Rochester, N. Y. The photographs on this page lack the color of the originals but give some indication of the artist's skill.

Quebec in 1759, the French influence waned. Twenty years later the Iroquois League was broken by the Sullivan-Clinton Campaign in 1779, and in 1784 the second treaty of Fort Stanwix gave the United States title to the Indian western lands, making the white race dominant where once the mighty Iroquois had ruled.

And while nations battled over territories, small groups of people were discovering the extensive possibilities of the Genesee Country. Beside the rushing cataracts they fought their minor battles, and, envisioning a future city, established industries.

But these people were not untouched by the national conflicts, nor were their beautiful valleys unknown to those explorers who were pushing westward.

La Salle, late in the summer of 1669, landed at the small port called Indian Landing in Irondequoit Bay. Fifty years later the French were to erect a small trading station called Fort de Sables, and eventually the City of Tryon was to be settled there, but then there was nothing of civilization. With La Salle came Father Galinée who made the first record of the Genesee Falls on a map which he drew of the region.

The story of this fertile valley began to become known. Two young New Englanders, Oliver Phelps and Nathaniel Gorham, purchased several million acres of the land from Massachusetts, but in spite of the rapid influx of settlers they failed, and it was the liquidation of their holdings which started actual growth. Events moved

(Continued on page 28)

H OF ROCHESTER

Murals by George Gray

France and England, each desiring supremacy in North America, fought bitterly, and the Indian nations raised their shrill war cries against them both. The French were handicapped by the scattering of their Huron allies. England pressed her claims, counting fortunate the loyalty of her own Iroquoian confederates, an allegiance which was more firmly established by Denonville's expedition into the Genesee Country.

After the surrender of Fort Niagara and the fall of



Water-mill Employed by Pioneers



Sieur de La Salle and Father Galinée

PILOTLESS PLANES FOR BRITAIN

ANTI-aircraft batteries in England no longer fire at sleeves or "kite" targets towed by an airplane, but carry out their firing practice on real planes that fly themselves without anyone aboard them.

These realistic targets are small radio-controlled planes which take off, maneuver, and land under the control of radio operators stationed on the ground. Known as "Queen Bees," they have been in use in the British Navy for the past three years and are now being adopted by the British Army for anti-aircraft practice.

When there were but few of these "Queen Bees," any suitable cruiser in which the necessary radio apparatus had been installed was used as a home base for them; but now that their number has increased and the firing practices become so frequent, a special tender has been designed for them which will carry a permanent staff of markers in charge of the machines for recording the fire and bursts.

It will be possible to store at least a squadron of these machines in the hold of each tender, and the necessary equipment with which to service them.

The "Queen Bee" is a De Havilland "Tiger Moth" plane (similar to that flown by King Edward VIII when he was Prince of Wales for his own use), redesigned in certain particulars to enable it to fly itself. One of the features of this plane is the silent operation of its 8-in-line, inverted, air-cooled engine.

Although, at present, it performs the single function of being a target, the Royal Air Force is enthusiastic in its possibilities and is experimenting in secret to develop its wider potentialities. At present, these radio-controlled planes are slow and possess a limited range of action. But the veriest layman can realize that these limitations are merely temporary and will soon be overcome. Larger



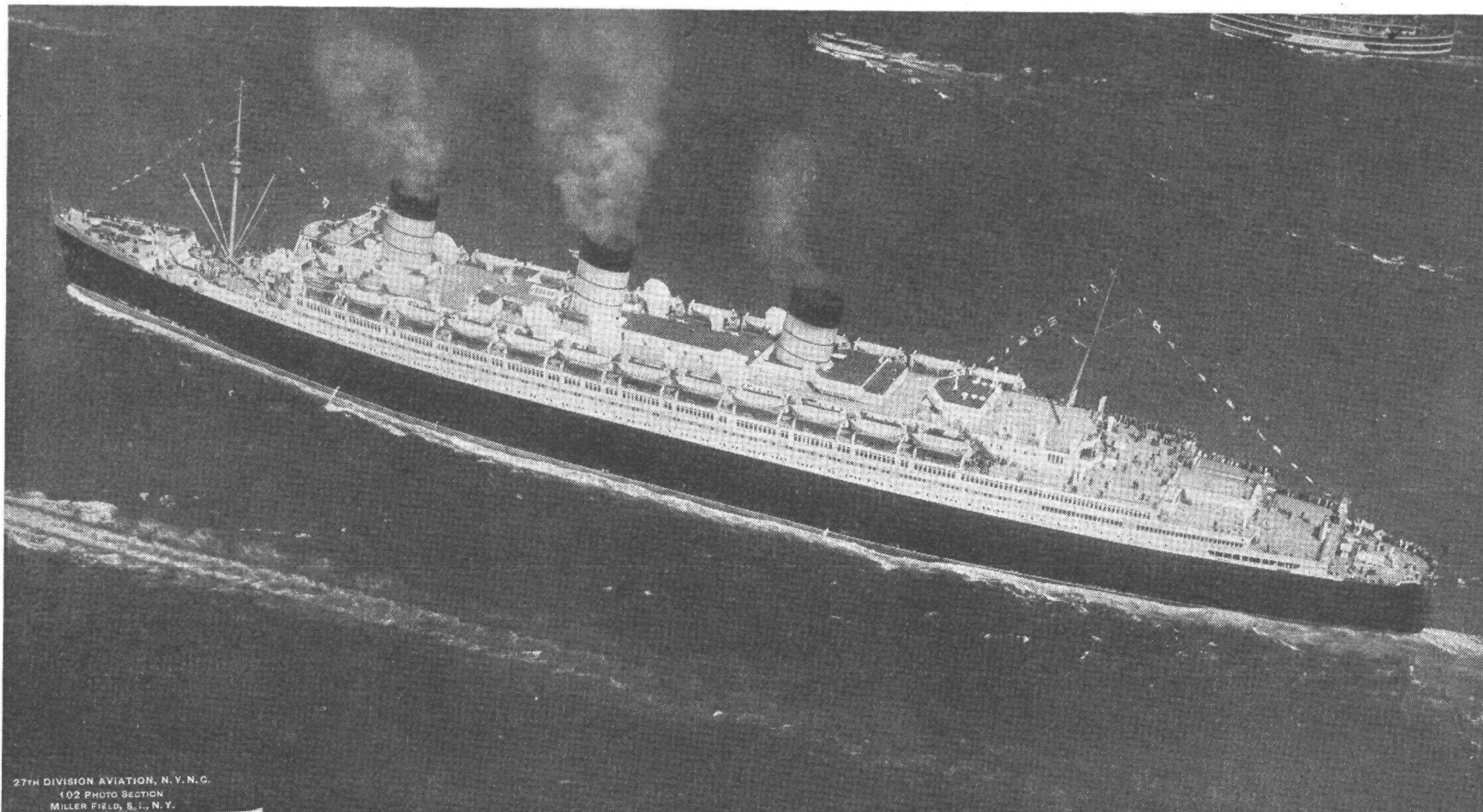
Wide World Photo

Informal Study of a Marshal

Marshal Badoglio, leader of the Italian forces in Ethiopia, was caught by this photographer brooding over his plans as he watched a motorized column making its way towards Addis Ababa. The picture was flown from Addis Ababa to London, flown from London to Frankfurt where it was placed on the Hindenburg and flown to Lakehurst, New Jersey.

machines could very profitably be used as bombers, or equipped with an automatic camera for photographic reconnaissance. Modern airplanes, placed in mass production (as they would be in another great war) could be turned out and replaced in much shorter time than it would take to train pilots to man them. And, free from the vulnerability of a human pilot, they would be more difficult to put out of action.

Remote radio control, as applied to means of locomotion, is still in its infancy, but doubtless a time is coming when tanks, airplanes, maybe even battleships and submarines, will be included in the Robot category. Yet, even when we have all those appliances, the final assault on a position will still be made by the Infantry—on foot.



27th DIVISION AVIATION, N. Y. N. G.
102 PHOTO SECTION
MILLER FIELD, S. I., N. Y.

This superb photograph of the S.S. "Queen Mary" was made by the 102nd Photo Section of the 27th Division Aviation, N.Y.N.G., as the great vessel steamed slowly up the Narrows on her maiden trip to New York. We hope to publish further samples of the 102nd Photo Section's excellent work in the near future.

Aviation Opportunity

A year's free tuition, clothing and medical attention free, salary \$75 a month, and for some a commission in the Regular Army

Reprinted by courtesy of The Recruiting News



AN UNPRECEDENTED opportunity is now available to a limited number of young men of the United States, who meet the prescribed educational and physical standards, to learn aviation in a school that is recognized as having no superior anywhere in the world. New classes for students are organized every four months at the U. S. Army's Primary Flying School, Randolph Field, Texas, popularly known as "The West Point of the Air."

The fact that it is at this institution, and at the Advanced Flying School at nearby Kelly Field, that the Army trains its pilots who will play so large a part in national defense should an emergency arise, is, it would seem, sufficient testimonial to the thoroughness with which students are instructed. Graduates of the Army schools are not military aviators alone; they are aviators in every sense of the word, competent to handle commercial and experimental craft as well as military ships. Let it suffice to say, on this score, that Colonel Charles A. Lindbergh learned to fly at these schools.

In order to be admitted to the Randolph Field school with rating as flying cadets, candidates must be between the ages of twenty-one and twenty-seven, inclusive, must have completed at least two years study in a college or university, and must be in excellent physical condition—able to meet the rigid requirements of the Air Corps of the Regular Army. Needless to say, they must come well recommended as to moral character and stability.

The instruction at the school is, of course, provided without cost to the students. Furthermore, all necessary clothing and equipment is furnished by the Government, and a salary of \$75 per month, plus a ration allowance of \$1 per day, is paid while learning. Upon graduation from the Advanced Flying Schools, the cadets are tendered commissions as second lieutenant in the Air Corps Reserve and, insofar as funds and allotments are available, offered, immediately upon acceptance of reserve commissions, active duty in grade with tactical units of the Air Corps. Reserve officers on active duty receive the same pay and allowances as officers of like grade in the Regular Army. Those who accept active duty assignments may count upon promotion to the grade of first lieutenant after three years, and may be permitted to serve for two years longer with that rank. Those discharged after a minimum of three years' service will be paid a bonus of \$500. Opportunity is also afforded a limited number of accept commissions in the Regular Army.

The Training Center at Randolph Field, says a recent

issue of the Air Corps News Letter, is organized to receive new classes every four months. Each class receives four months' training in the primary stage and four months in the basic stage. Upon the successful completion of these training stages, the students move over to nearby Kelly Field for their last four months in the Advanced Flying School, from which they are graduated as pilots. During the primary stage, Primary Training

Planes, known as PT's, are flown by the students. During the basic stage they are taught to operate a different type of plane known as BT's; these craft are larger than the PT's, speedier and more maneuverable, and provide an intermediate step in piloting between the PT's and the service type planes, such as Pursuit, Bombardment, Attack, and Observation, which are used in training at Kelly Field.

Since a knowledge of equipment he is flying is essential to the student, and since a continuous diet of flying would become monotonous, it is both convenient and advantageous to combine ground and flight training. The students, therefore, receive instruction in airplane engines, theory of flight, radio, ground gunnery, air navigation, meteorology, flight maps, airplane maintenance, and other subjects which constitute a part of the basic knowledge of successful pilots.

This ground instruction is continued until graduation. At the Advanced Flying School it emphasizes tactics of each class of aviation—bombardment, attack, observation, and pursuit.

During the year at the Training Center the student generally receives a total of 323 hours' flying instruction, an average of more than an hour every week day.

Just a word about the location of "The West Point of the Air." Randolph Field is located just out of picturesque and historic old San Antonio. This cosmopolitan city, with its Old World atmosphere induced by contact with the romantic Spanish influence from Mexico, has long been used to the role of playing host to military men, as a result of Fort Sam Houston being within its borders. This city can and does put itself out to make the stay of soldiers pleasant at the nearby posts. Within the city, one naturally finds all the usual forms of metropolitan amusement and recreation as well as conveniences. And among the citizens

(Continued on page 31)



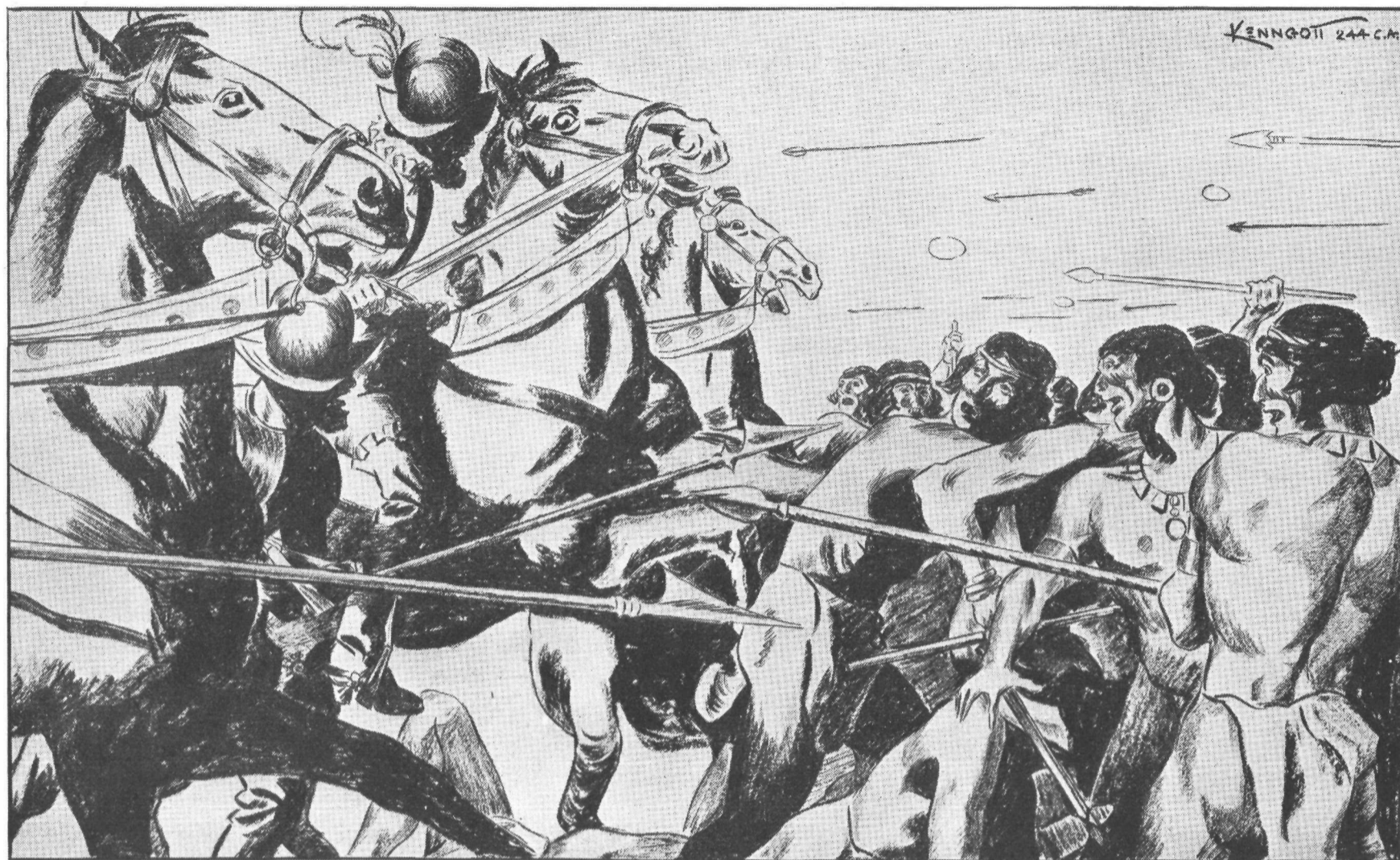


Illustration by H. C. Kenngott

Thirteen Horses Conquered America

The charge of Cortes' thirteen horses threw the Indian warriors into panic and compelled them, in 1519, to accept the bondage of Spain.

By **FRANS BLOM**

Director, Department of Middle American Research, Tulane University

Reprinted by courtesy of The Military Engineer

THOSE days when a man could saddle up his horse, buckle on his sword, and joyously ride out to conquer new worlds are fading into the distance of mythology. Motorized cavalry is the last word—and when the first tanks crawled out of the dawn fog, they threw demoralizing fear into the souls of the enemy.

Has it ever occurred to you that the horse, mounted by man, armed with fire-spewing thunder bolts, could throw thousands of enemies into panic?

We, Europe-bred, have taken the presence of the horse for granted. The horse is as component a part of our lives as the dog and poultry. That is how we feel, but how did those people feel who for the first time saw that monstrous beast, the horse, in a charge?

Horses were part of Spanish military equipment. They were important instruments of war for centuries before Don Cristobal Colon, El Almirante (otherwise Christopher Columbus, 1492—you know the story), stumbled onto a New World. Soon horses followed to the islands of the New World. As they were scarce, their value was high. Spanish looters were in an expansive mood those

days and wanted as much to quench their thirsts for gold as our own brigands. Grijalva, one of them, came back from a cruise not only with rumors of gold, but with gold.

Avarice, in the person of Velasquez, Governor of Cuba, equipped a great commercial venture, an expedition of conquest in the name of God and the King of Spain. He picked Hernando Cortes as his commander. He picked the wrong horse. But this he did not know until later.

So the expedition commanded by Cortes set out, and his Captain, Bernal Diaz, reported on its progress.

All was ready and the precious horses were loaded on board. Horses were exceedingly rare in the New World in those days, and Bernal Diaz remembers every one of those sixteen beasts, the first horses to step on the American mainland, as well as he remembers their owners. He listed them in his journal as follows:

"I will here from memory name all the horses and mares which went:

Captain Cortes: a vicious dark chestnut horse, which died as soon as we arrived at San Juan de Ulua.

Pedro de Alvarado and Herando Lopez de Avila: a very good sorrel mare, good both for trotting and gal-

loping and after we reached New Spain, Pedro de Alvarado bought the other half share in the mare, or he took it by force.

Alonzo Hernandez de Puertocarrero: a gray mare, a good charger, which Cortes bought for him with his gold buttons.

Juan Velasquez de Leon: another very powerful gray mare, which we called "the bob-tailed," very handy and a good charger.

Cristobal de Olid: a dark chestnut horse, good enough.

Francisco de Montejo and Alonso de Avila: a parched sorrel horse, which was no good for warfare.

Francisco de Morla: a great runner and very handy.

Juan de Escalante: a light chestnut horse, with three white stockings; it wasn't very good.

Diego de Ordaz: a gray mare, barren, fairly good, even though it did not run much.

Gonzalo Dominguez, a very wonderful horseman: a dark chestnut horse, very good, and a good runner.

Pedro Gonzalez de Trujillo: a good chestnut horse, all chestnut, which ran very well.

Moron, denizen of Bayamo: a dappled horse with stockings on its forefeet and easy to handle.

Baena, denizen of Trinidad: a dappled horse almost black which did not turn out to be good for anything.

Lares, the very good horseman: a very good horse, of chestnut color, somewhat light, and a good runner.

Ortiz, the musician, and Bartolome Garcia, who used to own gold mines: a very good dark horse which they called "the muleteer." This was one of the really good horses which we brought in the fleet.

Juan Sedeno, denizen of Havana: a chestnut mare, and this mare foaled on board ship."

Sixteen horses and a foal. Soon they were to take part in the most dramatic way to strike terror among the natives of the New World.

After weeks of sailing, land was sighted. The soldiers went ashore; grass was brought to the horses.

Anchor was weighed again. Here and there the fleet touched shore, but only infrequently were the horses

let out of the dungeon-like holds and allowed to stretch their legs.

AT the last moment, another message came from Governor Velasquez to stop the fleet and depose Cortes, but all declared themselves in favor of the Captain General, and Bernal Diaz writes: "If in the town of Trinidad the orders of Velasquez were slighted, in the town of Havana they were absolutely ignored." Cortes wrote to Velasquez in the agreeable and complimentary terms which he knew so well how to use, and told him that he would set sail the next day and that he remained his most humble servant.

Then on the tenth of February, 1519, they set sail for Cozumel, an island on the east coast of Yucatan.

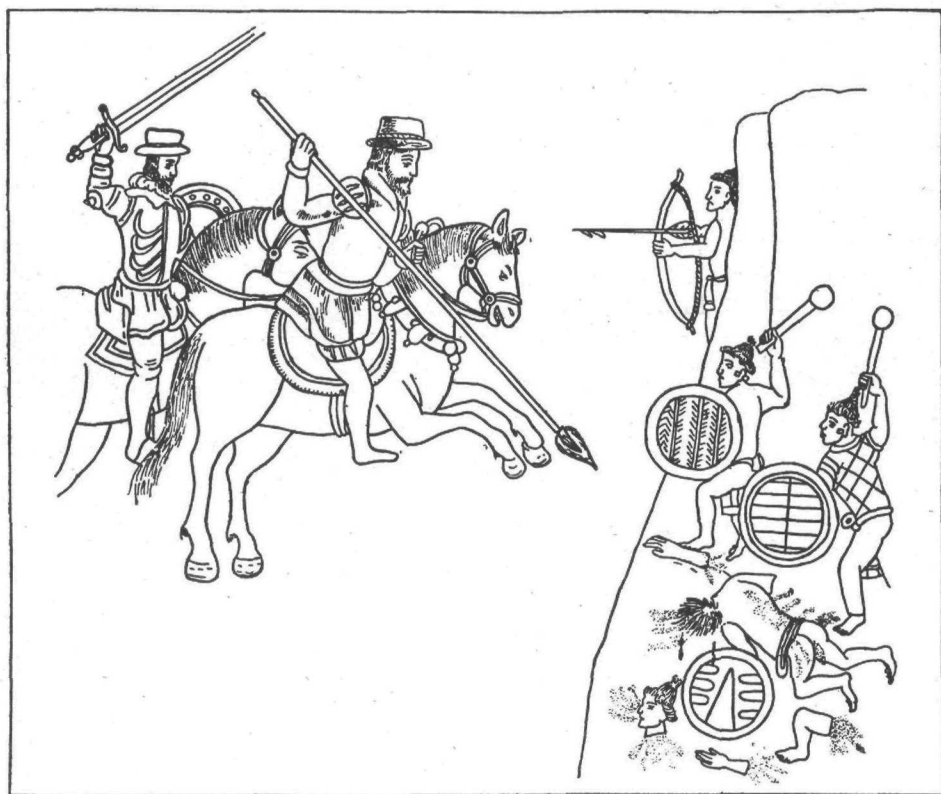
The fleet went up around the north end of the peninsula of Yucatan and after some delays and difficulties they came in sight of the Tabasco River, called Grijalva by the Spaniards because Grijalva was the first European to visit it.

As entrance was shallow, Cortes disembarked in the ship's boats while the smaller ships unloaded at the Point of the Palms, about half a league distant from the town of Tabasco.

The Spaniards found the river, the river banks, and the town bristling with warriors. Canoes with Indians in the dress of chiefs passed near by, and Cortes had Aguilar, who now was the official interpreter, tell them that he had come peacefully and for trade, intending to treat the Indians like brothers, that is to say, if they would at once accept the rule of the great and mighty King of Spain who had been given all these lands by the Pope in Rome. All this, naturally meant very little to the Indians, who answered that they would kill every Spaniard who passed beyond the palm trees.

Seeing that his usual suave talk brought him nowhere, Cortes spent the remainder of the day in preparing his attack. Cannons were placed in three boats and a path leading to the village was scouted.

The next morning, after they had said mass, and felt that they were on the right side of the Lord, they set out to attack. One party of a hundred men went overland, while Cortes, with the rest, went in the boats. As soon as the Indians saw them coming they began battle under much noise from drums and conch shell trumpets. "When Cortes saw how matters stood he ordered us to wait a little and not to fire any shots from the guns or crossbows or cannons and, as he wished to be justified in all that he might do, he made another appeal to the Indians through the interpreter Aguilar, in the presence of the King's Notary, Diego de Godoy, asking the Indians to allow us to land and take water and speak to them about God and His Majesty, and adding that, if they should war on us and that if, in defending ourselves, some should be killed and others hurt, theirs would be the fault and the burden and it would not lie to us . . .," Bernal Diaz tells us. Thus having cleared their conscience before both the Lord and the King, Cortes gave orders for the slaughter to commence.



Copied from Painting by Indians, by C. M. Guidry

Cortes Attacking the Indians

FIERCE was the battle; hordes of Indians attacked the Spaniards who were trying to land. In the skirmish Cortes lost one of his shoes. Arrows, javelins, lances, and stones flew thick in the air, the Spaniards yelled for the protection of Santiago, and the Indians blew their shell trumpets. At intervals, the brass cannons roared, frightening the Indians with their flash and noise. At last the soldiers gained foot on land, and forced the natives back to the stockades and barricades built around the village. The Spaniards drove on and finally succeeded in gaining entrance to the town, driving fleeing and fighting Indians before them through the streets. When the fighting was at its fiercest the troops traveling overland arrived, and the joint forces now swept the Indians before them until they reached a square where there were three temples. There the enemy faced them most bravely, shooting showers of arrows and fire-hardened darts at them.

"There and then Cortes took possession of the land for his Majesty, performing the act in his Majesty's name. It was done in this way: he drew his sword and as a sign of possession he made three cuts in a huge tree called a Ceiba, which stood in the court of the great square, and cried that if any person should raise any objection, that he would defend the right with the sword and the shield which he held in his hands.

"All of us soldiers who were present when this happened cried out that he did right in taking possession of the land in his Majesty's name, and that we would aid him should any person say otherwise. This act was done in the presence of the Royal Notary."

This farce completed, the poor Indians, who viewed the strange proceedings of the strangers, were nothing but rebels, if they should try to defend their own country; but how could they know this?

For several days the Spaniards stayed in the Indian village. Every time they went outside they were at-

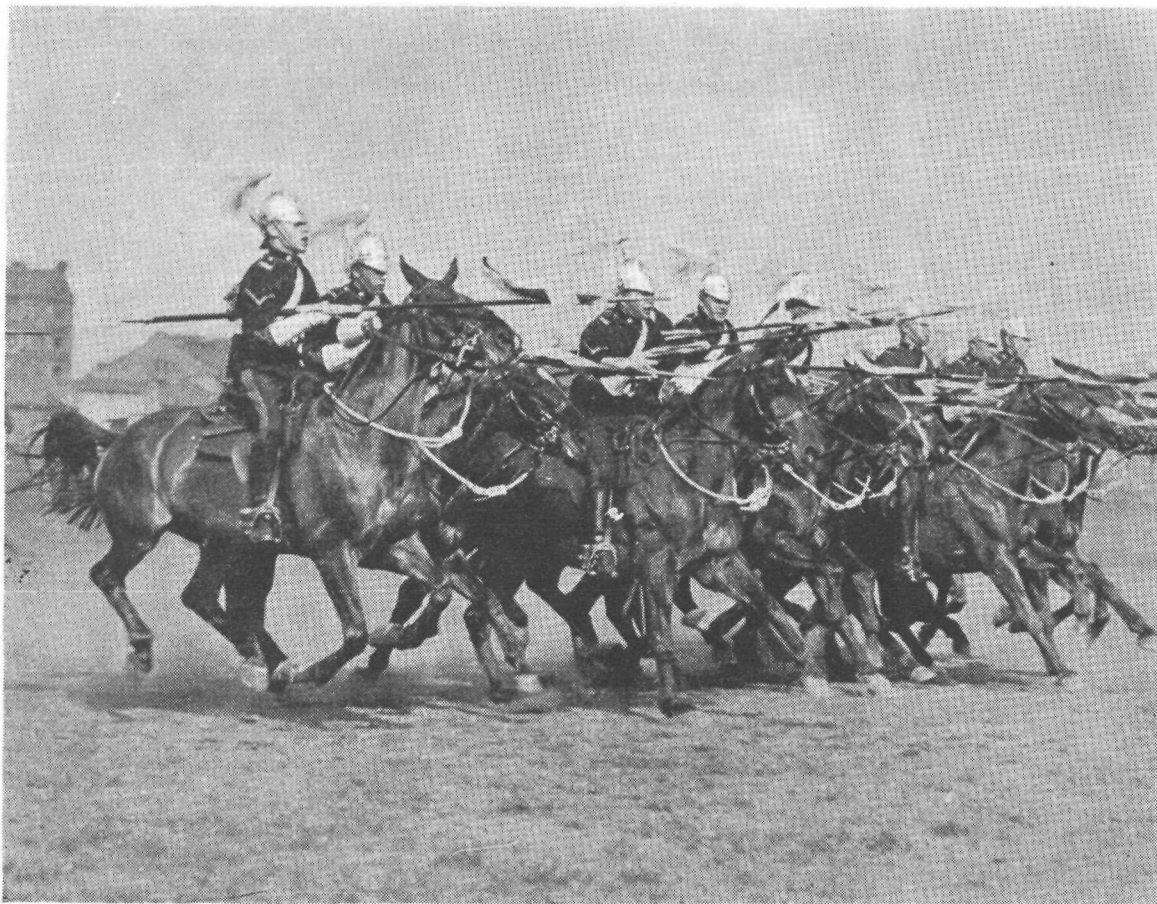
tacked and driven back. Many Indians were killed, and the death roll of the Spaniards was large. In the confusion, the interpreter, Malchorejo, saw his opportunity to escape and join his countrymen, advising them to attack vigorously by day and by night, because the Spaniards were exceedingly few in number.

THE situation began to look serious, so Cortes ordered all the horses landed. At first they were very stiff from having spent so long a time on board ship, but the next day they moved freely. The best of the horses were picked out and with them the thirteen best riders. Bernal Diaz mentions the names of every one of these men who composed the first cavalry troop to go into battle on the American mainland.

On the open plains of Cintla the foot soldiers met the Indian army and they immediately clashed. The Spaniards wore their cotton quilted suits of armor for protection against arrows and lances. They were armed with steel swords and two-handed swords, crossbows, arquebuses, and muskets. The Indians wore huge feather crests on their heads, their faces were painted black and white, and they were armed with bows and arrows, lances, javelins, and wooden swords edged with knife-sharp flakes of obsidian cutting as steel. Surging forth amid the din of drums and conch shell horns, they filled the whole plain. Their fury was like that of mad dogs. First they hurled clouds of stones from their slings; other clouds of arrows and javelins descended on the Spaniards; then it came to a hand to hand fight. Seventy Spaniards were wounded in this first encounter. And the Spaniards fought back as best they could. Mesa, the artillery man, killed many with his cannons, but could not drive them off. Wave after wave of Indian warriors beat down on the small band of soldiers. Diego de Ordaz, the captain of the Spaniards, thought that there were at least three hundred Indians to each of his men. Many, many were the Indians who bit the grass, and to cover their losses the native fighters threw up great clouds of dust and dirt like a modern smoke screen.

The Spanish swords made inroads in the ranks of the Indians, so the latter retired some distance and swamped their enemies with javelins and arrows. The Spaniards began to waver. Then—

Out from behind the Indians, with open ground over the plain, charged the thirteen cavalymen. Never had Indian seen such strange animals—never had he seen or dreamt of centaurs. Snorting, galloping brutes, with flying manes, quivering nostrils, and with menlike bodies rising from their backs, came charging down on them like a hurricane. They thought horse and rider one animal, and a formidable animal it was. It brought death and destruction. It was terror.



Wide World Photo

Cortes, with about as many men as there are British Dragoon Guards above, struck terror into a vastly outnumbering enemy and conquered a new world.

THE Indians halted for a second, — stunned — the Spanish foot-soldiers again took heart and attacked from the front, while the horsemen and animals charged from the rear. Cannons roared, belching smoke and fire and death-like thunderbolts, — muskets cracked. These enemies were of another world. Could it be possible that they really were the sons of Kukul-can, the Fair God, Quetzalcoatl, who had come to claim the country?

Suddenly the entire Indian army broke down. Every single man turned in deadly fear and fled for safety. In a few minutes the battlefield was empty, except for the small Spanish army, tired and weary by the fight, and badly cut up. Corpses lay scattered over the fields. Buzzards were gathering against the blue sky.

Under the shade of some trees, the tired soldiers gathered to take stock of their losses. Three horsemen and five horses were dead, two soldiers had been killed, five Indians had been taken prisoners, and practically every man had suffered one or more wounds.

Bernal Diaz tells us: "This was the first battle we fought under Cortes in New Spain. After this, we tended to the wounded with cloths, as we did not have other things, and we treated the horses with fat of an Indian among the dead ones, whom we opened to take out the fat, and then we went to see the dead who lay scattered over the battlefield. There were more than eight hundred, most of them lanced and others killed by the shots, and the guns and cross-bows. Many were only half dead and had fallen on their backs. Where the horses had passed there were gathered many dead, and many more who were groaning from their wounds. The battle lasted over one hour, and the Indians fought bravely until the horsemen over the hills, arrived. . . ."

Two of the Indians taken prisoners were brought before Aguilar, the interpreter, and he gave them green and blue beads, and sweet words, urging them to go to the chieftains and say that Cortes and his men had wished them no harm, but that he only wanted to be their brother, and now wanted all the chiefs to meet before him.

Then thirty Indian minor chiefs arrived, with many gifts and asking leave to burn and bury those who had fallen in the battle. When permission had been granted they departed, saying that the great chieftains and leaders would come the next day.

AFTER they had left, Cortes suggested to his men that the Indians undoubtedly had been terrified by the cannons and the horses, and it might be well to keep this up. He gave orders that one of the mares, which had foaled a few days previously, should be brought to the place where he would meet the Indian



Wide World Photo

One of these tanks could have done as much as Cortes' cavalry did in less than half the time. They are British tanks firing real shells and machine gun bullets against moving targets in the south of England.

leaders, and also to bring a stallion belonging to Ortiz, the Musician, near enough so that it could scent the mare. Then to lead them to a place where the Indians could not see them. He also instructed that the largest cannon should be loaded with a big charge of powder and ball.

About noon of the following day the Indians arrived, forty great chiefs, with their retainers. They made deep salutes and burnt incense before the Spaniards, asking for pardon and peace.

Cortes spoke to them as if he were very angry, and reminded them of how often he had sent messengers to tell them that he was coming with peace and brotherly love; only their own obstinacy had brought destruction over them. His great lord, the Emperor Don Carlos, would forgive them but the cannons and the horses were still angry. At this moment the large cannon was secretly fired, it went off with a great thunder and the ball went hissing over the hills, to the terror of the Indians. With a sly smile, hidden by his long beard, Cortes told them that they should not fear because he had given orders to protect them.

Just then, the stallion was brought up. It scented the mare, which it had seen at the place where the Indians now were standing. Looking with wild eyes in their direction, pawing the ground and neighing fiercely, it pulled madly at its halter. Again a great terror came over the poor Indians, and Cortes went up to the stallion, patted it, stroked it and spoke mildly to it. The horse was led away, and Cortes returned, telling the chiefs that all was now well; he had spoken good words for them.

Thirteen horses had plunged into battle and spread such fear that the old nations of the new world accepted bondage.

THE END

The right Countersign!



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TRADE MARK
BEER & ALES
IN CAP-SEALED CANS or BOTTLES

MAJOR GENERAL JOHN J. PHELAN

(Continued from page 7)

to each shoulder strap was fixed, one each by Colonels Jackson and Anderson, the Regimental Commanders in his 93rd Brigade. These niceties were but incidents in passing, the real "touch" being his last Review. Many thoughts must have raced through the minds of his numerous friends present but the epitome of John Phelan is best expressed in the words of the Program on that evening.

"IF YOU WOULD SEE MY MONUMENT, LOOK ABOUT YOU!

"Thus spoke a great architect in a great Cathedral. Thus can Major General John J. Phelan likewise speak as he stands with us tonight for the last time officially.

"Forty-one years of service, every one an unblemished stone in the structure of the soul of his Regiment, he is one of the few privileged to live long enough to see the fruits of his efforts.

"Time officially separates him from active service but it cannot separate his spirit from that which he has accomplished; it is an integral part of the 69th Regiment.

"General Phelan started in this Command as a private soldier and tonight possesses the highest rank within the gift of this State. His professional and private life is one of history and admiration in the annals of the State of New York and of New York City. That side of him which he scrupulously hides from public view is one of deep sentiment and justifiable pride in all that he does or undertakes to do. He has never failed to help his fellow-man and no matter what the stress of business or other obligation, he never hesitates to shape his course to the betterment of his Regiment. His Regiment is probably the second greatest love of his life, following only his family.

"His kindest deeds are known to but a few and in most instances to none but the recipient of his valued counsel or assistance.

"The law provides that he no longer be an active soldier but this Regiment desires that he continue as though the law had never been written."

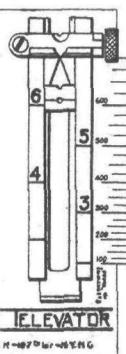
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Wide World Photo

The Brave Deserve the Fair

German girls broke from the crowded sidewalks in Dusseldorf and offered flowers to the soldiers when German troops occupied that town in the Rhine area.

The Forgotten Men

(Continued from Page 9)

radial airplane engines, since these are now being used in Ordnance vehicles.

IN the artillery course the students overhaul trench mortars, 37 mm guns, the 75 mm materiel, both guns and howitzers, as well as those of larger caliber. The course includes lectures on related subjects of interest to students such as the development and growth of modern artillery materiel, the development of new methods of manufacture and a brief insight into the industrial mobilization activities of the department.

In the small arms department the student becomes familiar with all standard materiel including the semi-automatic rifles and Thompson machine guns. Actual firing is participated in by the students and a small-bore indoor range is available for target practice. Students participate in the inspection and repair of unserviceable materiel received from organizations for overhaul.

The course in ammunition is quite complete. Instruction is imparted to students through the medium of lectures, study and demonstrations. All types of ammunition are discussed in detail, including problems of manufacture that are important in mass production activities. The means by which all types may be identified, the storage problems that are peculiar to the various types of rounds and the surveillance activities by which the stability of all ammunition is constantly being checked, give the student an opportunity to grasp the significance of the many detailed tasks that fall to the lot of ammunition handlers in the field.

In order to remove some of the mystery that sometimes enshrouds fire control instruments, the students are given a course which covers the various troubles that may be encountered in the field, the limited corrections that may be made, and the means by which their accuracy may be checked. He is required to disassemble, clean, reassemble and adjust field glasses. This does not produce an expert mechanic by any means but it does give him enough information so that he may develop a plan for improving the condition of field glasses, when funds are not available to permit arsenal overhaul.

In the service section he gets an opportunity to follow his own desires to some extent and one may find students in the machine shop operating lathes and milling machines or perhaps in the welding department making some gadget to take home to the wife. The time is available to permit him to acquire considerable knowledge on the possibilities and limitations of the tools with which his mechanics will operate in the field. Expert mechanics give demonstrations of various operations and from lectures he learns the difference between such items as vernier and morphidite calipers.

One might term this a practical trade school especially designed to teach those who will supervise the supply and mechanical adjustment and repair of Ordnance equipment. The student is on his own. He may learn as much as his personal capacity will permit him to absorb. He is busy throughout the day, and one who tires easily will find it difficult to keep up with the more aggressive students.

The courses for non-commissioned officers and specialists are likewise practical in nature. The men are

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Inner Cellophane Jacket
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taught how and why the various tasks are performed. No one is graduated unless he has proven himself qualified to perform the duties for which he is trained.

The school has been quite successful in its efforts to supply trained men to the field forces. Courses are changed and new subjects introduced as new problems arise. The development of new equipment for Ordnance troops has also received some assistance from research carried on in the school. The officers of the National Guard are welcomed to our classes, to participate in our training exercises as well as to bring new and interesting ideas of our National defense problem that might be otherwise overlooked.

U. S. ARMY'S NEW TRAINING PLANE

AFTER complete performance tests at Wright Field, Dayton, the Air Corps has accepted the first six of its new basic training planes, manufactured by the Seversky Aircraft Corporation at Farmingdale, L. I.

The total order is for 30, the first planes ever purchased by the Air Corps to be built from the ground up as basic training planes. In the past, trainers used for this purpose have been a renovation or adaptation of tactical planes.

The Seversky trainer is a low-wing, all-metal monoplane of high speed performance. It has a top speed of 176 miles an hour, and by means of a special "discelerator" flap which acts as an air brake, lands at less than 60 miles an hour. It is the fastest training plane the Air Corps has ever bought, and its maneuverability and rate of climb equals that of most of the tactical planes now in service.


A feature of the trainer is its versatility in the matter



of landing gear. Within an hour the plane can be made into an amphibian by the addition of pontoons. These pontoons are so constructed that they may be used for emergency landings on snow, ice, mud or heavy sand. Thus the trainer becomes adaptable for use at any Air Corps post from Alaska to Florida throughout the whole year.

The amphibian plane in which Major Alexander P. de Seversky established the world's speed record of 230.03 miles an hour, is the sire of the trainer.

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CONTINENTALVILLE—157 YEARS AGO

(Continued from page 14)

the gulch below, veiling with perfidious beauty the deceitful pits and chasm that lurked there, that Captain Olney by a steep and narrow path gained the encampment of the modern Israelites. And oh, what a scene must have burst upon his view. Thousands had been added to the army since he left it; new hope, new life, new energy, awoke in every bosom; lines above lines of snowy tents adorned the sides of the lofty mountains, while the glitter of arms reflected by the Summer sun, shone from the crowded ranks that were paraded on the green. High above the tents, the marquee of the Commander-in-chief was distinguished by the banner of his country (the star-spangled banner), on every eminence that could be seen, the wary sentinel was walking his post, ever and anon turning a watchful eye down the mighty Hudson."

General Washington was then at Moore's House or the Red House, in Washington Valley, north of West Point.

GRADUATED AND MARRIED



AS soon as graduation exercises were over at the U. S. Military Academy, West Point, on June 12th, 1936, Cadet Foster L. Furphy, one-time member of the 27th Division Quartermaster Trains, slipped away from all the excitement and led his bride to the altar. June 12th will be a memorable day in his life from now on!

Furphy enlisted in the 105th Motor Transport Co., 27th Division Quartermaster Trains (Brooklyn) on

October 24th, 1929. He was discharged on July 13th, 1932, with the rank of first-class private, to enter the U. S. Military Academy at West Point.

The members of his old N.Y.N.G. outfit (now the 102nd Quartermaster Regiment) felt especially proud of the fact that out of a total list of 276 cadets, Furphy graduated fifty-second.

He has picked the Coast Artillery as his branch and will be sent to Fort McArthur, San Pedro, Calif. The GUARDSMAN wishes him the best of luck in his marital and military careers!

**Preparing for WEST POINT
STANTON PREPARATORY ACADEMY
CORNWALL, N. Y.**

New York National Guard candidates attending this school have won appointments and cadetships every year since the school was founded in 1925. Candidate standing No. 1 in November, 1935, competitive examination held by N.Y.N.G. attended this school. H. G. Stanton, Lt. Colonel, O.R.C., Graduate, West Point, 1911; Instructor, Dept. of Math., West Point, 1914-17; Asst. Professor, West Point, 1921-25.

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PHILADELPHIA NEWARK AND THE ORANGES



Gen. Sullivan opens Punitive Expedition, 1779

THE EPIC GROWTH OF ROCHESTER

(Continued from page 17)

rapidly. Part of the territory was purchased by the Holland Land Company, and part by Sir William Pulteney who had as his agent a dashing and gallant gentleman, Charles Williamson, and who, selling land at one dollar an acre, persuaded many to purchase in this area.

The first white inhabitants of the Rochester region, Mary Jemison, the "White woman of the Genesee" and Ebenezer ("Indian") Allan, the first miller, were two of its most picturesque. When Mary Jemison was fifteen, a band of Shawnee Indians and French soldiers, avenging the death of one of their members, attacked the Jemison home in Pennsylvania, and captured and killed the entire family. She alone was unharmed, and later was adopted as a Seneca. The name "Two Falling Voices" was given her, and she lived among the Indians, eventually marrying a Delaware brave. When the Genesee Country was opened to settlers Mary Jemison was living on a tract of land near the river. It was on her farm near Mt. Morris that Ebenezer Allan found employment just at the close of the Revolutionary War.

Allan made a deal with Phelps and Gorham when they began to develop their purchase, and in exchange for one hundred acres of land he erected a saw mill and a grist mill. Thus was begun Rochester's first industry which capitalized its major asset—water power—and from which came the title of "Flour City." The name of Rochester was taken after Col. Nathaniel Rochester who, with two companions, visited the country and made extensive land purchases.

Small settlements developed along the river banks, and the flour ground in Rochester and Frankfort, was shipped in barrels made in Dublin. The Erie Canal was the factor which determined which village was to become the greatest, and gradually, Rochester absorbed the surrounding towns. The Village of Rochesterville was incorporated in 1817, and in 1834 the community obtained a city charter. The "voice" of the Genesee now is muffled, but its cataracts furnish power to innumerable industries.

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to-day

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Good beer

LIEBMANN BREWERIES INCORPORATED
BROOKLYN, N. Y.

He Makes the Finest Rifle Barrels in the World

(Continued from page 11)

in are now accepted with the express understanding that they will be fitted with new barrels when and if Pope ever gets time to do it. More orders are turned down than are accepted, yet between 200 and 300 guns are piled up ahead of him. At seventy-three, he is working seventeen hours a day and answering correspondence after ten o'clock at night. He makes barrels for pistols and revolvers when he has to. But what he wants to do is make rifle barrels.

After hours, when the warehouse is closed, customers who know the procedure stand on the street corner below and yell: "Pope! Hey, Pope!" until he paddles down and lets them in. Everybody in the neighborhood knows him and when you set up the shout they all join in until he pokes his head out the window four stories above. He never has had a telephone and he frequently brings a supply of food and sleeps in his shop until his grub gives out.

Not long ago, a man brought him a gun he wanted fixed. He found Pope bent over a vise filing on a piece of steel. When he started to explain what he wanted, he was told: "Don't talk to me now!" A little later, he broached the subject of his visit a second time. Pope shouted: "I said don't talk to me now!" By the time Pope laid down his file, the customer was packing up his things and muttering something about "a swell way to treat a customer."

It was an obvious statement. But, what the man did not know was that Pope had been working for two solid weeks making a special tool to rifle the barrel of an odd-caliber gun. He had filed it down to two ten-thousandths of an inch of its exact diameter and the light was just right for finishing it. If an interruption had made him file a hair's breadth beyond the mark, his whole two weeks' labor would have been lost.

All his rifling is done by hand. He judges what is going on inside the barrel by the feel and the sound of the cutting tools. To rifle out the inside of a .22-caliber barrel takes about seven hours. The cutter is fitted with a wedge and screw-head so the feed, or depth it cuts, can be varied from time to time. The steel shaving removed from the grooves at first is about 1/5,000th of an inch thick. Later, when the end of the work is near and there is danger of cutting too far, less than 1/40,000th of an inch is removed during a "pass." It takes about 120 passes to cut each of the eight grooves within the barrel.

All his rifle barrels are drilled from solid stock, special oil-tempered, fine-grain steel being employed. For fifteen



Every gun is examined with great care

years, he has been getting his steel from the same company after trying almost every kind on the market. Some batches of steel cut more easily than others and he has to "humor the stock." The worst steel he ever got came during the last days of the World War. It was so full of grit and cinders he had to sharpen a reamer fourteen times to get through one barrel. Ordinarily he can get through twelve on a single sharpening.

When he nears the end of a job, he pushes a bullet through the barrel and with a micrometer measures the exact depth of the grooves recorded on the lead. Sometimes it is two weeks before he is satisfied with a barrel he has produced. To him, they are almost like children and he will never do another

job for a customer who abuses one through ignorance or neglect. On the other hand, he has made as many as nine barrels for a single individual who appreciated fine guns.

The high-pressure, smokeless ammunition and jacketed bullets used today are especially hard on the inside of barrels. Three or four thousand rounds is all they can stand. Owners of Pope barrels usually save them for important contests and practice with other rifles. In contrast, Pope has a .33-caliber black-powder rifle that has been fired 125,000 times and is still in almost as good condition as it was in 1892, forty-four years ago, when it was first made.

All told, Pope has turned out more than 8,000 hand-tooled barrels, fitting them on almost every make of gun produced in America and on many of those manufactured abroad. Most of the demand now is for .22- and .30-caliber barrels with only an occasional .32 or .38.

Thirty years ago, Pope records for off-hand shooting were almost as famous as Pope barrels. Once over a period of several days, he made 696 consecutive bulls-eyes at 200 yards and another time he placed fifty consecutive shots all within three and three-fourths inches of dead center. His fifty-shot record, made shortly after the turn of the century, was 467. Today it is only 470. His hundred-shot record was 917. Today, the record is only 922.

But for a fluke during a match at Springfield, Mass., on March 2, 1903, Pope would still hold the world's record for 200 yards on the standard American target. He was putting bullet after bullet into the bulls-eye, when a spectator disturbed him by asking questions. He forgot to remove the false muzzle, a one-inch auxiliary barrel placed on the end of the gun to protect the real barrel when the bullet was rammed home, and did not see it when aiming through the telescope sight. The shot blew the false muzzle off and counted as a miss. In spite



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of this break in luck, he ran up a score of 467 for the fifty shots, was high man for the day, and advanced the existing record four points! Some time later, after his gun had cooled off and conditions had changed, he tried an extra shot just to see what his score might have been without the miss. He scored an eight. If that could have been added to his mark for the day, the total would have been 475, five points beyond the world's record in 1934!

As he tells you of these old-time matches, he fishes yellowed score cards from the inner pockets of an ancient wallet or digs into a pile of odds and ends like a squirrel finding a nut buried in a forest and brings forth a crumbling target riddled by his fire decades ago.

From time to time, as he talks, he lights a cigarette with a cigar lighter. But it is no ordinary lighter. It is a glass syrup jug a foot high filled with

soaked cotton batting and having a flint wheel soldered to its top. One filling will last a year.

As long as he can remember, Pope has been interested in guns. He was born in 1861 at Walpole, N. H. By the time he was ten years old, he was running errands for a firm in Boston. Every noon he would duck up alleys from one sporting-goods store to another to gaze at the firearms in the windows. When he was twelve, he had one of the largest collections of free catalogs in the world. He wrote to European as well as American manufacturers for pamphlets and price lists.

In 1881 he graduated from the Massachusetts Institute of Technology with an engineering degree. For twenty-three years afterwards he was in the bicycle business, ending as superintendent of a plant at Hartford, Conn.

While he was turning out bicycles, he worked with guns on the side. At least twice a week, he used to get up at three o'clock in the morning, climb on his high-wheel bicycle, and pedal out to a target range, his muzzle-loader over one shoulder and a fish basket filled with ammunition and targets slung over the other. After shooting for two hours, he would pedal back uphill to town and be ready for work at seven.

When he traded in his .40-caliber Remington for a new .42-40 which had appeared on the market, he found himself confronted with a mystery which led him into making barrels of his own. His shooting dropped off as soon as he began to use the new gun. He blamed himself at first. Then he began making tests of various loads, bullets, and powders. He built a machine rest for the gun to take the human element out of the experiments. In the end, he discovered that the trouble lay in the pitch of the rifling. The twist was so slow it didn't spin the lead fast enough to keep the bullet traveling head-on. The slug was actually turning somersaults.

Working nights on an old foot lathe in his basement, he turned out his first gun barrel in 1884, and fitted it to the defective gun. His shooting scores not only equalled his old marks with the Remington but exceeded them. Some of his friends at the local gun club wanted barrels on their guns. Immediately, their scores jumped. The records made by the club attracted attention all over the

country and letters of inquiry began coming in. In 1895, Pope took a few outside orders. In two weeks, he had enough to keep him busy nights for six months.

A few years later he headed for California. San Francisco was then the center of shooting interest in the United States. He set the opening day of his gun shop for the eighteenth of April, 1906. At five o'clock in the morning, the great earthquake and fire struck the city and wiped out his shop and everything it contained. Returning east, he settled down at 18 Morris Street, Jersey City, in the building he still occupies.

Only once in his half-century of handling guns has he had an accident. A friend asked him to fit a rifle barrel to one side of a double-barreled shotgun so he could hunt deer with the rifle side and ducks and small game with the shotgun side. Pope finished it just in time to catch the train for a week-end visit and hunting trip without being able to give it shot tests.

The next day, he took the curious combination gun out for a trial. On the first shot, the rifle side drove the firing pin back out of the gun almost with the speed of a bullet. Only the fact that it struck the stock a glancing blow and a cross grain deflected its course kept it from striking Pope squarely in the right eye. As it was, the spinning piece of steel, an inch long and a quarter of an inch thick, hit flat just above his left eyebrow, burying itself in the bone. After a surgeon extracted it, Pope went on with his hunting trip and bagged the first buck shot by the party.

It is just fifty years this spring since Pope made his first gun barrel. After half a century of machine-age progress in which most manufacturing has been turned over to automatic mechanisms, Pope remains a New England mechanic. Still using home-made tools, still employing time-worn methods, he is producing still, in his high-perched little workshop, gun barrels that lead the world.

"I suppose your home-town is one of those places where everyone goes down to meet the train."

"What train?"—*Juggler.*

"How didja get that black eye?"

"Oh, I saw a car parked along a dark road last night and I stopped and asked the driver if he needed any help."—*Our Army.*

CARE OF THE FEET

(Continued from page 15)

each night, while on the march, in a solution of salt, alum or saltpetre (about a handful of any one of these in two quarts of water). Men who have tender feet may ward off this condition by applying grease or soap to the feet or soap to the outer surface of the sole of the socks.

Changing into canvas shoes (sneakers) after a march rests the feet enormously and permits the shoes to be aired and dried. Wet shoes should be changed as soon as possible, and arrangements made for drying them slowly. It is often a good thing to use saddle soap on shoes while they are still warm from the heat of the feet.

A simple device for lessening the friction between the foot and the sock, and to support the arch while on a fatiguing march, is a leather strap and buckle. The strap should be one-eighth of an inch thick, a full half an inch in width, and twenty-nine inches long. It is passed, as a figure eight, under the foot, over the instep, and buckled over the outer ankle bone. This so lessens the normal friction that a man with blistered feet can often march in comfort. The strap can be improvised from a puttee or bandage.

The following is a brief outline of foot comfort procedure after a hard day's march:

- (1) Remove shoes, saddle soap and dry.
- (2) Wash and dry socks, rub them until soft; darn holes, but leave no ridges.
- (3) Wash feet in cold water or soak them in a solution, and dust with foot powder.
- (4) Have all blisters and abrasions treated by the regimental doctor.
- (5) Put on clean socks and canvas shoes.

AVIATION OPPORTUNITY

(Continued from page 19)

a truly Southern hospitality prevails.

All in all, young men considering aviation as a career, can scarcely do better than weigh well the advantages connected with a course of instruction at the Army Air Corps Training Center. Successful candidates for admission receive a year's free instruction that covers thoroughly every phase of flying and airplane maintenance; they receive clothing and

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Young men interested, who believe

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that they can meet the educational and physical standards prescribed, should write to The Adjutant General of the Army or the Chief of the Air Corps, Washington, D. C., or to the Secretary of the Air Corps Training Center, Randolph Field, Texas. A letter, or a postcard, in the following language is recommended:

"Please send me information and application blanks relative to securing an appointment as a Flying Cadet in the Army Air Corps."



Wide World Photo

Taking Five in its Stride

Number Five, from the right is in a hot spot, although, from his expression, he doesn't seem to know it. These five heroes are members of the London Signal Corps and are preparing for a big daredevil riding display at the Wembley Stadium, London.

AVERAGE PERCENTAGE OF ATTENDANCE

MONTH OF MAY, 1936

AVERAGE ATTENDANCE FOR ENTIRE FORCE (May 1-31 Inclusive).....90.47%

Maximum Authorized Strength New York National Guard..1499 Off.	22 W. O.	19485 E. M.	Total 21006
Minimum Strength New York National Guard.....1467 Off.	22 W. O.	17467 E. M.	Total 18956
Present Strength New York National Guard.....1417 Off.	20 W. O.	19500 E. M.	Total 20937

NOTE

(1) The small figure placed beside the bracketed figure shows the organization's standing on last month's list as compared with its present rating.
 (2) The "How We Stand" page has been condensed into the "Average Percentage of Attendance" page by showing, beneath each organization's percentage, its maintenance and actual strength.

244th Coast Art. 95.85% (2)²
 Maintenance 646 Actual 728

212th Coast Art. 95.65% (3)⁵
 Maintenance 705 Actual 776

71st Infantry 95.19% (4)³
 Maintenance1038 Actual1188

156th Field Art. 93.53% (5)⁷
 Maintenance 602 Actual 642

102nd Med. Regt. 93.12% (6)⁶
 Maintenance 588 Actual 679

Special Trps., 27th Div. 93.10% (7)⁸
 Maintenance 318 Actual 342

102nd Q.M. Regt. 93.00% (8)¹¹
 Maintenance 235 Actual 285

258th Field Art. 92.93% (9)¹⁸
 Maintenance 647 Actual 703

245th Coast Art. 92.54% (10)¹⁶
 Maintenance 739 Actual 798

101st Cavalry 92.14% (11)¹²
 Maintenance 571 Actual 666

106th Field Art. 91.87% (12)¹⁰
 Maintenance 647 Actual 686

369th Infantry 90.78% (13)¹⁴
 Maintenance1038 Actual1126

27th Div. Avia. 90.55% (14)⁹
 Maintenance 118 Actual 127

104th Field Art. 90.54% (15)⁴
 Maintenance 599 Actual 665

102nd Eng. (Com.) 90.33% (16)²³
 Maintenance 475 Actual 502

14th Infantry 90.27% (17)¹³
 Maintenance1038 Actual1184

165th Infantry 90.03% (18)¹⁹
 Maintenance1038 Actual1143

174th Infantry 88.61% (19)²⁵
 Maintenance1038 Actual1174

HONOR ORGANIZATION	No. of Dr.	Aver. Pres. & Abs.	Aver. % Att.
121st Cavalry 96.16%			
Maintenance 571			Actual 624
HEADQUARTERS ..	4	6	6 100
HDQRS. TROOP	5	67	65 97
BAND	6	33	32 97
MACH. GUN TROOP	6	73	69 95
HDQRS. 1st SQUDN.	4	1	1 100
TROOP A	5	69	65 94
TROOP B	4	68	64 94
HDQRS. 2nd SQUDN.	4	2	2 100
TROOP E	5	69	66 96
TROOP F	4	69	69 100
HDQRS. 3rd SQUDN.	4	2	2 100
TROOP I	4	66	65 99
TROOP K	4	68	65 96
MED. DETACHMENT	6	33	31 94
		626	602 96.16

Hdqrs. 27th Div. 95.71% (4)⁸
 Maintenance 65 Actual 72

87th Inf. Brig. 97.61% (5)⁵
 Maintenance 27 Actual 43

53rd Inf. Brig. 95.34% (6)¹
 Maintenance 27 Actual 44

93rd Inf. Brig. 92.10% (7)⁷
 Maintenance 27 Actual 38

52nd F. A. Brig. 92.00% (8)⁹
 Maintenance 36 Actual 51

54th Inf. Brig. 91.66% (9)⁴
 Maintenance 27 Actual 47

BRIGADE STANDINGS

Coast Art. Brig. 94.65% (1)²
 Hdqrs. & Hdqrs. Detach.
 212th Coast Artillery
 244th Coast Artillery
 245th Coast Artillery

51st Cav. Brig. 94.55% (2)¹
 Hdqrs. & Hdqrs. Troop
 101st Cavalry
 121st Cavalry

87th Inf. Brig. 91.59% (3)⁴
 Hdqrs. & Hdqrs. Company
 71st Infantry
 174th Infantry
 369th Infantry

52nd F.A. Brig. 90.32% (4)³
 Hdqrs. & Hdqrs. Battery
 104th Field Artillery
 105th Field Artillery
 106th Field Artillery
 156th Field Artillery
 258th Field Artillery

93rd Inf. Brig. 90.18% (5)⁵
 Hdqrs. & Hdqrs. Company
 14th Infantry
 165th Infantry

53rd Inf. Brig. 87.66% (6)⁶
 105th Infantry
 106th Infantry
 10th Infantry

54th Inf. Brig. 84.76% (7)⁷
 107th Infantry
 108th Infantry

101st Signal Bn. 88.33% (20)²⁰
 Maintenance 163 Actual 181

10th Infantry 88.28% (21)¹⁵
 Maintenance1038 Actual1121

106th Infantry 87.93% (22)¹⁷
 Maintenance1038 Actual1151

105th Infantry 86.48% (23)²²
 Maintenance1038 Actual1128

108th Infantry 85.57% (24)²⁴
 Maintenance1038 Actual1107

107th Infantry 83.61% (25)²⁶
 Maintenance1038 Actual1067

105th Field Art. 82.49% (26)²¹
 Maintenance 599 Actual 648

State Staff 100.00% (1)³
 Maximum 140 Actual 89

51st Cav. Brig. 100.00% (2)⁶
 Maintenance 69 Actual 79

Hdqrs. Coast Art. 100.00% (3)²
 Maintenance 11 Actual 11

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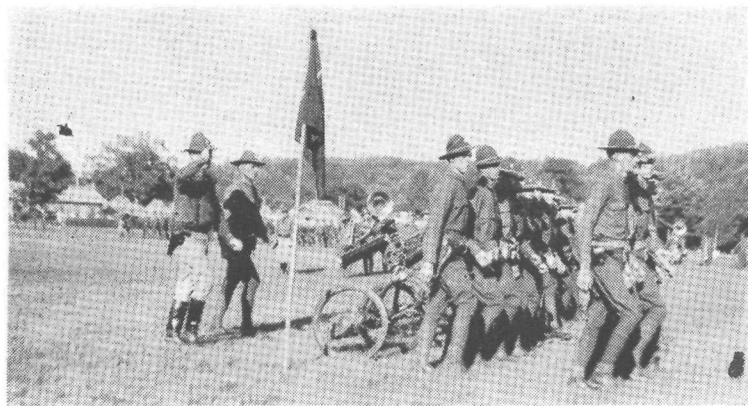
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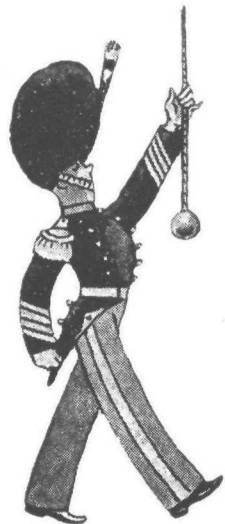
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