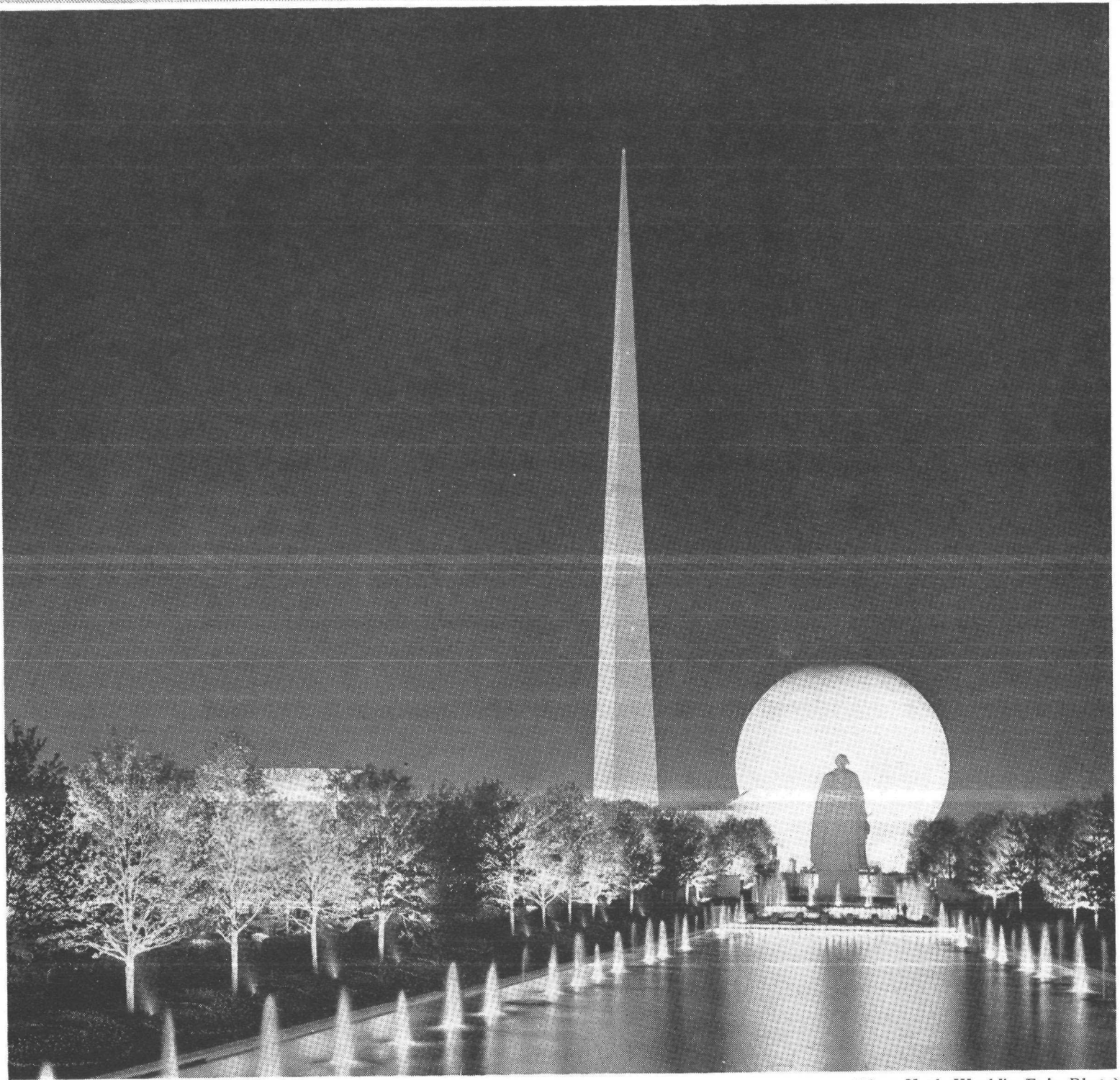


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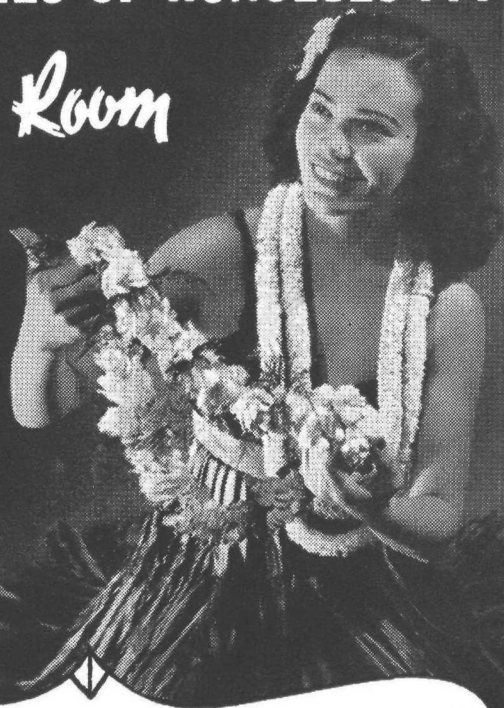
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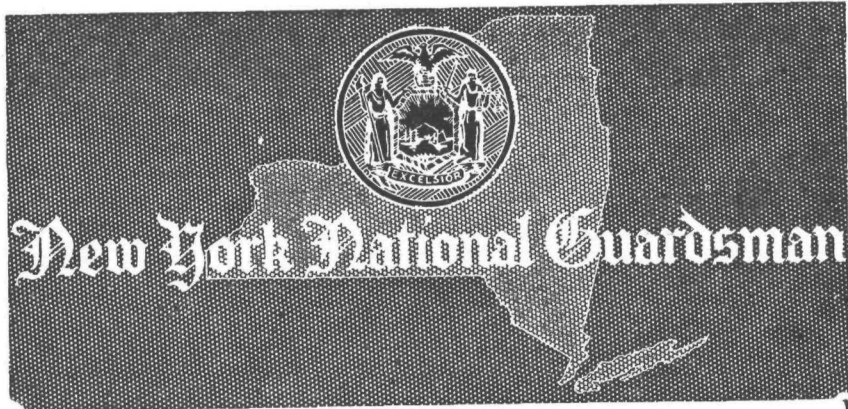
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CONTENTS

JUNE	1939
The G-1 Section of the General Staff by Lt. Colonel I. J. Lovell.....	2-19
27th Division Aviation Entertains by Major L. G. Brower.....	4
The Grey Brigade by Arthur W. Allen, Jr.....	5-25
The Benning System by Lt. D. P. MacArthur.....	7-29
Unintentional Hero by Clair E. Gray.....	8
New York	9-21
Division Test Board by Corp. James M. Hassett.....	10
Editorials	12
General Haskell's Message	13
The Adjutant General's Page.....	14
Accident Procedure by Lt. Col. C. B. Degenaar and Capt. W. Van Antwerp.....	16
Sons of Orion by Herbert E. Smith.....	18
Our Society	24
Who Knows?	27

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The G1 Section of the General Staff

By Lieut. Colonel I. J. Lovell

G1, 27th Division

IN THIS short discussion of the above section, no attempt will be made to cover its complete operations in detail since many of the agencies which this section must contact and supervise have distinct organizations and routine procedures of their own. For instance, the Adjutant General's Department is the office of record for the headquarters of the division. Among other duties, it is charged with the operation, in accordance with approved policies, of activities at the headquarters pertaining to:—

(a) The classification of all individuals joining the command, their subsequent assignment, reclassification and reassignment, their promotion, transfer, retirement and discharge.

(b) Procurement and replacement of personnel.

(c) Decorations, citations, honors and awards.

(d) Leaves of absences and furloughs.

(e) Education, recreation and welfare, exclusive of religious matters, etc., etc.

Considering only this partial list of the duties of this one department, it can be readily seen how undesirable it would be to try to establish here fixed, rigid procedures which would fit all situations. When we consider that the G1 section is also charged with general staff functions pertaining to the Judge Advocate General's Department, the Inspector General's Department, the Chaplain's, the Medical Department, the Provost Marshal, and the Headquarters Commandant, it should be apparent that fixed rules of procedure can not be laid down on paper in a remote manner.

Furthermore, many of the duties

involving this section can only be specifically performed under actual field or war conditions, and as a result of, and in accordance with, the policies approved by the Commander. For instance, rules for the military government, and police regulations for the military and civilian population, will undoubtedly vary when in enemy territory from those instituted in friendly territory. Whether the division is acting alone or with a larger force will also affect such policies. How could one here lay down a plan for the "Education, recreation, and welfare" of the command until he knows the facilities at his command and the conditions under which it must function? It is apparent that conditions will largely determine what plans are best for the moment, and such plans then changed from time to time, as conditions require. Perhaps some of the foregoing constitute the reasons why there is so little definite "dope" published on the ramifications of the G1. However, in order to get a "jumping-off" place, perhaps it would be well to start with the consideration of the G1's principal function, and that is as "Co-ordinator."

The dictionary meaning of co-ordination is:

"To place in harmonious and reciprocal relations."

It also says that co-operation is "to operate together for a common object." These terms seem to be almost synonymous and thus to include each other. Let us therefore consider the subject on the broad front of co-ordination and co-operation.

The scope of the general duties of the G1 as the Co-ordinator of many activities and agencies is laid down in our various staff manuals

and it seems unnecessary to take up space by repeating them all here. Rather let our discussion run along the particular lines of co-ordination of effort in general, with attention given mostly to actual combat conditions. It is hoped thereby to offer some suggestions for the common good, and thus help not only the operations of the G1-S1 Sections, but possibly other elements and individuals as well.

Our staff manual says that a military organization consists of three fundamental elements: Command, Combat, and Service, and that the command element consists of a single head or commander, together with such assistants or staff officers as are necessary to relieve him of the burden of details and enable him to exercise adequate control over his command. It would therefore seem axiomatic that the smooth and automatic production of such data and detailed information as the commander may need "to exercise adequate control over his command," plus the duty of seeing to or enforcing the prompt execution of the orders expressing his will are the prime jobs of staff officers and sections.

The commander's decisions are based on the information at hand. If such information is faulty or late in arriving, it is easy to see how an incorrect decision may be arrived at which may be costly or even fatal, in fact may mean victory or defeat.

Many of the officers and men of this division have had the opportunity in actual warfare to observe the functioning of various command posts. It is believed to be not an over-statement of fact to say that the mass of incorrect, exaggerated, "they say" information

which comes in is staggering and the higher the unit the worse this situation becomes, due, of course, to the greater number of troops involved. From this mass of conflicting data the commander must somehow determine the nearest approach to the actual situation, make his decisions and issue his orders.

Unfortunately the human tendency to be the first to report "scare headlines" seems to increase in time of combat and consequently the immense amount of "they say" information turned in can usually be disregarded as unreliable. An example comes to mind of how this particularly evil type of information can affect a normal situation. During one of the phases of the Meuse-Argonne, a front line unit heard just at night-fall some suspicious noises coming from the German trench slightly off its right flank. This activity was reported back and went through the various stages of "they say" development until, by the time it reached the artillery brigade, it had assumed the proportion of a major attack on the right flank and carried a request for fire by an artillery battalion at the rate of 10 shells per gun per minute "to be fired all night." This was not done, however, as it would have consumed more than three days of fire for the two 75 m/m regiments. A volley by one battery every 10 or 15 minutes throughout the night headed off any contemplated attack with considerable saving of ammunition. A subsequent check-up indicated that the suspicious noises had been probably caused by the rattling of German mess pans, etc., during the evening meal.

The above incident brings up another very important rule applicable to nearly all such situations and that is that no one had verified it initially. It is a cardinal principle in cases like the foregoing that some one should go where he can see, verify, or check it. To illustrate this rule further let us consider the case of a battalion of N. Y. field artillery while making a forward displacement. This bat-

alion was on a special mission, with a time element involved in the movement, and was held up by an M. P. officer because "They say the bridge ahead is down." This officer on the strength of hearsay information only, halted the column and refused to let it proceed, although the actual condition of the bridge, which was only about one mile ahead, could easily have been verified. Fortunately, a prompt check by the artillery disclosed the fact that the bridge was intact, in fact had not even been damaged, so the movement was barely completed (without a casualty) before the enemy had sufficient daylight to observe it. As a matter of fact, it was a case of "touch and go" for had the battalion been held up a little longer it would have necessitated a daylight march. This march would have been several miles in length, in open country, and for three quarters of a mile down a forward slope in full view of the enemy and at effective gun range. No one should have the slightest difficulty in realizing what would have happened.

Another mean problem for the commander to handle is the cursed habit of exaggeration. This seems to be a practice indulged in by all ranks under combat conditions. Why we should feel that we have added to our standing by exaggerating a situation, rather than by having reported the closest possible approximation of the truth of it, is difficult to understand. Many of the evils resulting from this practice could be eliminated if all ranks were impressed with the ideal of reporting only information which is known to be reliable, and also with the cardinal rule to see, check, or verify data before it is passed on as authentic. Information thus gathered is invaluable and should be promptly forwarded. It should be as near an exact statement of facts as is possible in the particular situation involved. The inclination to be the first to report "scare headlines," to add personal embellishments or interpretations should be resisted. Oc-

asionally, when asked for, a personal interpretation is in order but not as a rule. If the commander wants your opinion, he'll ask for it you may be sure. Until he does, stick to your knitting.

As an example of what such practices may lead to is the following: An aviator, belonging to a unit attached to the division which our artillery brigade was supporting during the latter phases of the Meuse-Argonne operation, seemed suddenly to have acquired the Napoleonic complex. He proceeded to fill the air with conversation telling "all and sundry" what it was all about. With each message sent, he interpreted the tactical situation for the benefit of everybody or anybody. In particular, running from late one afternoon until early the following day, he kept pouring in messages mostly to the effect that the German army on our front was in full retreat, and that the roads leading out of the sector on the enemy's side were "alive with retreating men and vehicles." After a deluge of these excited and insistent messages, it is small wonder that this information permeated the divisional sector and finally got forward to the front line units. The retreat of the enemy, toward which result the division had been devoting its maximum effort and suffering terrific losses, was not an event of passing importance to any member of the division. Consequently in a short time, although no orders had been issued, a lot of unusual activities throughout the sector could be perceived, and those unconcealable "rumbling and mumbling" movements of troops expecting an order for the pursuit and endeavoring to gather themselves for the jump forward were in evidence. These persistent messages finally caused a warning order to be sent out, which among other details, contemplated the "horsing up" of the artillery units and the standing by for the advance.

From data the artillery brigade had from its own liaison officers

(Continued on page 19)

27th Division Aviation Entertains Fliers of the Past and Future

By Major Lawrence G. Brower

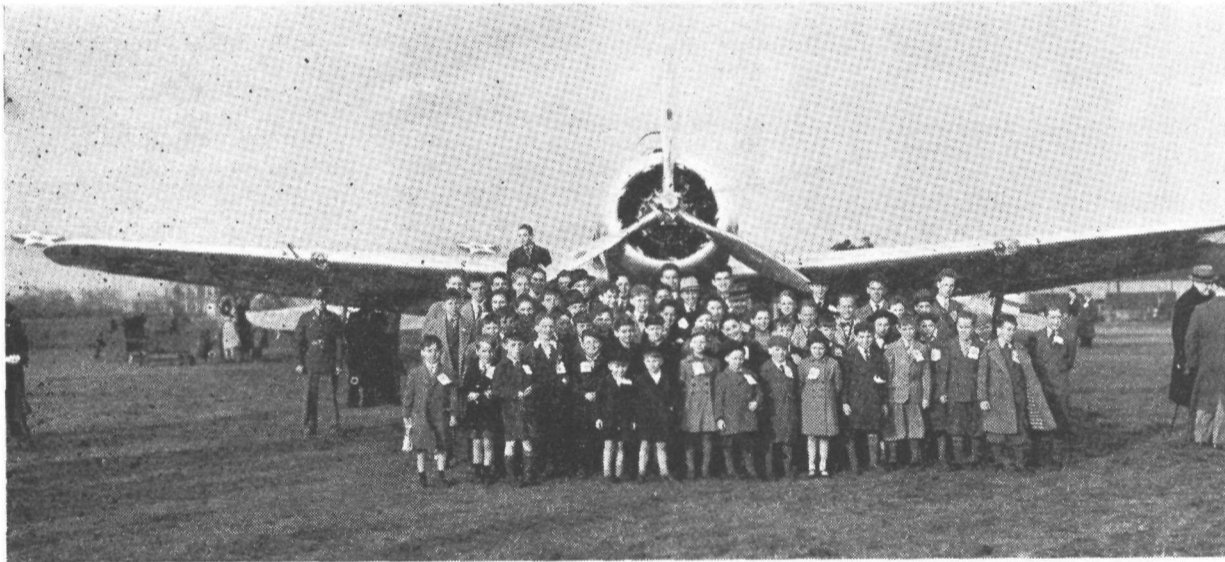
ON Saturday, April 22nd 1939 the members and sons of Aviators Post No. 743, American Legion, of which I am commander, were guests of the 27th Division Aviation, N.Y.N.G., Miller Field, S. I., N. Y. The affair was called Father-Son Day.

There were some 225 members and their children present. Light refreshments were served and then the guests were taken through the Armory and shown the various sections and equipment. At 3:30 until 5:30 P.M. a Schedule of Flying was engaged in, during which time missions of all types were flown. Puff Target, message drop, formation, panel exercises, drop

can and parachute, radio communication, simulated ground gunner, etc.

The members of the Post are all ex-war time aviators, the majority of whom have not flown since the war, nor have they been kept up with the progress in aviation. A platform with steps was placed around one of the new O-47's so that they could inspect the cockpit of this new plane. This afforded a splendid opportunity for them to see the instruments, etc., things they were interested in.

The affair was voted a huge success by all who attended.



● ●
FLIERS OF THE
FUTURE

(Photo 27th Div. Av.)

AVIATORS' POST 743,
A. L., AT MILLER
FIELD.

(Photo 27th Div. Av.)

● ●



The Grey Brigade

Whose Gallantry Is Commemorated In the Long Grey Line

By Arthur W. Allen, Jr.

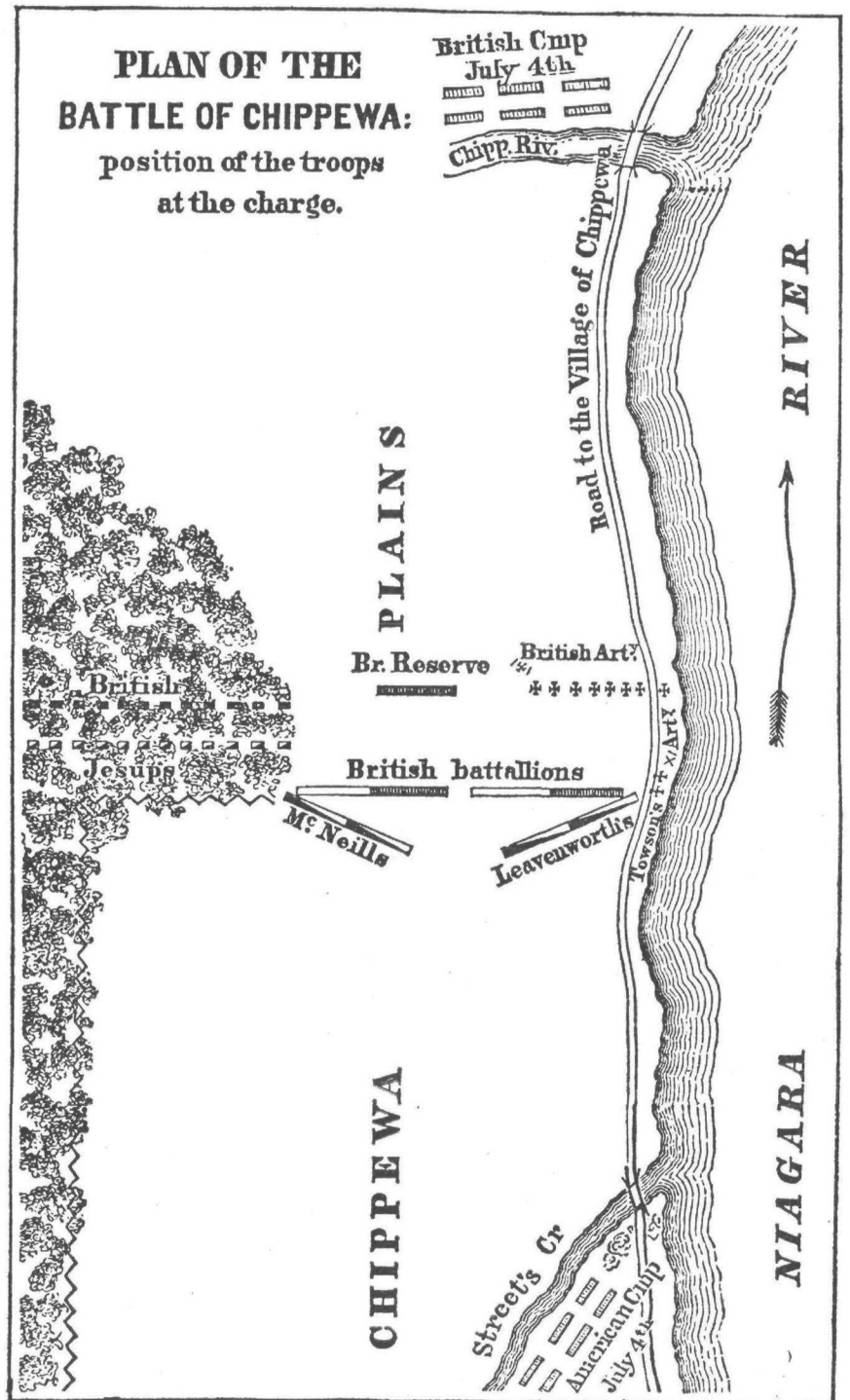
Reprinted by courtesy of THE POINTER

THE American people had very little cause for celebration on the Fourth of July, 1814. True enough, it was the thirty-eighth anniversary of American independence but that independence seemed of doubtful value in the face of the military and political situation. The War of 1812 was going into its third summer after two long years of defeats and humiliations for the untrained American troops. The military side of the picture showed nothing but disasters. Actually the British had not even assumed the offensive, yet General Hull had surrendered disgracefully at Detroit, Indians had massacred the entire American garrison at Fort Dearborn, General Chandler had been surprised and captured at Stoney Creek, and other like incidents were all too plentiful. An ill-equipped, untrained army of about 150,000 men was in the field, but this army contained less than 20,000 regulars and the remaining militia was little more than a group of mobs. There was a decided dearth of capable leaders for the higher commands, because the Regular Army had been so small in 1812 that there were no officers who had had any experience in commanding large bodies of troops. Later such men as Andrew Jackson, Winfield Scott, and Jacob Brown were to come to the fore but not until they had gone through rigorous instruction in the school of actual war. Hence the Administration was forced to seek its generals among the higher civil officials who, at best, were inexperienced and inept in the ways of the military. Although the soldiers themselves were undoubtedly as brave as any, the low level of their morale and esprit reduced them to ineffectiveness.

The very foundation of the republic seemed shaky; national character was at a low ebb. The New England States opposed the war and several refused their militia to the national cause. New England banks were even furnishing money and supplies to the British Army in Canada. A conference of the recalcitrant states had been called and there was talk of secession and of taking up arms to further the British cause. Patriotic Americans were discouraged and depressed as they well had reason to be.

Despite the rain of the night before, the sun shone brightly on the morning of the Fourth. Looking down through the drenched foliage of the western

bank of the Niagara River it saw an American division on Canadian soil making its way northward from Fort Erie. Grey-clad were the soldiers, though not by choice. The States' supply of blue cloth, which had been used for uniforms since the Revolution, was exhausted, and, due to the British blockade, no more was to be had. For the American First Division then, the War Department had substituted



the Quaker grey homespun produced in the settlements surrounding Philadelphia.

The commander of this detached brigade was Brigadier-General Winfield Scott, who had been promoted to a general officer less than four months before. His soldiers, though garbed in the non-regulation grey, were not militia but regulars, albeit very few of them had seen any actual service. Still they had had the benefit of General Scott's own training during the preceding winter and were much better disciplined than the militia men scattered elsewhere along the front. The day before, combined with the forces of Major General Brown, they had captured the small garrison of Fort Erie, and now, detached from the main body as an advance guard, they were advancing toward Chippewa in search of the enemy. The general plan was that the main body was to strike the army of General Riall, now encamped behind Chippewa Creek. Of Riall's force of 2,100 men at least 1,600 were veteran troops of the Peninsular War while the remainder were dragoons and well-trained militia. General Scott's 1,900 soldiers were quite a contrast in point of actual warfare service.

The grey brigade first came into contact with the enemy a little above Black Rock. The opposing troops proved to be a corps of observation under the command of the Marquis of Tweeddale. An attack was made but the British, outnumbered, chose to withdraw. Eagerly the Americans pursued for more than sixteen miles but the greater part of the enemy gained several minutes start and by tearing up the bridges over the swollen streams in their wake the British troops were able to gain safety by rejoining their main body across the Chippewa. The joining of the two forces reversed the numerical superiority and Scott, with his brigade, fell back to behind Street's Creek to take up a camp and to await the arrival of General Brown and the American reserve. This junction was effected early the morning of July 5th and work was begun toward gathering material for a bridge to be thrown across the Chippewa.

Scott's men, the grey-clad brigade, had had no food for thirty hours, and though a day late, an anniversary dinner was in order. It was cooked, served, and soon dispatched by the hungry officers and soldiers. Early in the afternoon, "to keep his men in breath", General Scott decided to have a parade. For this purpose he selected the plain on the other side of Street's Creek and toward this location he marched his entire brigade immediately after the holiday meal. He was met en route by General Brown who, coming in at a full gallop, shouted, "You will have a battle!" and passed on to the rear. A few minutes later as the head of the column reached the narrow bridge across the creek it was fired upon by the British twenty-pounders. There was to be a battle indeed.

This encounter, since known as the Battle of Chippewa, was fought in the late afternoon of a bright summer's day. To Scott's right roared the rapids of the deep Niagara; to his left was the dense green of the northwoods forest. Before him lay the smooth and level plains of Chippewa. Across Chippewa bridge wheeled the flower of the British Army, and across Street's Creek to meet it advanced the First Brigade, battalion after battalion forming line to the left despite heavy losses due to the fire of the enemy battery. The American artillery was soon replying.

The British battalions were deployed in a line perpendicular to the river with the right flank extending into the woods on the left. Behind this initial line were the artillery on the left and the reserve forces on the right. Against the left and center of this deployment General Scott thrust his first and second battalions in similar line. His third battalion obliqued to the left in column in an effort to flank the British right. The battery of American twelve-pounders went into position with its right resting upon the road along the Niagara. All movements were made rapidly and precisely although harassed by both musket and artillery fire.

The engagement soon became general. The American battalion on the left effectively checked the British force in the woods but the main enemy line continued to advance. General Scott gave in repeated successions the commands to advance, halt, and fire, and the soldiers unflinchingly obeyed him until his lines were within eighty paces of the enemy. At this point he moved the left flank of the second battalion a little forward so that it flanked the new right of the British line. (The original right was still held up in the woods.) The first battalion took up a corresponding formation on the right and the next command was, "Charge!" Due to the oblique positions there were two or three American bayonets for every British one at each successive step of the charge, in spite of the fact that the British actually had numerical superiority, and the enemy flanks crumbled away until the entire force was in headlong flight. The British reserve came forward to cover the rout and before dark the shattered regiments were once again behind the Chippewa despite Scott's attempt at vigorous pursuit. Shortly after General Brown arrived with the American main body, but the First Brigade was already victor for the day.

The military lessons of this heroic battle are not extensive. General Scott has been criticized for allowing his troops to cross the narrow bridge in the face of the murderous British fire, but an attack so vigorous is hardly to be censured. The action does reflect the integrity of the battle tactics and discipline which he had been able to instill in his men. The flanking action, though certainly not without precedent, showed once again the possibilities of such a maneuver

(Continued on page 25)

The Benning System As Applied To N. G. Training

By Donald Peter MacArthur

2nd Lieut., 165th Infantry



Austin Photo

Major Kelly conducting school for N. C. O's. of 1st B'n., 165th Infantry. Looking on are (l. to r.) Lieutenants MacArthur, Osborne, Christiansen and Mahoney, all instructors.

FOR the last three months, during the tactical training period, the First Battalion of the 165th Infantry, under command of Major William H. Kelly, has undergone a system of training based upon the methods used so successfully at Fort Benning, Georgia, which is designed to give each member of the Battalion training adapted to his rank and capabilities. The system, progressive in method, has segregated the non-commissioned officers from the rest of the Battalion and through a course of lectures, demonstrations and guided study has familiarized them with the knowledge necessary to impart this instruction to their units.

It is believed that this group plan, advocated by Major James Curtis of the Infantry School, former Instructor with the 165th Infantry, is a most satisfactory system of instruction, and is capable of producing the best results. While Major Curtis in his article on this subject in the "Mailing List" outlines a division of the unit into five groups, this of course is only a suggestion. In our case the three groups, i.e., Group 1, recruits under a selected officer and non-commissioned officer; Group 2, privates and first class privates under company officers; Group 3, non-commissioned officers under a Battalion Board, consisting of the Battalion Commander and one officer from each company, seemed to work best.

The unified training of the non-commissioned officer personnel in a course which includes map-reading, use of compass, scouting and patrolling,

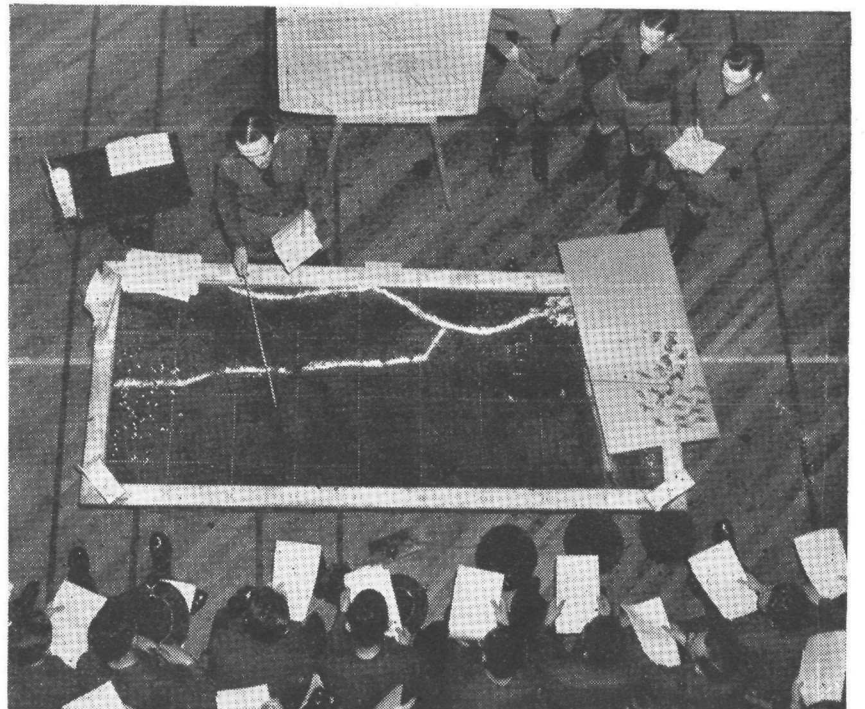
musketry, security measures, combat principles, attack and defense and anti-air craft defense, has created much interest in the men themselves.

The course, which due to limited time, covered only the high lights of the respective subjects, is, nevertheless, obtaining results which are far more than gratifying. It has instilled into the non-commissioned officer a feeling that responsibility is an essential requirement of his job and it is upon him primarily that the army relies for the eventual outcome, the success or defeat, should any war occur. It has also done much to encourage outside study and preparation.

While the segregation of the non-commissioned officers, in order to enable them to take the advanced courses, has taken them away from the company, sufficient time has been allocated, at the end of the tactical training period, to enable them to go back and teach the men, in an intelligent manner, what they themselves have learned.

The course is so designed that one officer from each company is assigned as an instructor to this group. Together they confer with the Battalion Commander and outline the instruction to be given and the best manner of presenting it. While one of their number acts as the instructor at each session all officers are thoroughly acquainted with the subject matter and remain in attendance throughout the period, in order to be familiar with the manner of

(Continued on page 29)



Unintentional Hero

by Clair E. Gray

SIMS stood tensely at the anti-aircraft gun, slanting his eyes upward to the basket of the observation balloon, as it tugged at the end of its cable. His eyes spelled deadly hatred for the stocky figure of his Captain, or "Sam" as the company called him, now going aloft for observation. A hatred engendered by Sims' resentment for all things military and centered on Sam as the embodiment of military discipline. Sims lived his hate. It possessed his waking hours and haunted his dreams.

The sausage was almost at the end of its four thousand foot tether, when a flight of planes appeared over the brow of a hill, less than a mile away. They roared toward the balloon. Enemy planes. Evidently Sam wasn't paying attention to the regulations, which bade him jump when a plane came within five miles. For the flight had begun to send tracer bullets through the blimp before he shot downward and his parachute flowered. Those below could see him hastily trim the course of his 'chute by pulling the ropes on one side and allowing the air to spill. He swerved from under the falling balloon. And just in time. He was not, however, to escape so easily. One of the planes left the formation and began to follow him down, firing through the propeller. Sam was helpless.

Then the gun began to bark. One—two—three hoarse coughs. One-two shell puffs near the plane and—Ye gods!—a direct hit. The wings fluttered loose and the fuselage plunged downward, as a duck with a breast load of chilled shot. The pilot spilled out and raced it to earth. A cheer went up.

Sam hit the ground running, disengaged his 'chute straps and strode toward the gun crew, booming, in his parade voice, "Who shot down that plane? Who did it? Answer me."

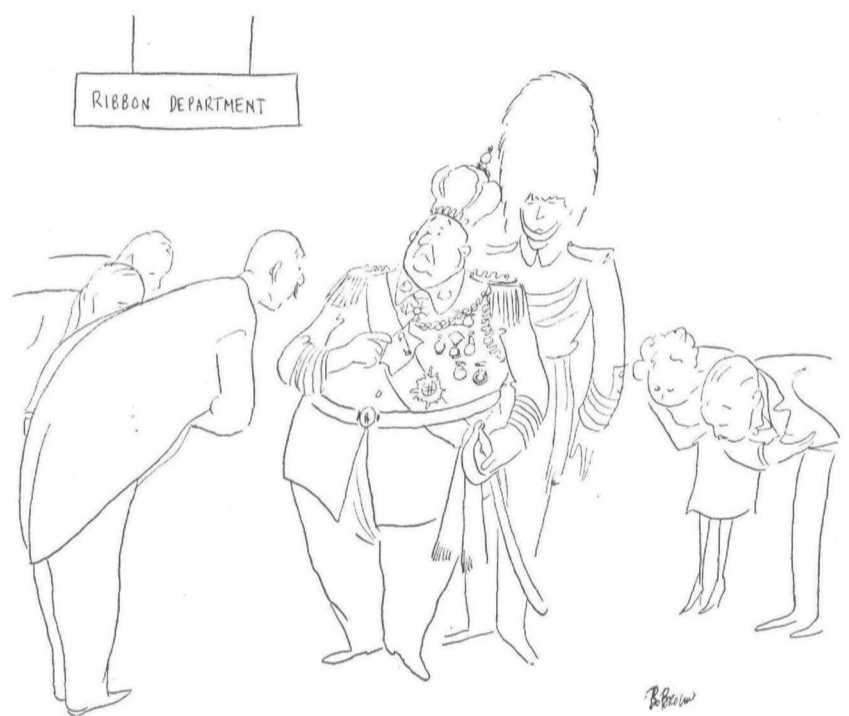
Someone pointed out Sims. For once in his life, Sims was embarrassed. As Sam strode up to him, exuding good will and gratitude at every pore, he stood sheepishly, a dull red flooding his face and ears; one toe digging into the mud.

Sam's voice rang out, "My boy, you'll get a warrant for this and I'm going to recommend a medal, though God knows how long that'll take. I owe you my life. Shake."

When he had gone to supervise the salvaging of equipment, the crew broke out in wordy congratulation. Burke, a stolid Irishman, ordinarily preferring chewing tobacco to speech, led the chorus, "Boy! I

didn't know you could shoot like that. Where did you learn?"

"Hell," came from Sims, "I wasn't shootin' at the plane—" His lips clamped shut and he said no more. But the glance he shot at his comrades contained more than a measure of chagrin.



"The Queen wants two spools of silk—
this color."

Or "So What"

Here are some of the answers you'd like to give when an officer of the law stops you for speeding and says, "Where's your license, buddy?"

1. "My name's not buddy, you stinker; it's Richard Quarterdeck Harrison, the third."
2. "I haven't got the slightest idea; where's yours?"
3. "Which d'ya want, hunting or fishing?"
4. "Why waste my time? In the end I'll give you five bucks anyway."
5. "License—license! What she is a license?"
6. "Oh, you're the messenger boy my little son said was following us."
7. "I haven't got a license and what's more, the car is stolen."
8. "How dare you, officer! You'll just have to take my word that we're married."
9. "Beat it or I'll call a cop."

—Punch Bowl.



NEW YORK'S FIRST WORLD'S FAIR

New York, city of paradoxes, has changed much and yet altered little from the New York that was host to the world in 1853, the year of its first World's Fair.

Researchers on the Federal Writers' Project have dug up an old guide-book of that year, entitled, "The Stranger's Guide Around New York," and learned from it that "a lady of respectable standing does not lose caste by strolling out, unattended, during the hours of daylight, and no gentleman would presume to insult her, but, after dark, very few females, except those of dubious character, will be met in Broadway, alone."

That describes an era completely different from our own, but how familiar is the following: "The first feature which attracts the notice of visitors is the crush and jam of hacks, coaches, omnibuses, etc., with which Broadway is filled. Crossing the street is a matter of difficulty, and often of danger."

"Beware of mock auctions," the "Stranger's Guide" counseled eighty-six years ago. New York hasn't changed much. Neither have

charges for quarters. Visitors to the first World's Fair "can find very good private accommodations from 5 to \$15 per week, while the cost of living at our public houses varies from \$6 per week to \$20 per day."

As we read further, we discover that in a walk up Broadway, one passes side streets that are "loaded with unwholesome, unpleasant debris, the slops of kitchens, the refuse of markets, butcher shops and groceries which comes disagreeably over the olfactories." Broadway proper, however, was a magnificent and broad avenue with splendid stores and dwellings. At that period, the Crystal Palace, the scene of the exposition, was the northern extremity of the city.

For amusement, the visitor in 1853 was advised to attend museums, concerts, plays, minstrel shows and dioramas, but, if he demanded heartier fare, there were places where one could find cock fights, dog fights and rat-killing.

There was one final bit of advice "The Stranger's Guide" had to offer, but since this was a paid advertisement its motives are somewhat suspect. On one of its back pages one Henry C. Rabincau, owner of a bathing establishment, had taken space to inform the fair visitors that "for many years he has been known as an unflinching ad-

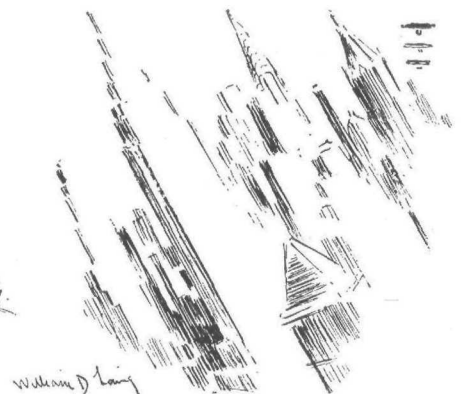
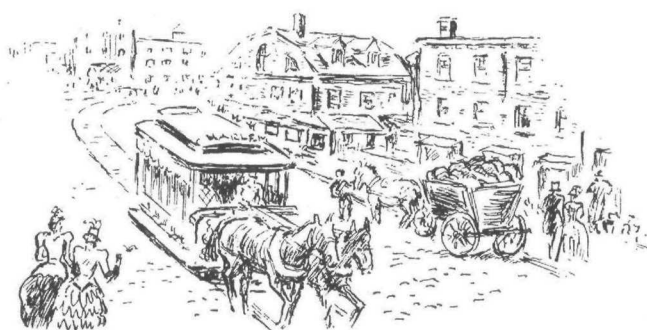
vocate of water—as an outward application. Strangers in the city will find it beneficial to bathe often. The sudden changes of our climate require them to use great care, and bathing is one of the greatest things to prevent diseases of every description."

HE ALWAYS GOT HIS MAN

New York's first (and only) High Constable, John Hayes, was appointed on December 13, 1802. He soon became widely known for his famous "firsts." He was the first policeman to shadow a suspect, first to use the "third degree," and the first to confront a murderer with the body of his victim, according to official reports found by research workers of the Federal Writers' Project in New York City.

When it came to doing his duty Hayes played no favorites, and rich or poor, all were accorded the same treatment. In 1817 he was sent to arrest Commodore Vanderbilt who happened to be on his boat in New York Harbor. Hayes was told that he could arrest the Commodore only by carrying him off his boat. So he climbed aboard, picked up the surprised Vanderbilt, carried him off the boat and declared him under arrest. Just like that.

(Continued on page 21)



Division Test Board

by Corp. James M. Hassett

27th Signal Co.

ONE of the most responsible positions in the maintenance and operation of any wire net, and particularly any military wire net, is that of the Wire Chief. He is responsible for the constant supervision, monitoring and testing of all lines — telephone, simplex telegraph, and printer. Day and night he or his assistant must be on the job locating trouble wherever it may occur, reporting it to the Communications Officer, and issuing instructions for repair. He must keep an accurate record of all circuits, and the time necessary to locate and clear any trouble. To accomplish this mission the Wire Chief has certain instruments and tools. These are issued as units. The Chief is supposed to set them up and install them in the manner best suited to accomplish his objective. Up to the present time, except in the higher units of Corps and Army, these agencies have not been permanently assembled. They were set up in such manner as the Wire Chief desired to meet the particular situation confronting him. Often in the field, little, if any, shelter was provided for the Wire Chief and he was required to perform his difficult and arduous duties under extremely trying conditions. Often he could be seen standing in the rain with a test set in his hand attempting to supervise and monitor the various lines at the back of the division switchboard.

This necessarily resulted in confusion, delay, interference with the board and with the lines, and a most uneconomic use both of material and man power. From time to time various suggestions have been made toward eliminating

these conditions and so organizing the Wire Chief's office that it could function expeditiously and with a minimum of traffic interference.

For the past two years Master Sergeant Johnston S. Speenburgh, 27th Signal Company, N.Y.N.G., Wire Chief at Division Headquarters, has been working out and testing a board upon which are mounted the testing devices and appliances required in the Division Headquarters wire net. As a result of his experiments he has finally developed the "Division Test Board," a photograph of which is shown in the accompanying cut.

The board consists of a light weight, but strong, ply wood back upon which are mounted two doors opening on the sides and a folding table which drops down in front. The cut shows the board opened.

Spaced at intervals across the top of the board are five terminal strips with forty connecting lugs, ground and simplex terminals. All connecting lines run through the aperture shown at the right top of the board. In the center of the board below the terminal strips are mounted six Yaxley, four pole, six point, rotary switches by means of which the necessary trunk drop, testing, simplex, trouble shooting, and half hour test transfers are made. The small windows shown on each side of the switch panel are for posting pertinent information. Directly below the Yaxley switches is a jack strip for monitoring circuits numbers 31 (Wire Chief) and 33 (public telephone). Circuits 34 to 39 are also monitored through the jack strip. This setup enables the operator of the

switchboard to cut in on the public telephone if it remains unanswered. A bell in the rear of the set notifies the operator of this situation. At the bottom center of the board is mounted the universal test set. Trunk blocks are shown to the right and left of this unit. The night alarm is shown on the photograph at the right top of the test set but is barely distinguishable. The test phone is resting on the table, which in the photograph has been let down in position for operation. The terminal strip above the cabinet is normal equipment upon which are attached the incoming lines.

On the inside of the open doors are posted route maps, circuit diagrams, circuit numbers, telephone call numbers and other necessary information.

The test board was first constructed and used by Sergeant Speenburgh at the Yonkers Armory during 1937-1938 drill season. Subsequently it had a field try-out during the 1938 training program at Camp Smith, and will be employed at Division Headquarters in the coming maneuvers of 1939 in the Lake Champlain, Lake Placid area.

The set combines available signal material with easily procurable parts used in standard commercial test boards. It has also incorporated in it certain novel features and circuits devised by Sergeant Speenburgh. The board can be quickly set up at any location and can be quickly folded up and carried on a truck. It is light, compact, and easily handled, and contains in one piece of apparatus all of the necessary testing equipment for a Division Headquarters. The advantages of the

test board may be summarized as follows:

1. It assembles all testing and monitoring agencies in a single compact, easily transported, piece of apparatus.

2. It permits the Wire Chief to check on the switchboard operators without their knowledge.

3. It relieves the switchboard operator from answering "testing" calls which are picked up by the Wire Chief, thus increasing the efficiency of the switchboard.

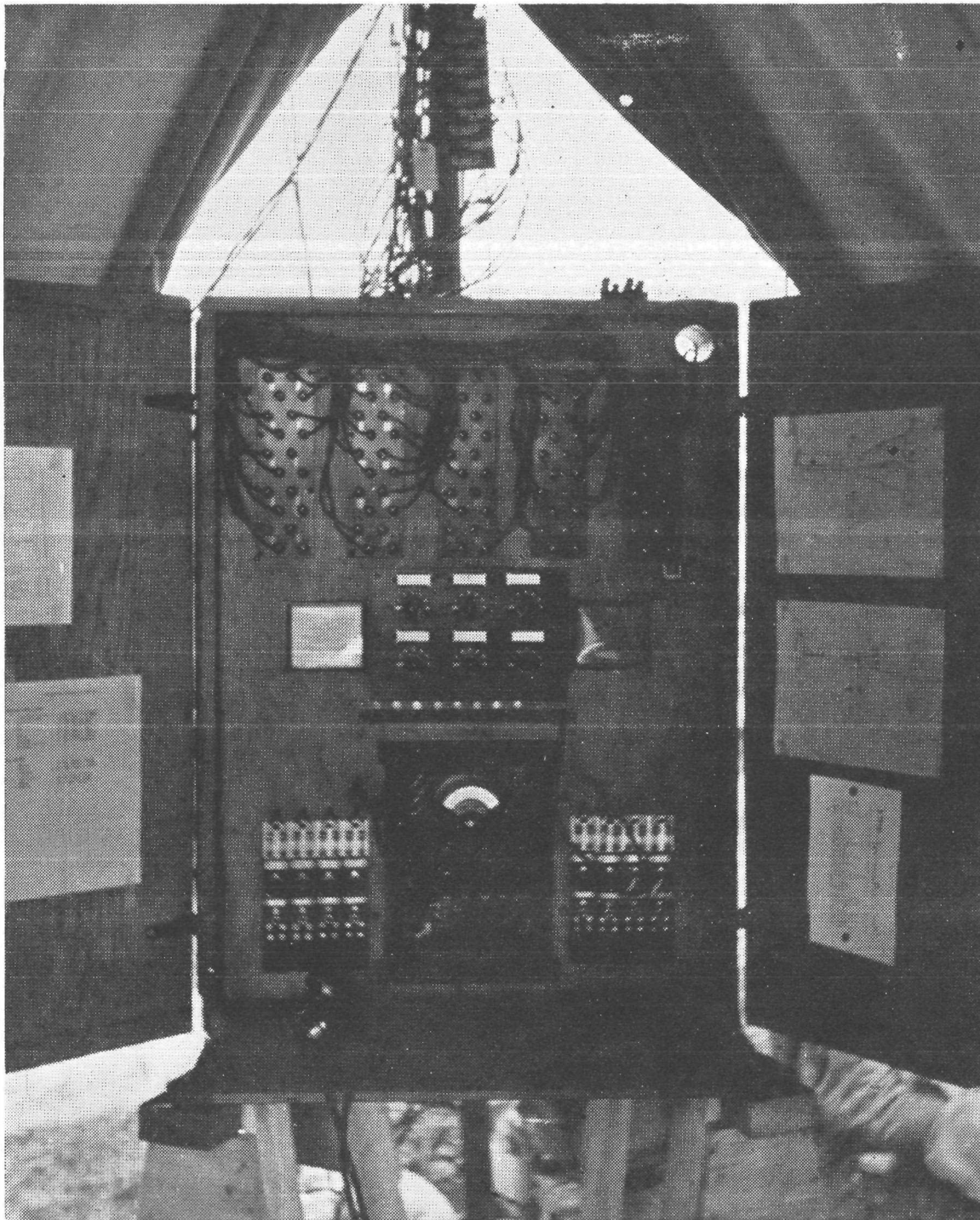
4. It facilitates, without interruption of regular service, the simplexing of any lines.

5. It diverts trouble shooting activities from the switchboard to the Wire Chief's desk and relieves the telephone operator of this annoyance.

6. It permits the Wire Chief at all times from the desk position to supervise and monitor all circuits without holding up or interfering with the handling of business at the switchboard.

In devising and developing this piece of apparatus Sergeant Speenburgh has made a valuable contribution both to communications material and to the technique of the Wire Chief's operations.

It is believed that this board can be constructed and employed at all Division P. C.'s both in the Regular Army and the National Guard. Artillery and infantry brigade test boards may be constructed under the same plan, using materials that they have available with the few commercial parts required.



A COMPENDIUM OF USELESS INFORMATION

Articles of War—Rifles, Pistols and Machine Guns.

Artillery—Large vein.

Automatic Rifle—One that cleans itself.

Battalion—A native of Italy.

Bayonet-Stud—An ungelded bayonet.

Bolt—Brave—a bolt soldier.

Breech—Female dog.

Bridoon—The bridle's husband.

Buttock—A spread for bread (imitation butter).

Butt Plate—An ash tray.

Cannon Bone—Daniel Boone's rifle.

Cannoneer—Deafness caused by shooting.

Canteen—Reverse and read "Teen can."

Canter—Jewish hymn leader.

Canterbury—Skin abrasion suffered while galloping.

Candle—Wax cylinder that gives light.

Cinch Ring—An easy date.

Close Order—Scotch treat.

Colic—Favorite Italian fruit.

Colt—A winter ailment.

Costal Region—Expensive seats.

Croup—A child's cough.

Denim—Snake poison.

Dismount—Designating a certain horse.

Double Time—Pay for Drill after Retreat.

Draft Horse—One that didn't volunteer.

Dungaree—Baby kangaroo.

Echelon—French dish.

Ejector—A bouncer.

Elements—Large jungle beasts.

Enemy—An injection.

Escort Wagon—One with a spring-seat that pinches.

Execute—One time Chorus queen.

Extended Order—"This one's on the house."

Extractor—Dentist.

Farrier—An odd fellow—sometimes called a pansy.

Field Glasses—Canteen cups.

Filly—A fish dish.

Flank—Chinese for Frank.

Flinch—A small bird.

Foal—Error committed in Polo.

Forage—Upper part of face.

Gallop—Four quarts, one gallop.



**"For the propagation of one policy and only one:
'Better Guardsmanship and Better Citizenship!'"**

VOL. XVI, No. 3 NEW YORK CITY JUNE, 1939

LT. COL. HENRY E. SUAVET
Editor

LT. COL. EDWARD BOWDITCH LT. COL. WILLIAM J. MANGINE
Associate Editor General Advertising Manager

MAJ. ERNEST C. DREHER
N.Y.C. Advertising Manager

PARENTS' DAY

IN THE May issue of "The Observation Post" the lively magazine of the Headquarters Battery and Combat Train, 1st Battalion, 105th Field Artillery, we noted the item which follows:

"We are preparing for our Annual Parents' Day party on Friday evening, May 12th. Be sure to bring the old folks along."

"We will show the regimental motion picture, 'The Last Review' and serve refreshments, etc. A good time is guaranteed. We are running it in conjunction with 'A' Battery this year so we will have a big crowd."

Here is a splendid idea which should go far toward solving recruiting problems and insure the enlistment of the right type of personnel. In our opinion it is the finest type of publicity and the officers and men responsible for the idea are to be congratulated.

REGULAR ARMY TO APPOINT OFFICERS FROM CIVIL LIFE

MAJOR GENERAL STANLEY H. FORD, Commanding the Sixth Corps Area, announced that in accordance with the Act approved by Congress, April 3, 1939, if funds are provided, a number of appointments as second lieutenants in the arms of the Regular Army, except the Air Corps, will be made during the Fiscal Year 1940 from honor graduates of the senior division of the Reserve Officers' Training Corps.

Appointments will be confined to honor graduates in the senior Reserve Officers' Training Corps division of institutions, other than medical, within the continental United States which offer a college degree upon satisfactory completion of four years' college work. The term "honor graduate" will apply to graduates of the institution in the current academic year who are graduates of the Reserve Offi-

cers' Training Corps, citizens of the United States, who have been selected by the president of the institution for scholastic excellence, and who have been designated as honor graduates by the Army officers in charge of military training as possessing qualities of leadership, character, and aptitude for the military service.

Appointments will also be made from honor senior Reserve Officers' Training Corps graduates of essentially military institutions, provided: That in this case the term "honor graduate" will apply to graduates of such institutions who hold either a commission or a certificate of appointment in the Officers' Reserve Corps, who have been selected by the president for scholastic excellence, and who have been designated as honor graduates by the Army officer in charge of military training, as possessing outstanding qualities of leadership, character, and aptitude for military service; and further, that they will graduate in the current academic year from an institution which offers a college degree upon satisfactory completion of four years' college work.

Honor Reserve Officers Training Corps graduates of essentially military institutions who are attending an institution which does not have a senior Reserve Officers' Training Corps unit, and who desire to compete for appointment in the Regular Army from above groups, will be required to report at a designated time and place, at their own expense, for examination by a corps area board. They also will be required to furnish the corps area board with conclusive evidence that they are honor Reserve Officers' Training Corps graduates of an essentially military institution, and that they have been designated as probable honor graduates of an institution which offers a college degree upon completion of four years' college work by the president thereof.

A board of Regular Army officers will be appointed in each corps area to examine the candidates and recommend selections for appointment therefrom to fill the corps area allotment. Those boards will visit each senior Reserve Officers' Training Corps institution in the Corps Area at the earliest practicable date after receipt of complete instructions, for the purpose of examining all eligible applicants.

TEN AND FIFTEEN YEARS AGO THIS MONTH IN THE NEW YORK NATIONAL GUARDSMAN

JUNE 1924

Changes in the National Defense Act

* * *

Calibre .45 pistol improved

* * *

JUNE 1929

Rear Admiral Louis M. Josephthal dies

* * *

Regimental Historical Sketch—244th Coast Artillery

General Haskell's Message

NATIONAL GUARD RESERVE

I suppose that every officer and enlisted man of the National Guard has often wondered just what would happen if and when the National Guard of New York was called to active service.

Company commanders and regimental commanders have complained for years that the authorized strength of companies, battalions, and regiments is insufficient to perform the proper functions as they stand today. The difference between maintenance strength and authorized strength is so slight that there is insufficient leeway from a recruiting point of view, and even at authorized strength there are not sufficient men in a company of infantry or a battery of artillery properly to handle the equipment which they are expected to use in the field. More and more tasks are being assigned to organizations along such lines as intelligence work, anti-aircraft defense, gas instruction, and other innovations resulting from the changing methods of warfare. To take men from batteries and companies and train them in these new duties results in depletion of men to handle the primary weapons, such as the rifle, machine gun, and artillery piece.

What I wish to talk about in this Message is how will the efficiency of a company, battalion, or regiment be affected on M-Day due to this low number of men in our allowed strength per organization and in the absence of any trained Reserves? Everybody knows that on M-Day the National Guard is going to lose a certain proportion of officers and enlisted men, due to many causes, such as dependents, physical unfitness, etc. What that percentage is going to be depends a lot on the type of men that are enlisted in the organizations, and their physical fitness.

Assuming, then, that there is to be some loss in existing strength on M-Day, it means that new men

will have to be brought in to replace them, and to bring the strength of the organization up to peace or war strength.

The number of men required to bring the existing strength of the New York National Guard to peace strength, without counting losses in existing strength on M-Day, is 83 officers and 11,367 men. The number of new men required, without counting losses in existing strength, to bring the National Guard to war strength would be 790 officers and 24,979 enlisted men.

The question is: "Where are we going to get them from?" There is no prospect that we will be able to spend three to six months training men before we are pushed into action in the next emergency. In fact, we may not have ten days. Even if we could get all of these new men handed to us on M-Day, with no recruiting problem, what effect would all these untrained recruits have on the efficiency of a company? Consider the percentage of recruits.

Of course, the natural answer is that a National Guard Reserve of trained men is essential. The Army has just created an Army Reserve, and it is even more important that the National Guard of the United States should have a Reserve. When I say a Reserve, I mean a Reserve the members of which are enlisted at the termination of their active service for three years in the Reserve, and that they be paid a reasonable amount. If all men approved by their commanding officers were enlisted in a National Guard Reserve, and paid a nominal sum as compensation for holding themselves available in an emergency, it would increase the potential force of the National Guard on M-Day.

(Continued on page 30)



Officers Commissioned in the New York National Guard During the Month of April, 1939

CAPTAINS	Date of Rank	Branch and Organization
La Valle, Lawrence L.	Apr. 4'39..	M.C., 106th Inf.
Fuge, Wilfred W.	Apr. 4'39..	M.C., 174th Inf.
Dedell, Lawrence W.	Apr. 6'39..	10th Inf.
Anderson, Edward P.	Apr. 11'39..	244th C.A.
Hynes, Thomas W.	Apr. 14'39..	M.C., 108th Inf.
Connery, Richard F.	Apr. 26'39..	107th Inf.

1ST LIEUTENANTS	Date of Rank	Branch and Organization
Aldrich, Thomas B.	Apr. 3'39..	A.C., 27th Div. Avi.
MacLeod, Myron R.	Apr. 3'39..	A.C., 27th Div. Avi.
Lee, James P.	Apr. 3'39..	A.C., 27th Div. Avi.
Herr, Edwin D.	Apr. 11'39..	244th C.A.

Date of Rank	Branch and Organization
Clare, William F., Jr. ...	Apr. 18'39..101st Cav.
Polsgrove, Robert C.	Apr. 26'39..87th Brig.

2ND LIEUTENANTS	Date of Rank	Branch and Organization
Tracy, Edward V.	Apr. 6'39..	52nd F.A. Brig.
Mendreski, Theodore J. ..	Apr. 8'39..	107th Inf.
Benedict, Robert E.	Apr. 8'39..	10th Inf.
Albro, Robert D.	Apr. 8'39..	Inf., Sp. Tr. 27th Div.
Pratt, Arthur E.	Apr. 10'39..	10th Inf.
Felgner, Walter K.	Apr. 17'39..	105th F.A.
Herron, James R.	Apr. 24'39..	156th F.A.
Bodine, Edmund J., Jr. ...	Apr. 26'39..	93rd Brig.

Resigned, Resignation Accepted and Honorably Discharged, April, 1939

LT. COLONEL	Date of Rank	Branch and Organization
McCaffrey, Joseph A. Chap.	Apr. 20'39..	165th Inf.

CAPTAINS	Date of Rank	Branch and Organization
Gibson, Thomas S.	Apr. 5'39..	M.C., 71st Inf.
Baillie, Milton C.	Apr. 5'39..	106th Inf.
Haffey, Frank D.	Apr. 6'39..	106th Inf.

Doll, Raymond J.	Apr. 6'39..	D.C., 174th Inf.
Ahlers, Herman R.	Apr. 20'39..	D.C., 245th C.A.

2ND LIEUTENANTS	Date of Rank	Branch and Organization
Meek, Robert L.	Apr. 5'39..	Inf., Sp. Tr. 27th Div.
Doebler, Charles F.	Apr. 18'39..	10th Inf.

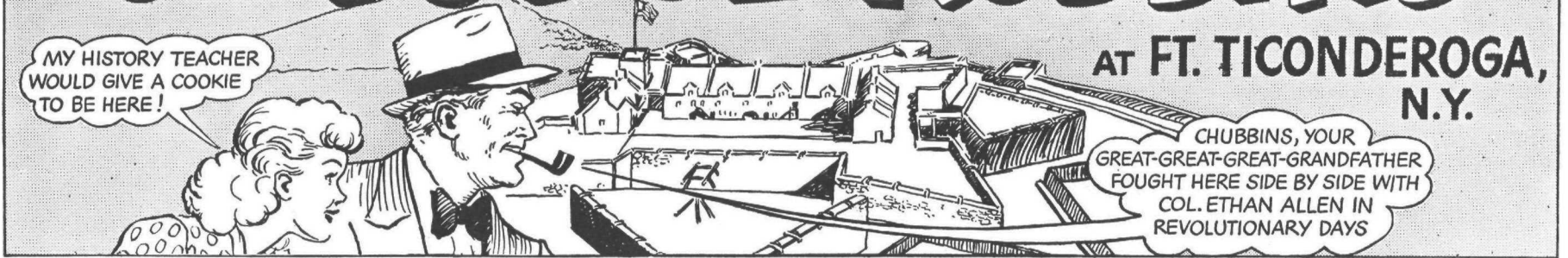
Transferred to Inactive National Guard, Own Request April, 1939

1ST LIEUTENANT	Date of Rank	Branch and Organization
Niddrie, Frederick W. ...	Apr. 17'39..	87th Brig.

2ND LIEUTENANTS	Date of Rank	Branch and Organization
McNeil, Lincoln C.	Apr. 5'39..	258th F.A.
Dunne, James E.	Apr. 5'39..	71st Inf.
Ely, Selden B.	Apr. 20'39..	106th F.A.

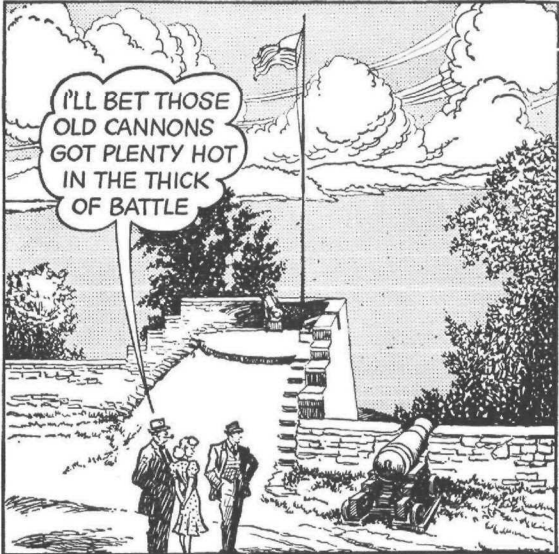
OL' JUDGE ROBBINS

AT FT. TICONDEROGA, N.Y.



MY HISTORY TEACHER WOULD GIVE A COOKIE TO BE HERE!

CHUBBINS, YOUR GREAT-GREAT-GREAT-GRANDFATHER FOUGHT HERE SIDE BY SIDE WITH COL. ETHAN ALLEN IN REVOLUTIONARY DAYS



I'LL BET THOSE OLD CANNONS GOT PLENTY HOT IN THE THICK OF BATTLE



OH, A LITTLE HEAT DIDN'T BOTHER THOSE REVOLUTIONARY SOLDIERS. AS YOU KNOW, JUDGE — THEY EVEN SMOKED PIPES MADE OF LEAD



HM-M, A HOT SMOKE ISN'T NECESSARILY THE PIPE'S FAULT. TOBACCO IN THOSE DAYS DIDN'T SMOKE TOO COOL!

HUMPH! I KNOW WHERE THERE'S AN OLD LEAD PIPE, JUDGE. LET'S TRY SOME OF YOUR TOBACCO IN IT JUST FOR THE FUN OF IT



OKAY... I'M ALL READY!

HA! HA! JUDGE, YOU WIN — WE BOTH KNOW PRINCE ALBERT WOULD SMOKE COOL IN ANY PIPE!

ETHAN ALLEN DOORS



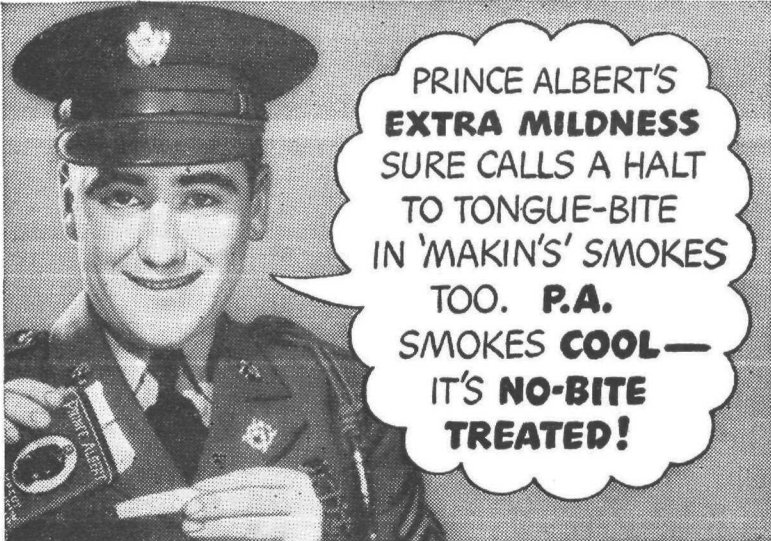
REMEMBER, CHUBBINS, WHEN WE WERE CROSSING THE MISSISSIPPI? THAT MAN BET ME MY BRAND WOULDN'T SMOKE COOL IN A CORN-COB

YES! AND HE WASN'T SORRY TO LOSE THAT WAGER — HA! HA! HE BORROWED HALF YOUR TIN OF P.A.



PRINCE ALBERT HAS OPENED MANY A PIPE-SMOKER'S EYES TO HOW MELLOW YET RICH-FLAVORED A TOBACCO CAN BE

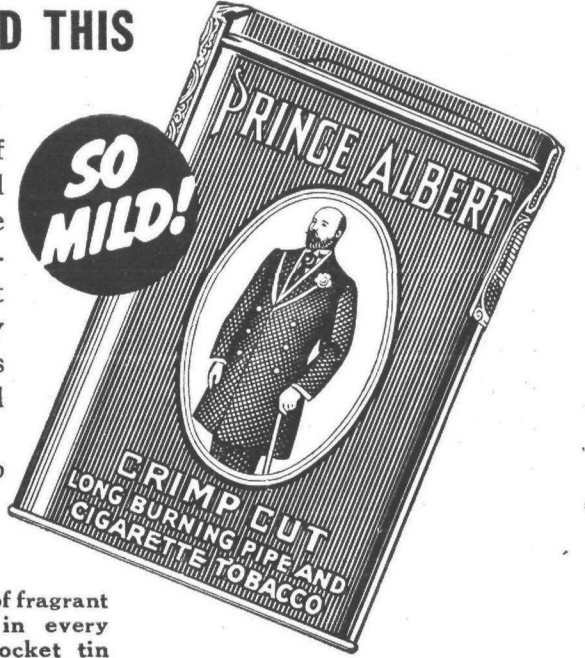
YES, P.A.'S JUST RIGHT — THERE'S NO OTHER TOBACCO LIKE IT!



PRINCE ALBERT'S EXTRA MILDNESS SURE CALLS A HALT TO TONGUE-BITE IN 'MAKIN'S' SMOKES TOO. P.A. SMOKES COOL — IT'S NO-BITE TREATED!

PIPE-SMOKERS! READ THIS NO-RISK OFFER

Smoke 20 fragrant pipefuls of Prince Albert. If you don't find it the mellowest, tastiest pipe tobacco you ever smoked, return the pocket tin with the rest of the tobacco in it to us at any time within a month from this date, and we will refund full purchase price, plus postage. (Signed) R. J. Reynolds Tobacco Co., Winston-Salem, N.C.



SO MILD!

NO-RISK OFFER GOES FOR "MAKIN'S" SMOKERS TOO!

Roll yourself 30 swell cigarettes from Prince Albert. If you don't find them the finest, tastiest roll-your-own cigarettes you ever smoked, return the pocket tin with the rest of the tobacco in it to us at any time within a month from this date, and we will refund full purchase price, plus postage. (Signed) R. J. Reynolds Tobacco Co., Winston-Salem, N.C.

70

fine roll-your-own cigarettes in every handy pocket tin of Prince Albert

50

pipefuls of fragrant tobacco in every handy pocket tin of Prince Albert

Copyright, 1939 R. J. Reynolds Tobacco Company

PRINCE ALBERT

THE NATIONAL JOY SMOKE

Procedure In Case of An Accident

Lt. Col. C. B. Degenaar,
AGD, SS, N.Y.N.G.

Capt. W. M. Van Antwerp,
Headquarters, 53rd Brigade, N.Y.N.G.

PART I

During the year 1938 thirty-nine motor accidents occurred which involved the New York National Guard. Of these no claim was made in eighteen cases, civilian claims were filed through the office of The Adjutant General in eighteen, one civilian claim was filed directly with the Court of Claims, and the other two accidents involved soldiers only.

Considering the number of miles travelled by Federal vehicles in the hands of the New York National Guard during 1938 and the number of such vehicles on duty, thirty-nine accidents is not a bad record. This is especially true when it is realized that several of these accidents involved scratches, dents, and such, which in civilian life would probably have passed on unrecorded. However, in these cases army trucks were involved and it is interesting to note how large a small dent on a civilian car can grow in an accident in which the other half of the party is identified as the property of the United States Government.

It is the wish of all that the Guard can pass through 1939 with a clean record in motor vehicle accidents but we must admit that the law of averages is against us in this wish. Such being so, a review of the proceedings in the accidents of 1938 appears in order. The records show that a goodly percentage of the accidents were not reported as required, with the result that many extra hours were added to the work of those officers appointed as boards to investigate claims. Therefore it is suggested that this year preparations be made not only for the elimination of accidents but

also for the correct procedure in the investigating and reporting of those accidents which the odds forecast will probably occur. It is with the latter in mind that this article is written.

The course of an accident involving a government vehicle in the hands of the New York National Guard proceeds in two steps. The first runs from the time of the accident until the reports of the driver, witnesses, transport officer, and investigating officer have reached the office of The Adjutant General of the State. The second step proceeds from the filing of the claim by the civilian involved until approval or disapproval of the claim has been made by the War Department. The first step applies to all government motor vehicle accidents; the second only to those accidents involving a government vehicle and civilian property. Therefore it is proposed to divide this article into two parts, these parts to correspond to the steps just outlined.

The major objective of step one might be considered thoroughness in every detail. At the time of an accident everyone involved is to some degree nervously upset. If a civilian is involved he is probably the most confused, for he is a stranger in a strange land while the soldier is usually accompanied by or close to many friends, some of whom have been schooled in the proper measures for such an emergency. Therefore while proceeding with thoroughness, the soldier should be courteous and solicitous to the last degree. By gaining the confidence of the civilian, cooperation will usually result, and by co-

operation those minute details which later in the course of investigation are so necessary will usually be obtained.

As much a part of a government motor vehicle as the lights or horn is Government Standard Form 26. This is a folded yellow card marked "Driver's Report—Accident." No government vehicle should be allowed on the road until the driver ascertains that Form 26 is on the vehicle. Let us peruse this form.

In the heading are listed instructions to drivers—to "stop car and render such assistance as may be needed." Next, "fill out this form, ON THE SPOT, so far as possible." It is in filling out Form 26 that important omissions usually occur. Such being the case, it would be a wise procedure that all drivers be acquainted with the form and its use before they move out. Questions 1, 2, 3, and 4 are easy—the name of the government driver, station, make and type of the government vehicle, and service number. No. 5 may need some explanation. Here is required the name and address of the *owner* of the other vehicle. The army driver should be sure that he is entering the owner's name and address in this space, for the owner may not be the driver. (Note: This space is also for the name of the property owner, for the accident might not involve a car but perhaps a fence or tree or such.)

Continuing we find in No. 6 a place for the name and address of the *driver* of the other vehicle. The same warning applies here as in No. 5.

Nos. 7, 8, and 9 should be clear although No. 8, the place of the

accident, must be carefully considered. Within a city with marked streets this is easy, but on a highway care must be taken to give an accurate identity to the place of the mishap. No. 7 is the license of the other vehicle and No. 9 is the date and hour of the accident.

Line 10 requires the names, addresses, and nature of injuries of anyone injured. Here is a spot

where extreme care is necessary for it may be on this part of the report that a great amount of weight will fall in settling a claim. Certainty must be established as to just what the injury situation is. By all means take time in getting this information complete.

No. 11 refers to the damage to the government vehicle and No. 12 to damage to the privately owned

vehicle or property. Again take your time and be accurate. If possible, aid should be obtained from an expert. Perhaps a picture can be snapped. But above all, accuracy is necessary. Within a short period a smashed fender can grow to a bent frame or a broken wheel.

No. 13 is for both drivers' signals prior to the accident. No. 14, weather conditions—light, weather, and condition of the road. No. 15 is the explanation of how the accident occurred. All three require only common sense and taking a little time.

On examining No. 16 we find a diagram containing various types of road crossings so drawn that it is generally possible to find a road situation similar to the spot where the accident has occurred. The diagram should be carefully filled in showing the points of the compass, names of streets or route numbers, markings on the road, traffic lights or warnings, directions in which the cars were moving, position of the cars (by squares) after the accident and by dotted squares their positions prior to the accident. Also there should be noted the positions of other cars even if these are not involved. This diagram should be as close to a complete picture of the accident and the scene as is possible.

Turning to the back page of the form we find the last three questions. No. 17 regarding any law officers present (name, number, and so forth) is clear. Nos. 18 and 19 call for the names and addresses of other occupants of the government vehicle and other witnesses. Be sure to get these and, if possible, get a signed statement on the spot from other witnesses. If they will give their names, they should be willing to give statements; but if they wont, note so.

Last of all, the driver should sign his name to the Form 26 and deliver it to his immediate superior as rapidly as possible. His superior immediately signs his name in the appropriate place on the form and notes thereon the date and the

(Continued on page 22)

17. Was an investigation made by a policeman (civil or military)? **YES - STATE TROOPER.** If so, state Name **CORP WM MILLER** No. **K-14** Precinct or station **ITSVILLE, NY SUB-STATION**

18. Names and addresses of persons other than driver in Government car: **CORP AMOS PETERS, A Co - INF**
Pvt/c PAUL ROSS, A Co - INF

19. Names and addresses of other witnesses: **ROBERT DUGAN, ITSVILLE, N.Y.**
(BYSTANDER - REFUSED TO GIVE STATEMENT)

Peter Smith
(Signature of driver)

I certify that the above report was delivered to me on the 7 day of AUGUST, 1938, at 11:30 o'clock AM.

Amos Peters
(Signature of officer in charge)

Corp.
(Official title)

A Co - Inf NYNG
(Government department or establishment)

NOTE.—This report should be attached to report of Investigating Officer.
10-1810 U S GOVERNMENT PRINTING OFFICE

Standard Form No. 26
Approved by the President
June 10, 1927

DRIVER'S REPORT—ACCIDENT
MOTOR TRANSPORTATION

INSTRUCTIONS TO DRIVERS

In case of injury to person or damage to property:
A. Stop car and render such assistance as may be needed.
B. Fill out this form, ON THE SPOT, so far as possible.
C. Deliver this report promptly to your immediate superior.
Failure to observe these instructions will result in disciplinary action.

- Name of Government driver: Pvt. PETER SMITH
- Stationed at: THATTOWN, N.Y.
- Make and type of Government vehicle: 2 1/2 TON INDIANA CARGO
- Service number: USA 45678
- Name and address of owner of other vehicle (or owner of property damaged): JOHN JONES
HAYMARKET, N.Y.
- Name and address of driver of other vehicle: JOHN JONES, HAYMARKET, N.Y.
- License of other vehicle: State N.Y.
No. 4A-123
- Place of accident: City ROUTE X, 1 MILE SOUTH
Street OF ITSVILLE, N.Y.

10-1810

9. Date of accident AUG 7, 1938 Hour 11:15 AM

10. Names and addresses of persons injured; nature of injuries: JOHN JONES, HAYMARKET, NY SPRAINED LEFT WRIST; PVT PETER SMITH, A Co - INF, 2" CUT, LEFT LEG

11. Describe damage to Government vehicle: BUMPER PAINT SCRAPPED

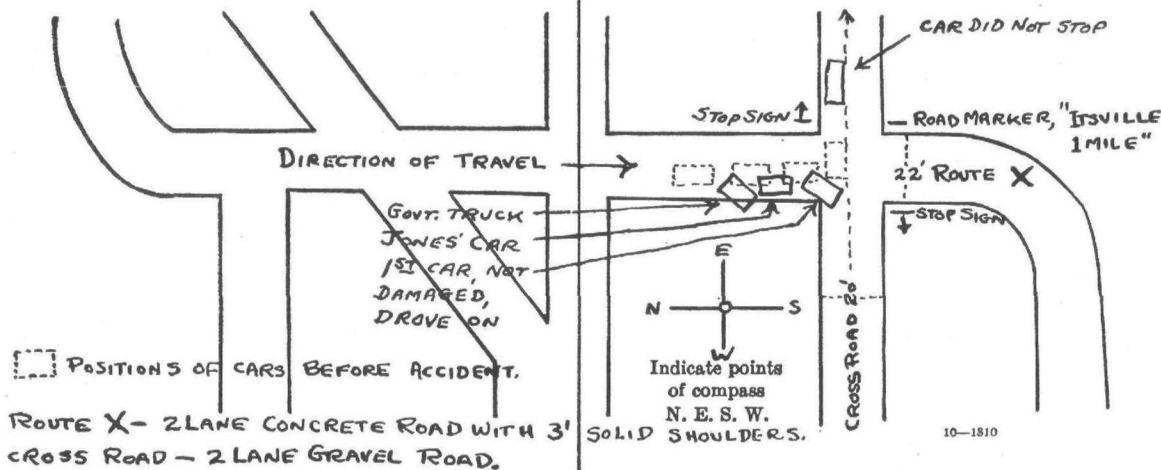
12. Describe damage to privately owned vehicle, or other property: RIGHT REAR FENDER & BODY DENTED
RIGHT REAR LIGHT & LICENSE HOLDER SMASHED, REAR BUMPER BENT.

13. What signal was given by each driver prior to accident? BRAKE LIGHT AND ARM SIGNAL

14. State condition of light, weather, and roadway: DULL LIGHT, HEAVY RAIN, ROAD MACADAM AND SLIPPERY.

15. Explain how accident happened: CAR CROSSED MAIN ROAD TWO PRECEDING CARS CAME TO EMERGENCY HALT MY TRUCK SKIDDED ON APPLYING BRAKES. I WAS FOLLOWING AT 20 FEET.

16. Label streets and indicate measurements; show the position of each vehicle at the time of the accident and show by dotted lines the course of each vehicle just before and just after the collision.



10-1810

NOTE: Corporal Peters has signed the Form 26 as he is senior. If the Federal vehicle were part of a column, the Corporal's commanding officer or the transportation officer would sign the form.

Sons of Orion

by Herbert E. Smith

ON THE morning of September 27, 1918, after all the officers and most of the sergeants of Company M, 105th Infantry had been killed or severely wounded, a New Yorker, Sergeant Leon R. Matson, took command of the organization as it continued to forge ahead in battle near Ronssoy, France. Through that day and through the following one, Sergeant Matson led the company brilliantly and effectively, making several personal reconnaissance patrols himself ahead of the assault. On September 29th he led the remnants of his company against a knoll held in force by the enemy, routed the Germans out of that important stronghold and held it with his force against repeated counter-attacks by large numbers of the enemy. Late that day, when ammunition and food was exhausted, this plucky Son of Orion led a detail of volunteers back, under a terrific artillery and machine gun fire, and returned with ammunition and rations for his men.

* * * * *

Another New York City man serving in the 105th was 1st Lieutenant Harry Merz who also distinguished himself in battle action. On August 27, 1918, while his unit was holding a front-line position in the Dickebusch Sector in Belgium, Lieutenant Merz went out in shell-swept No Man's Land, to stalk and bring down an enemy sniper who had been harassing the 105th Infantry's line throughout that action. Crawling to within a few yards of the sniping position, the New York officer hurled several hand grenades, blasting it and its rifleman out of action and removing that obstacle from the regiment's path.

* * * * *

During the September 29th operation against the Hindenburg Line near Ronssoy, Corporal Llewellyn Power, New Yorker serving in Company D of the 107th Infantry, voluntarily left shelter and, under heavy fire from the entire enemy line, rescued two American machine gunners lying wounded between the lines.

* * * * *

In Company A of the same old "Dandy Seventh" New York, was another New York City resident, Private first class Isaac Rabinowitz. When the advance of his assaulting battalion was checked by heavy machine gun fire near St. Souplet, on the morning of October 18th, Private Rabinowitz with two other

volunteers went forward to reconnoiter the German positions. By effective rifle fire Rabinowitz and his two companions on this patrol drove the gunners from two machine gun emplacements, chased the enemy gunners into a nearby dugout and, tossing bombs down the mouth of that dugout, forced up into the open a total of thirty-five men including three high-ranking officers, whom they brought back as prisoners, to our lines.

* * * * *

A Penn Yan man, Private Samuel J. Randall of Company L, 108th Infantry, volunteered for a reconnaissance patrol to cover the LaSalle River, near St. Souplet, on the night of October 15, 1918. Brilliant moonlight made it necessary for the Americans to take advantage of every bit of cover and Randall went into the cold stream itself, wading along the entire distance covered by the patrol and returning with much important information of the enemy position.

* * * * *

Another Upstate New Yorker, Private Raymond E. Reed, hailing from Medina and serving in Company F, 108th Infantry, on two separate occasions during the height of the fighting near Ronssoy, September 29th, voluntarily went out into the open and, under intense cross-fire, carried wounded men back to safety.

* * * * *

During the same day's action a New York City man, Sergeant Joseph Robins of the Machine Gun Company, 107th Infantry, volunteered to attempt to make contact with supporting troops on the flanks of the 107th. He made one such liaison trip in safety, returning with the information that contact had been successfully accomplished. To make the trip to the other flank, however, Robins had to pass directly through a narrow defile swept by machine gun fire from two enemy "pill-boxes" held and operated by strong German forces. The only way was to dash through that narrow, fire-swept pass, and this Sergeant Robins did. He was fired on and badly hit but kept on, crawling the last hundred yards and, though almost unconscious from pain and loss of blood, succeeded again in making the necessary contact at the other flank, thereby insuring an unbroken line for the 107th's attack.

G I*(Continued from page 3)*

and because the extravagant statements of this aviator had previously proven unreliable, we did not believe the enemy to be in retreat. Neither was it advisable, during daylight, to have the limbers for an entire artillery brigade milling about and tearing up the ground around the battery positions, thus disclosing their locations and necessitating the occupation of new positions if the advance did not come off. It was finally arranged to have the artillery movement limited to the extent of merely having the necessary details at the limbers ready for immediate action. Fortunately before any serious action was taken, the reports of this aviator were completely discredited. A specific check of the situation disclosed the fact that the enemy was merely withdrawing from a small salient on the left of the division sector. This salient had become a "bottle-neck," due to advances on the flanks, and the enemy had deemed it advisable to get out of it and retire to the general line of his own flanking units.

It can readily be seen that serious and unnecessary losses might have ensued had a general advance been attempted based solely on the unverified premise that the enemy was in retreat. As it was, considerable increase in enemy artillery fire had been noted due undoubtedly to the unusual activity throughout the division sector.

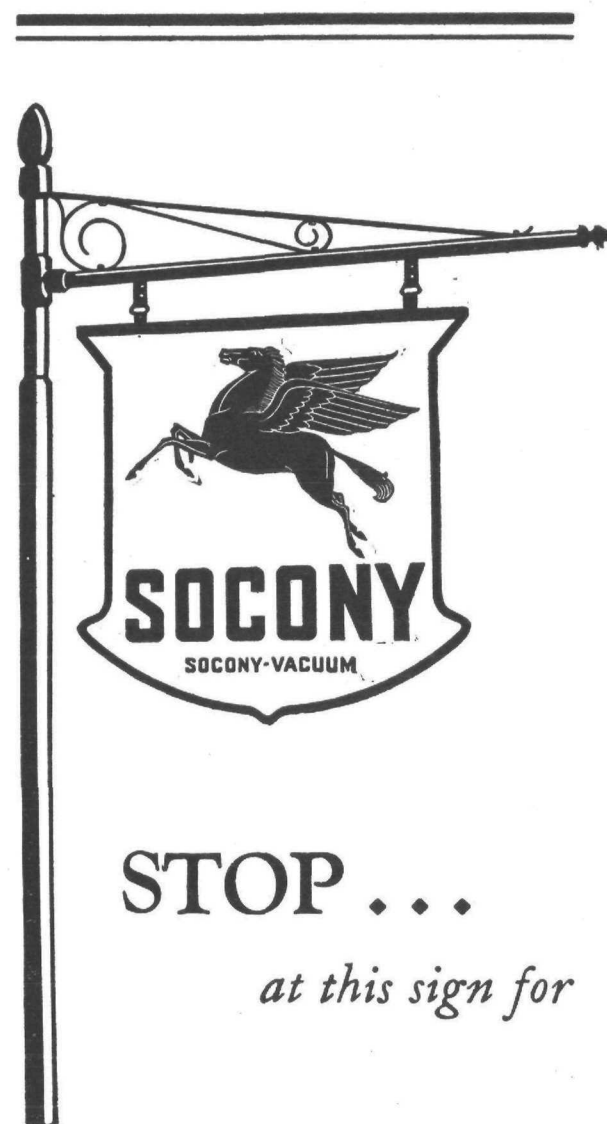
The foregoing examples of actual experiences are offered for the express purpose of demonstrating what may happen when soldiers forget this duty to pass on information promptly and in a precise, clear manner, without embellishment, but with the background of reliability or verification. This precept should be kept constantly in mind. If it is consistently followed, it will afford untold relief to the commander in his efforts to approximate the true situation, and assist him immeasurably in formulating his plans promptly, ac-

curately and with the decisive touch so essential to their success.

It might be well to consider here another habit which frequently is noticeable not only among the G1-S1 Sections but others as well, and that is the one of complaisantly waiting for important data and information to arrive in due course. Delay on the part of one unit often "gums the bases" right up to the highest echelon. We all should be imbued with the principle of "going after" the necessary data so that no delay in passing it on can be charged to our particular unit or department. The G1-S1 officers should be outside in their respective sectors much of the time anyway where things are happening and where, by first-hand observation and contact, data and information can be readily obtained, decisions promptly made and conflicting interests co-ordinated. Thus we get smoother cooperation in the furtherance of the main plan, and continuously eliminate the unnecessary delay of transmission.

In actual combat, the commander of an organization is vitally interested in knowing the number of effectives in his command so this is a feature that the G1-S1 Sections should cover assiduously. The daily report of strength by the time it reaches division headquarters is frequently un dependable where action has been heavy in the interim. Therefore a running check or file should be kept by organizations covering their strength situation, and this will frequently necessitate "going after" the information when it is not promptly forthcoming.

The G1 section is charged with the preparation of reports on captured material. This is usually handled in a routine manner by arranging with the G4 as to its disposition, or by instructions as to where he desires organizations to deliver it. Thus he may pick it up and dispose of it as opportunity and convenience permit. It is desired to point out, however, that any unusual device or gadget cap-



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tured from the enemy should be promptly passed on and not retained as a souvenir. This is an especially difficult thing to accomplish with American soldiers it seems, but a little education and persistence sometimes bring wonderful results in matters like this.

It might be well at this time to remark on another idiosyncrasy of the American soldier, and that is the habit of keeping Prisoners of War unnecessarily long around the front line positions in order that they may receive a comprehensive education in American habits, customs, and inclinations. Not only do large groups of prisoners hanging around the forward C. Ps. interfere with the normal activities therein, but they usually manage to disclose their locations and thus "draw flies" in the shape of artillery fire, etc. As we expected and learned in the late war, there came a time when "enough was too much"—when the "invincible" enemy finally perceived that someone had made an overstatement of fact, to say the least. So, great droves of them having decided it was extremely advisable to become "Kamerads" it was a very harrowing experience to be kept unnecessarily long in the forward zones. Aside from the fact that the G2 was always anxious to question them as promptly as possible, we thus were overlooking the important fact that prompt evacuation to the rear usually resulted in considerable voluntary information as a matter of gratitude.

It is not, of course, intended to convey the impression that P. Ws. must be rushed back in a continuous stream, but merely to stress the fact that no undue delay in getting them back where they can be useful should be the normal procedure. It might also be pointed out that they can thus learn the art of "craps shootzen" and pass out the souvenirs in a more leisurely and comfortable manner. Perhaps the simplest set-up for evacuating the P. Ws. is to have them brought by organizations to designated collecting points on the Straggler Line, thence by the Military Police, or

special details, to the P. W. Cage in the vicinity of the Divisional Forward C. P., where they are convenient for the G2.

In this connection, it is suggested that the Straggler Line be kept well forward, even in advance of the artillery positions if possible. This will facilitate the return of P. W. details and stragglers, etc., to their proper units. The idea that the Straggler Line must include the artillery is thought to be erroneous for the reason that the "Firing Battery" is a small crew directly under control and observation of the battery executive officer and the chiefs of sections. There is therefore little or no chance for straggling or ducking the detail. By having thus a shallow zone between the straggler line and the front, less opportunity is offered for straggling and hiding out.

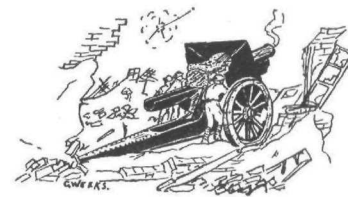
The matter of decorations seems also worthy of remark. The prompt recognition of acts of valor should be a prime consideration of all organization commanders, not only as a matter of justice, but also as a morale improver, and because delay in investigating a particularly brave performance frequently makes it difficult or impossible to obtain competent and dependable data. Hitherto it seems our army has been slow or reluctant in this respect with the result that many deserving cases never got the recognition they were entitled to, and others only after a lapse of years.

The effect on an organization of the ceremonious decoration of a valiant soldier can usually be noticed immediately in the improved morale and conduct within that unit. Such recognition seems to set the pace for it and is often followed by additional acts of bravery "above and beyond the call of duty."

One other point also seems worth considering before closing this article. The G1-S1 Sections, in addition to their own duties, can, in their continuous movements throughout their sectors, be of considerable spontaneous help to other sections, especially the G3 Section.

In combat the G3 is primarily occupied with the situation "up ahead." Therefore when going forward, we ought to see if there is not something that we can do for him. Frequently a doubtful situation can be clarified with little or no loss of time, or instructions from the G3 delivered to units while contacting them on G1 business. There will be frequent opportunities similar to the foregoing where this sort of cooperation will pay big dividends.

In line with an early paragraph, it was thought unnecessary to go into much detail regarding the routine reports and journals. Forms and simple instructions for their use are furnished and all ranks seem to be conversant with their compilation and disposition. One thing, however, ought to be stressed here. In the coming manoeuvres we shall be expected to turn in the Divisional reports at certain specified hours. Failure on our part in this respect is embarrassing to the Corps and no feather in our own caps. While the difficulty, in a theoretical manoeuvre, of obtaining data as to casualties, evacuations, etc., is admitted, we can, if we "go after" the necessary data, get it in time to turn it in at the proper hour. It is hoped that this policy will be followed by all the G1-S1 Sections.



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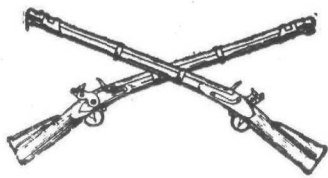
(Continued from page 9)

THE "UPSIDEDOWN" BUILDING

For many years the City of New York was obliged to maintain a fleet of ferry boats to convey people, ambulances, and supplies to and from Welfare Island. During inclement weather patients in ambulances were made to wait for many precious minutes before a boat was able to take them across. This delay frequently resulted in loss of life. The peril of fire was another problem that caused much anxiety since the rapid arrival of fire apparatus from the mainland depended entirely upon the efficiency of the ferry.

An alert architect, noting that the Queensboro Bridge passed directly over the island, conceived the idea of a building to be erected on the island and to be entered from the bridge.

The "upsidedown" building, only structure of its kind in the world, came into being. The main entrance at the level of the bridge is on the roof, and the cornerstone, which is usually on the street level, is also on the roof. Elevators in the building are large enough to accommodate ambulances and fire engines. Construction of the "upsidedown" building has eliminated the need for ferries and the city is benefiting to the tune of one million dollars each year, the amount necessary to maintain boats, piers, and a large personnel.



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the pleasure of choicest porterhouse steak for a rump steak price. We gladly pay premium prices to give you a finer smoke. This costly leaf is then manufactured to the high Edgeworth standard—better tobacco, made to smoke cooler, means *no tongue bite* and permits you to enjoy fully its enhanced flavor, greater mildness and richer aroma.

SECOND: A handsome *Monogram Pipe* (made by Linkman) that has been mechanically pre-smoked (already "Broken-In") with genuine Edgeworth. It's sweet and gentle from the start. Then to give you an added interest in this pipe, we engrave your own Company, Troop or Battery Letter in silver color on the bowl. No pipe so personal.

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Name Address

City State

PLEASE SEND US YOUR DEALER'S NAME AND ADDRESS

Dealer's Name Address

City State

ACCIDENT PROCEDURE

(Continued from page 17)

time he received it. Form 26 is now completely filled out.

We pass now to another form, Government Standard Form 27, the Investigating Officer's Report—Accident. If the government vehicle is part of a column, a transport officer should fill in this report. If the government vehicle is alone and no officer with it an investigating officer will be appointed and usually through necessity will make his report as a result of questioning the driver and any witnesses available and studying Form 26.

To a great degree Form 27 is similar to Form 26 and will be made out from the information contained in or received at the time that Form 26 is being filled in. Therefore it will not be necessary to go into detail but merely to pick out questionable spots on the form and again to urge that accuracy be observed, especially in the information obtained from Form 26. This latter applies particularly to the descriptions of the injuries and of the damage to the private vehicle or property, the witnesses, and to the diagram of the accident. The diagram is similar to that on Form 26 except that black ink will be used to show the positions of the vehicles at the time of the accident and red ink to show the positions after the accident. When the investigating officer has completed his diagram he should check with the driver in order to be sure that both diagrams agree.

Having filled in the Form 27 the investigating officer must turn to the statements which will be attached to the form. He receives the signed statements which the driver may have obtained from witnesses at the scene of the accident. He questions the driver and takes his signed statement. He follows suit with all the available witnesses whom the driver has noted on Form 26 (usually other soldiers). He receives the report of injuries. These reports may come from the driver who has received them from the doctor in attendance at the scene

of the accident or from the medical officer who may have been at the scene or may have made his examination at a later time. (Note: It must be certain that all originals are signed.) The officer then checks his report and attached papers. He makes his check with two thoughts in mind. First, has he an accurate report? Second, has he a report which will be complete and clear to another officer who may be appointed to investigate the claim? The claim officer may be appointed several months after the accident and may be miles away from the scene and from the military participants. If the investigating officer will conscientiously place himself in the shoes of the claim officer and picture what the claim officer will require, it will be assured that all the necessary data pertaining to the

military angle of the accident will have been collected. To summarize the duties of the investigating officer, it might be said that his duties are to collect all evidence which will be needed by the government for the military side of the case when a claim is made. Finally, the investigating officer mails to The Adjutant General's office, through channels, the results of his labors—Form 26, Form 27, and all statements he could collect. Perhaps his report may die in a file, but if a claim is made his report will prove invaluable.

In a number of cases where serious accidents have occurred, regimental commanders have appointed Boards of Inquiry. The records of these boards should also be forwarded to The Adjutant General's office.

Standard Form No. 27
Approved by the President
June 10, 1927

INVESTIGATING OFFICER'S REPORT—ACCIDENT MOTOR TRANSPORTATION

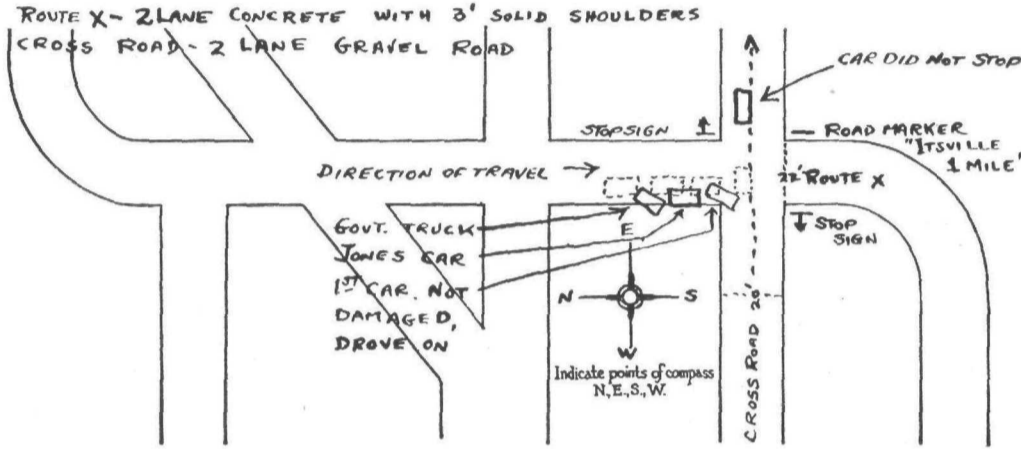
This report, together with the driver's report (Form No. 26), must be submitted promptly in accordance with department regulations.

ACCIDENT	Date <u>Aug. 7, 1938</u> , 19 Hour <u>11:15 A.M.</u>
	Place: City or town _____ State _____ Street <u>Route X, 1 mile South of Itaville, N.Y.</u> Weather <u>Heavy rain, dull light</u> Condition of roadway <u>Slippery macadam</u>
GOVERNMENT VEHICLE AND DRIVER	Make and type of vehicle <u>2 1/2 ton Indiana Cargo</u> Service No. <u>USA 45678</u> Name of driver <u>Peter Smith</u> His title and station <u>Pvt. A Co. --- Inf. NYNG. Thattown, N.Y.</u>
PRIVATE VEHICLE OWNER AND DRIVER	Make and type of vehicle <u>Plymouth 1938-2 door sedan</u> License No. <u>NY 48-123</u> Owner: Name <u>John Jones</u> Address <u>Haymarket, N.Y.</u> Driver: Name <u>John Jones</u> Address <u>Haymarket, N.Y.</u> License No. <u>1970771</u>
PERSONS INJURED	Names and addresses and extent of injuries _____ <u>John Jones, Haymarket, N.Y. --- sprained left wrist.</u> <u>Pvt. Peter Smith, A Co. --- Inf. NYNG --- 2" cut, left knee</u> If medical aid was rendered, state by whom <u>No medical aid rendered.</u>
DAMAGE TO GOVERNMENT VEHICLE	<u>Paint scraped on front bumper.</u>
DAMAGE TO PRIVATELY OWNED VEHICLE OR OTHER PROPERTY	<u>Right rear body and fender dented; right rear tail light and license holder smashed; right rear bumper bent.</u>
WITNESSES (Important)	ALWAYS SECURE NAMES AND ADDRESSES OF WITNESSES Names _____ Addresses _____ <u>Corp. Amos Peters, A Co. --- Inf. NYNG. --- statement attached</u> <u>Pvt. 1/c. Paul Ross, A Co. --- Inf. NYNG. --- statement attached</u> <u>Robert Dugan, Itaville, N.Y. --- refused to give statement</u>
POLICE REPORT	Did city or State police report the accident? <u>Yes, State Police</u> If report was made, attach copy. <u>Copy of report attached</u>
OFFICIAL DUTY	Government car was proceeding from <u>Thattown, N.Y.</u> to <u>Camp Smith, N.Y.</u> Was driver performing official duty? <u>Yes</u> Indicate the duty: <u>Driving advance detachment to Camp Smith, N.Y. per Reg't 1 Order 50, Hdqrs. --- Inf. NYNG. dated 8/1/38 (copy attached)</u>

Finally, in the words of a well known company, "Happy Motor-ing." But if it should be unhappy, do your act courteously, carefully, accurately, and completely, and some day some claim officer will bless you to the rank of General.

INVESTIGATING OFFICER'S SKETCH

Show in black the relative positions of the colliding vehicles, or of the vehicle and pedestrian, just before the collision, and at the time of the collision. Show in red their relative positions just after the collision. NOTE { DOTS AND SOLID LINES USED INSTEAD OF COLORS IN THIS EXAMPLE. Label the streets and every object depicted, and indicate measurements; show by dotted lines the course followed by each vehicle, and add any explanatory statement that would aid in an understanding of the occurrence.



If the above diagram is not applicable, attach substitute diagram.

I hereby certify that the foregoing is a true and correct report of the accident, according to the best of my knowledge and belief, based upon investigation made by me personally. Attached hereto as a part hereof are the following papers: Statements of Corp. Peters, Pvtl./c. Ross, Pvt. Smith.; State Police report; RO 50, Hdqrs.--Inf.; Statements of Inv. Officer and Med. Officer; Form 26; Photograph of accident.

A. B. See, Capt. -- Inf. NYNG. Investigating Officer.

INSTRUCTIONS TO INVESTIGATING OFFICER

- 1. Attach driver's accident report, with supplemental signed statement from driver. Among other things, the driver's statement should describe the course of the Government car, and the course of the vehicle or person collided with, just before and at the time of the collision; the rates of speed and how estimated; the signals of warning; condition of brakes, of lights, of streets as to being slippery; efforts made by driver to avoid collision; facts showing whether or not other driver, or person was in fault, etc.
2. Attach signed statement from each witness.
3. Attach copy of traffic regulation violated, if any.
4. Attach photographs of scene of accident and of damaged cars, if any taken.
5. Attach Findings and Recommendations of Investigating Officer.

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OUR SOCIETY

THE Annual Meeting of the National Guard and Naval Militia Relief Society of New York, Inc., was held at the Society's office, Room 756, State Office Building, 80 Centre Street, New York City, on the afternoon of Wednesday, May 10th. Reports of officers were made, and reports of Standing Committees received, and generally speaking, they pictured a Society that is lusty and growing, a Society which, if it continues its present rate of growth, should be on a firm financial basis within the next few years.

The present worth of our Society is about \$40,000, and of this total \$17,000 is represented by bonds which were purchased on the recommendation of the Society's Finance Committee, and the balance reposes in savings banks, awaiting a favorable time and opportunity for investment.

As a prelude to the report of the Relief Committee, Colonel Joseph A. S. Mundy, Chairman of the Committee, reminded the members of the purposes of the National Guard and Naval Militia Relief Society, as set forth in its Certificate of Incorporation: "To collect funds and extend relief, in case of emergency, to dependent widows and fatherless children of officers and enlisted men who shall have served five years or more in the National Guard or Naval Militia of the State of New York; and generally to promote the welfare of such widows and fatherless children," and he named the following Branches of the Society as having referred cases of need to it: 10th Infantry Branch, 14th Infantry, 27th Division Special Troops, 71st Infantry, 156th Field Artillery, 174th Infantry, 244th Coast Artillery, 369th Infantry, Headquarters Branch, and Naval Militia Branch. Colonel Mundy stressed the speed with which the Relief Society functioned in cases of emergency, and the absence of entangling red tape which characterized all its operations.

It will be of interest to all members of the Society to note what the contributions were by Branches for the fiscal year of 1938-39, which ended on April 30th.

Branch	Amount	Branch	Amount
Headquarters	\$1,018.50	106th Field Artillery	\$750.00
Naval Militia	185.79	106th Infantry	1,117.53
10th Infantry	1,155.81	108th Infantry	1,023.00
27th Division Special Troops	385.00	121st Cavalry	362.00
71st Infantry	1,002.75	156th Field Artillery	604.75
101st Signal Battalion	170.00	165th Infantry	1,000.00
102nd Engineers	265.50	174th Infantry	1,219.00
102nd Medical	247.80	212th Coast Artillery	749.65
102nd Quartermaster	415.00	244th Coast Artillery	481.55
104th Field Artillery	627.00	245th Coast Artillery	1,019.15
105th Field Artillery	657.05	258th Field Artillery	349.00
105th Infantry	49.00	369th Infantry	1,001.31

Of the Branches omitted in the foregoing tabulation, the 14th Infantry Branch and the 101st Cavalry Branch had not reported the amounts of their contributions by the time the Annual Meeting was held, but report on them will be made in the next issue of the "Guardian."



CAPTAIN FREDERICK C. WILLIAMS

THE Command of the 244th Coast Artillery announce with deep sadness the death on May 2nd at Walter Reed Hospital, of Captain Frederick C. Williams, a retired officer of the regiment and the last Spanish-American War Veteran of the Old 9th to remain active in the same organization.

Captain Williams enlisted in Company I, 9th Regiment, N. G. N. Y., on April 22, 1898, was mustered into the 9th N. Y. Volunteers on May 19, 1898 and served during the Spanish-American War. His service continued in the 9th, almost without interruption until he sailed for France as color sergeant with Battery D, 57th Artillery, and was first ashore with the colors on May 23, 1918. Transferred to Battery B, 43rd Artillery, Captain Williams' conduct merited a commendation while serving as gun commander of No. 1 Gun Section for "services displaying the highest degree of courage and discipline in maintaining uninterrupted fire, while under enemy shell fire." The active engagements in which Captain Williams served were at St. Mihiel, the Meuse-Argonne and the Verdun Defensive Sector. Returning to the United States on December 21, 1918, and reenlisting in his old unit, Captain Williams was commissioned a 1st Lieutenant in 1924 and Captain in 1927. When he retired on March 2, 1935, after more than thirty-five years of service, Brigadier General Mills Miller, then in command, said, "I admire and respect Captain Williams for his ability and devotion to his organization. I have never known a more faithful member or a better soldier than Captain Williams."

Final honors were rendered at Kensico, by Battery E, the unit to which Captain Williams had devoted a lifetime of loyalty, devotion and service. His former battery commander, Colonel Charles H. Ellard, Major George J. Zentgraf, the regimental chaplain, and Sergeant George McMillin, the 9th Regiment Veterans' Commander, saluted in final tribute.

THE GREY BRIGADE

(Continued from page 6)

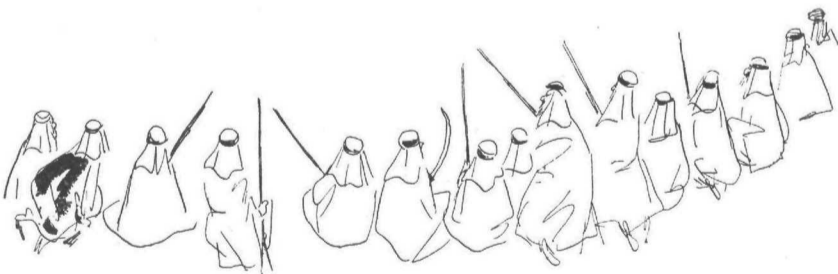
against superior numbers. Scott had initiated into an army, where it previously had been noticeably absent, the steady courage combined with flash and fire which in the long run usually win battles.

The greater effect of the engagement lay in its effect upon the American people. The shameful failures and recurring disasters of the army were forgotten in the jubilation of victory. The period of gloom and doubt was ended for American soldiers had proved that, properly trained and led, they were inferior to none. Enlistments in the army increased at once and even the unsympathetic New Englanders felt some measure of pride in the achievements of their countrymen. There at Chippewa was born anew the spirit which had carried American forces through Valley Forge and the dark years of the War of Independence.

Last, but certainly not least as far as permanent results are concerned, on September 6, 1816, the War Department ordered that in commemoration of the Battle of Chippewa the uniform of the cadets at the Military Academy be thereafter of the grey cloth worn by the First Brigade on July 5, 1814.

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 MemoirsScott



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A Day with the Engineers at Fort Riley

By Major J. R. Embich

A DAY of duty with the Ninth Engineers, of Ft. Riley, Kansas, a typical engineer outfit, proves to be filled with activities. The old adage that engineer companies are made up of pick and shovel men has proven false. However when the order comes to dig in they can swing a pick and wield a shovel with ease.

Every man in the Ninth Engineers must have knowledge of map reading and sketching. The topographic section is made up of members of the organization who choose and are more adapt in this line of duty. We stop in the topographical office and find them at work drafting, making maps, developing and printing photos. We leave the office and go out into the field; the survey parties are using the Transit, Level and Plane Table and gathering information for the map makers.

Another section is doing demolition work gaining knowledge in the handling and using of explosives. This is a very interesting phase of the engineer

soldier's duty. The formulas are figured to determine the number of blocks of TNT necessary to destroy a bridge. The members of the section then go about the work of placing dummy charges on the bridge where they will be the most effective. The live TNT is then introduced to them, each man makes a series hook up of several charges of explosives detonating them with the electric exploder. Charges are placed in a concrete wall and set off with time and instantaneous fuses. We leave this section to their schooling and move on to one working on road blocks. In this motor age enemy tanks and armored cars must be delayed. It is up to the engineers to do the road blocking. Stone walls are built across the road, cable, barbed wire and other materials available at hand are used to construct these road blocks. The placing in the proper place is also an important one which must be determined by the engineer soldier.

On to the garage which houses the motor section and carpenter shop. A member of the section is loading a tractor on a big four ton truck, others are tuning up the water pumps and compressor making ready for maneuvers.

Last but not least with the entire company we construct a pontoon bridge across the river. Here comes a pontoon boat from up stream with a crew, another is building the approach, others are laying the flooring. Within one hour three hundred feet of bridge spans the river and is ready for traffic. The day's duty is closed by dismantling the bridge and hauling it into the storage house.

Then comes the time to play; athletics play an important role in the Ninth Engineer's day. All members take part in some sort of recreation. Well coached and well equipped teams in football, basketball, baseball and bowling represent them in the post league.



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Who Knows?

The New York Sun solves the problem

The problem of how the name of a man killed in action in a New York regiment came to be on the world war memorial tablet in Bridgetown, capital of Barbados, has been solved. The solution proved simple, but the story does not prove a let-down, as often happens when there is a mystery near-mystery.

Lieut.-Col. A. D. Reutenshan, on a visit to Barbados recently, saw on the monument the name of John S. LeGall, 165th Regiment, U. S. Army. He wondered how it happened that a Barbadian had been serving with that outfit, and wrote an article asking for further information, which was printed in THE NEW YORK NATIONAL GUARDSMAN. Last Saturday, *The Sun* repeated his request for enlightenment.

Col. Reutenshan had already been told that Le Gall had been a member of Company E of the 165th, one of the twenty-two men buried alive in a caved-in dugout on March 7, 1918, an incident which inspired Joyce Kilmer to write the poem, "Rouge Bouquet." Responses to *The Sun's* article gave a good deal more information not only about John LeGall, but about his family, which is said to be the first of which two members were casualties in the American forces. There were four LeGall brothers, and they all got into service. One underwent an operation to make him fit to serve, though he couldn't get to more active duty even then than in a hospital unit; the next two were fighting men, and one was killed and the other wounded, and the youngest was too young to get into the American Army, so he went to Canada and enlisted there, but didn't get overseas.

Died a Barbadian

The family came here from Barbados about 1900, so John was a Barbadian at the time of his death, for he would have been 21 in October, 1918. The other three boys all are American citizens now, having chosen to be on attaining their majorities. There are two sisters, likewise Americans. Both parents now are dead.

The LaGalls lived in Brooklyn. John H. Mullee was one who recalled them and wrote to *The Sun*. "I went to school with the LeGall brothers," he said. "I knew their family very well when they lived on Park Slope at Garfield Place. They were regarded by all of us as ordinary American kids though we knew that they came from Barbados. They were a very patriotic family. I always felt they were citizens and they certainly behaved as if they were. Besides the Barbados memorial to John there is a memorial tree on Eastern Parkway near the Brooklyn Museum named for him, and also another in Prospect Park. John was a quiet sort of boy. He would be astounded if he could know how often his name has been honored."

William is the eldest. To fit himself for service, he underwent an operation for hernia, and in the hospital qualified as a nurse, and served for twenty months in France with the Seventy-seventh Base Hospital. He's now in Pittsburgh with the American Bridge Company.

John was next in age. He was keen for the Army, and served with the old Fourteenth on the Mexican border, then went to France.

Leonard Wounded in France

The third brother, Leonard, quit his courses at Commercial High School in Brooklyn to join the

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the "BLUES"



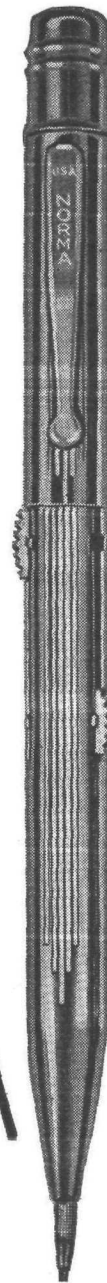
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same outfit as John for border fighting, and went with it to France. He was gassed on March 21, 1918, and believes that that, following John's death on March 7, made the LeGalls the first family to suffer two casualties in the United States forces. He got back to the fighting, however, and served in all five of the major engagements in which Americans were involved. On October 14, 1918, he was struck by machine gun bullets, three of which still are in him. He lives in Ridgefield Park, N. J., and is a salesman for the Sinclair Lumber Company.

The fourth brother, Oscar, is the one who got into the Royal Canadians when the American Army wouldn't take him on account of his youth, but found that his enlistment was too late to get him to France for action. He lives in Queens Village now.

"It is my honest opinion that the LeGall family was the most 100 per cent American family I have ever known," wrote J. Berry Coughlin, assistant county adjutant of the Kings County American Legion, another stirred to reply by the article in *The Sun*. "Four brothers and two sisters (nurses) in service, the father, a widower, at home buying Liberty Bonds."

Leonard says, however, that the sisters, Ivy G. LeGall and Alma Alice LeGall, were not war nurses, although Alma Alice is a nurse now.

He seemed surprised that the story should be brought up at this time, and, though not unwilling to answer questions, appeared a good deal more interested in the lumber trade of 1939 than in the fighting of twenty-one years ago.

OVERLAND MARCH

Major General Stanley H. Ford, Commanding the Sixth Corps Area, announced recently that the 61st Coast Artillery (AA) Regiment less the Headquarters Battery, stationed at Fort Sheridan, Illinois, will leave on an overland trip to Fort Leavenworth, Manhattan and

Lawrence, Kansas, on May 1, 1939. The route followed to Fort Leavenworth and return is approximately 1,400 miles.

While this modern motorized coast artillery unit is capable of much greater daily marches, many factors, such as suitable camp sites, consideration for civilian traffic, increased wear and tear on both men and equipment, and the fact that no emergency exists, have made it advisable not to make any "forced marches." This regiment made a similar march last year through Iowa, Nebraska, Kansas and Missouri of approximately 1,400 miles which was undertaken under most adverse weather conditions and was made without an accident of any kind and with only minor mechanical difficulties.

The objective for this trip is training in road marching over an extended period under field conditions and tactical demonstrations. The regiment will give tactical displays of anti-aircraft material before the R.O.T.C. at Manhattan, Kansas, on May 6th and at Lawrence, Kansas, on May 8th. A similar demonstration will be given for the students of the Command and General Staff School, Fort Leavenworth, Kansas, on May 10th.

The regiment will leave Fort Sheridan at 5:00 A. M. (CST) May 1st and will travel by routes Illinois 22, 59, 69, 47, 48, 119, and US-66 to Springfield, Illinois (244 miles), where it will remain overnight.

On the second day's march the regiment will leave Springfield by way of US-36 to Macon, Missouri (170 miles), where it will remain overnight.

On the third day's march the regiment will leave Macon, Missouri, by way of US-36, US-71 and US-92, to Fort Leavenworth, Kansas (171 miles), where it will encamp.

During the period May 5-10 demonstrations will be held as described above.

On May 11th the regiment will depart from Fort Leavenworth to return to Fort Sheridan, by the

same route, arriving at its home station on May 13th.

Major Marvil G. Armstrong, Coast Artillery Corps is the Commanding Officer of the 61st Coast Artillery (AA).

The following story is about a certain Scotchman who returned to his native land after a thirty years' absence. Preparatory to leaving America, he wrote and asked his brothers to meet him at the station, and upon his arrival at the home town was met by two bearded men whom he had difficulty in recognizing.

"Why the beards?" he asked.

"Dinna ye remember, Donald?" they replied, "you took the razor with you."

A Scotsman was stripping some wall paper from the walls of his house when a friend called to see him.

"Well, Sandy," said the visitor, "are you going to put on new paper?"

"Na, na," replied Sandy. "Ah'm movin' into another house."

"I want a corset for my wife," said a rather embarrassed man in a Ladies Specialty Shop.

"What bust?" asked the young lady clerk.

"Nothin'. It just wore out."

Quack: "These pills I offer you, ladies and gentlemen, are the finest things for making one strong and healthy and increasing one's life."

Voice from the crowd "But what about our forefathers? There were no such pills in their days."

Quack (convincingly): "I quite agree with you. And where are they now? All dead!"

—Moulton's Live Wire.

Attorney—"And what makes you think you are entitled to a pension, Mrs. Gnaggs? Did you do any fighting during the war?"

Mrs. Gnaggs—"Yes, my husband and I fought the whole four years."

THE BENNING SYSTEM

(Continued from page 7)

presentation. When the course is over, they return to their companies with full knowledge of what training should be given and the method and manner of imparting the instruction.

The lectures themselves have been carefully prepared and during the hour available for instruction complete use has been made of all charts, sand tables, landscape target and demonstrations. Selected groups of non-commissioned officers have been utilized for these demonstrative periods, and they in turn, will be able to give similar demonstrations and instruction to their units.

During the same period the new recruits, grouped together in Group I, have undergone, under the direction of one officer and one non-commissioned officer, an intensive course leading up to the point where they can fit in with the other members of the company. The time has been calculated and the schedule so coordinated that when the non-commissioned officers return to their companies, groups 1 and 2 are then ready for advanced training subjects to be given by the officers and non-commissioned officers who have completed their training in the subjects outlined above.

There is little doubt that this course has been extremely helpful to all concerned. The interest shown by the non-commissioned officers, who have had the advantage of this planned instruction, in subjects with which they should be familiar, should show results.

This article indicates that the system of training at Fort Benning can be made workable in a National Guard unit and in conformity with National Guard training plans, and not to the exclusion of their duties. The success of this system depends entirely upon the detailed planning and preparation of the Course. It is submitted for the benefit of any National Guard organization as a system that has been tested and found highly satisfactory.

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GENERAL HASKELL'S MESSAGE

(From page 13)

Necessarily, hand in hand with this thought is that the equipment for the men in question should be physically on hand at the armory, ready and waiting for the Reservist to report, so that there would be no delay or confusion in equipping the Reservist.

It is my opinion that a very large percentage of young men leaving the Guard for business reasons or other reasons would be very glad to enlist in such a National Guard Reserve, and hold themselves in readiness, providing they were not called upon for any duty during normal times. With our turnover of between thirty and forty per cent of our enlisted strength, it is probable that within three years a National Guard Reserve could be built up amounting to perhaps 150,000 men for the United States. They would all have had three years of training, and that training would still be fresh in their minds. At the end of the three-year period they would pass out of the Reserve, and their places would automatically be taken by the men being discharged that year, so that the Reserve would stand at approximately 150,000 men in the United States.

The cost of such a National Guard Reserve would be but a drop in the bucket in comparison to current appropriations for national defense, and I know of nothing that would create greater immediate effectiveness than it.

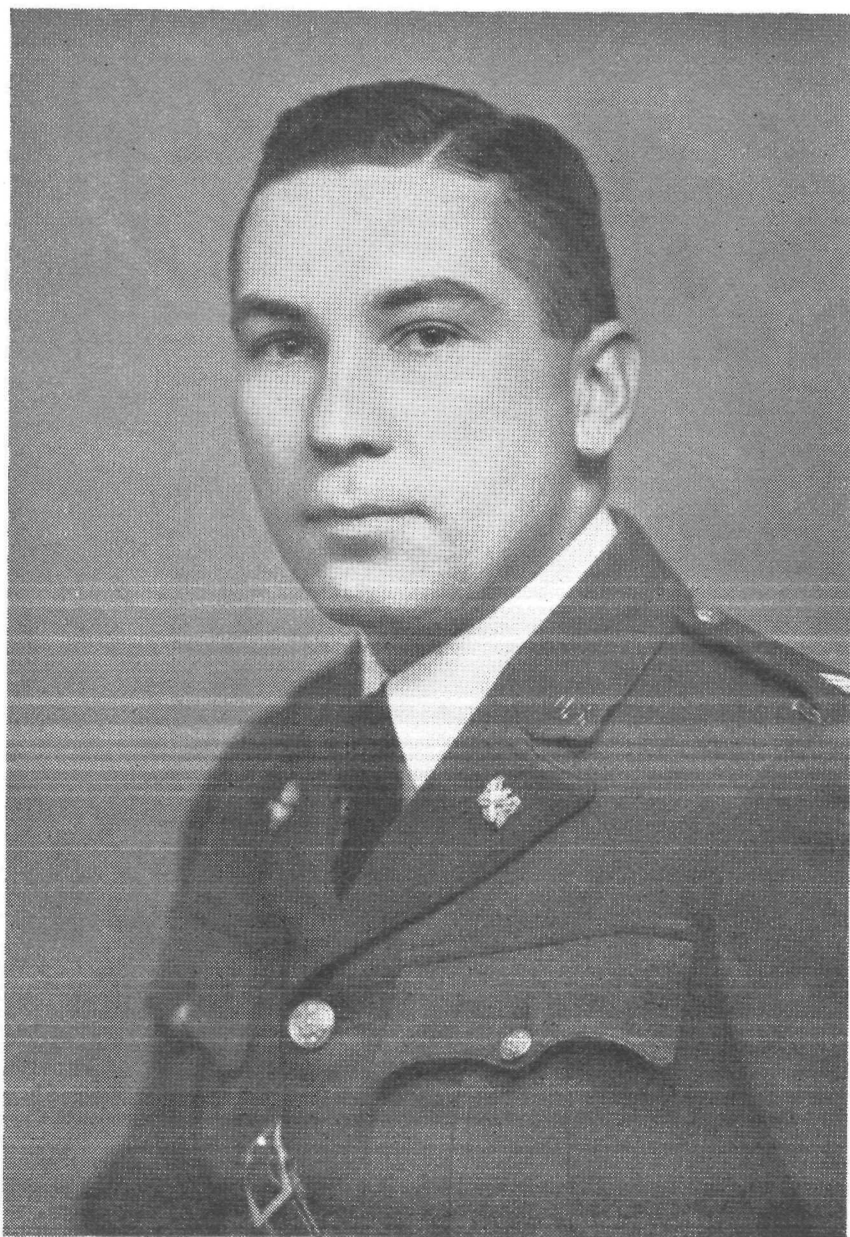
Today we have spread our strength into so many organizations that the effectiveness of all is seriously impaired.

BOOKS

INFANTRY IN BATTLE. *One Volume, 415 pages, Second Edition. The Infantry Journal, Inc. Price \$3.00. Reviewed by Lt. Col. Edward Bowditch.*

The second edition of this interesting book has just been published with changes which are a considerable improvement. Although the chapters cover the same subjects, they are marshaled in different order, and, in some instances, are considerably expanded. This is best exemplified in the chapter on "Fire" in the first edition which has been re-titled "Fire and Movement." The cuts have been improved, the subject matter has been made more forceful, and the index expanded.

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MAJOR GEORGE G. BERRY

The promotion of George G. Berry to the rank of Major, and his assignment as Assistant Adjutant, Headquarters 27th Division, New York National Guard, has just been announced.

Major Berry has had a varied experience in the New York National Guard. He served as an enlisted man and as second lieutenant and first lieutenant in the 14th Infantry and was later promoted to Captain, Q.M.C., Assistant Division Quartermaster. Upon the formation of the 102nd Quartermaster Regiment, he was transferred to that Regiment as Captain, Plans and Training Officer.

During the summer of 1936 he served as an Assistant Ordnance Officer and in 1937 as Assistant Quartermaster at Camp Smith and during this service he became acquainted with most of the officers training there.

At present Major Berry is on duty in the Office of the Chief of the National Guard Bureau where he has served for the past year.

His many friends in the New York National Guard will be delighted to learn of his promotion and to extend to him every good wish in his new assignment.

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AVERAGE PERCENTAGE OF ATTENDANCE

MONTH OF MARCH, 1939

AVERAGE ATTENDANCE FOR ENTIRE FORCE (March 1-31, Inclusive).....92.15%

Maximum Authorized Strength, New York National Guard..1499 Off.	22 W. O.	19520 E. M.	Total 21021
Minimum Strength, New York National Guard.....1467 Off.	22 W. O.	17467 E. M.	Total 18956
Present Strength, New York National Guard.....1402 Off.	21 W. O.	19198 E. M.	Total 20621

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.

106th Field Art.	96.39% (2) ⁶
Maintenance.....647	Actual.....688
369th Infantry	95.59% (3) ⁹
Maintenance.....1038	Actual.....1128
121st Cavalry	95.58% (4) ¹
Maintenance.....571	Actual.....619
174th Infantry	94.46% (5) ³
Maintenance.....1038	Actual.....1180
101st Cavalry	94.24% (6) ¹⁹
Maintenance.....571	Actual.....644
212th Coast Art.	93.99% (7) ⁴
Maintenance.....703	Actual.....753
244th Coast Art.	93.90% (8) ⁸
Maintenance.....648	Actual.....697
165th Infantry	93.17% (9) ⁷
Maintenance.....1038	Actual.....1133
Spec.Trps.27th D.	92.85% (10) ¹⁰
Maintenance.....318	Actual.....384
156th Field Art.	92.47% (11) ¹²
Maintenance.....602	Actual.....642
14th Infantry	92.20% (12) ¹¹
Maintenance.....1038	Actual.....1100
108th Infantry	92.09% (13) ¹⁴
Maintenance.....1038	Actual.....1120
105th Infantry	92.06% (14) ¹⁸
Maintenance.....1038	Actual.....1115
10th Infantry	91.84% (15) ¹⁵
Maintenance.....1038	Actual.....1119
104th Field Art.	91.53% (16) ²¹
Maintenance.....599	Actual.....635
102d Med. Regt.	91.49% (17) ¹⁶
Maintenance.....568	Actual.....679
105th Field Art.	91.41% (18) ²⁰
Maintenance.....599	Actual.....667
102nd Engineers	91.28% (19) ¹⁷
Maintenance.....475	Actual.....508

HONOR ORGANIZATION	No. Dr.	Pres. and Abs.	Aver. % Att.	Aver. % Att.
102nd Qm. Reg.			97.58% (1) ²	
Maintenance.....235			Actual.....335	
HEADQUARTERS ..	5	5	5	100
HDQRS. CO.	6	40	38	95
HDQRS. 1st BAT....	5	2	2	100
COMPANY A.....	6	50	46	92
COMPANY B.....	6	49	48	98
HDQRS. 2nd BAT...	5	2	2	100
COMPANY C.....	6	49	48	98
COMPANY D.....	6	49	49	100
HQ. & HQ. DET. 3rd				
BAT.	6	8	8	100
COMPANY E.....	6	35	35	100
COMPANY F.....	6	30	30	100
MED. DEP. DET....	6	12	12	100
	331	323	97.58	

87th Inf. Brigade	94.87% (5) ⁴
Maintenance.....27	Actual.....37
Hqrs. 27th Div.	93.84% (6) ⁸
Maintenance.....65	Actual.....65
52nd F.A. Brigade	93.75% (7) ⁷
Maintenance.....36	Actual.....48
51st Cav. Brigade	93.51% (8) ⁵
Maintenance.....69	Actual.....78
53rd Inf. Brigade	88.09% (9) ⁶
Maintenance.....27	Actual.....43

BRIGADE STANDING

27th Div. Aviation	90.83% (20) ²⁶
Maintenance.....118	Actual.....131
245th Coast Art.	90.81% (21) ¹³
Maintenance.....739	Actual.....802
71st Infantry	90.80% (22) ⁵
Maintenance.....1038	Actual.....1103
106th Infantry	90.43% (23) ²²
Maintenance.....1038	Actual.....1115
101st Signal Bn.	89.18% (24) ²³
Maintenance.....184	Actual.....188
258th Field Art.	87.25% (25) ²⁴
Maintenance.....647	Actual.....644
107th Infantry	86.06% (26) ²⁵
Maintenance.....1038	Actual.....1051
Brig. Hdqrs. C.A.C.	100.00% (1) ¹
Maintenance.....11	Actual.....9
State Staff	100.00% (2) ²
Maximum.....78	Actual.....75
93rd Inf. Brigade	97.67% (3) ⁹
Maintenance.....27	Actual.....43
54th Inf. Brigade	95.00% (4) ³
Maintenance.....27	Actual.....39

51st Cav. Brigade	93.36% (1) ³
Hdqrs. & Hdqrs. Troop 101st Cavalry 121st Cavalry	
87th Inf. Brigade	93.05% (2) ¹
Hdqrs. & Hdqrs. Company 71st Infantry 174th Infantry 369th Infantry	
Brig. Hdqrs. C.A.C.	92.85% (3) ²
Hdqrs. & Hdqrs. Detachment 212th Coast Artillery 244th Coast Artillery 245th Coast Artillery	
93rd Inf. Brig.	92.79% (4) ⁴
Hdqrs. & Hdqrs. Company 14th Infantry 165th Infantry	
52nd Field Art. Brig.	91.88% (5) ⁵
Hdqrs. & Hdqrs. Battery 104th Field Artillery 105th Field Artillery 106th Field Artillery 156th Field Artillery 258th Field Artillery	
53rd Inf. Brig.	91.40% (6) ⁶
Hdqrs. & Hdqrs. Company 10th Infantry 105th Infantry 106th Infantry	
54th Inf. Brig.	89.27% (7) ⁷
Hdqrs. & Hdqrs. Company 107th Infantry 108th Infantry	

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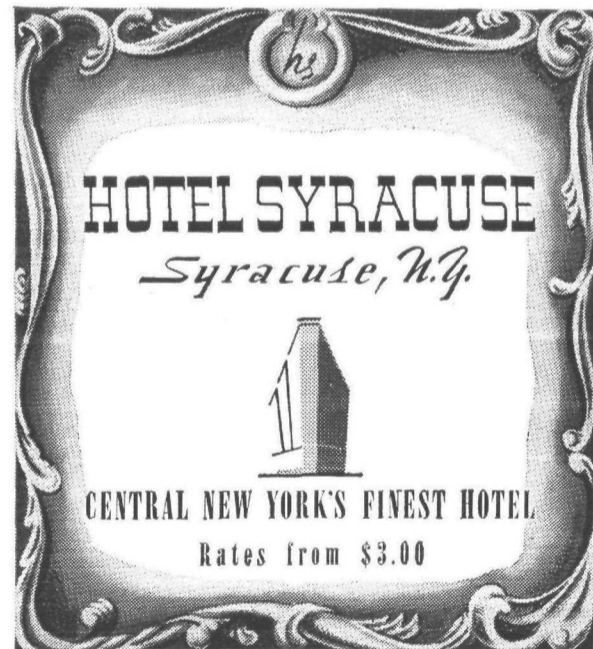
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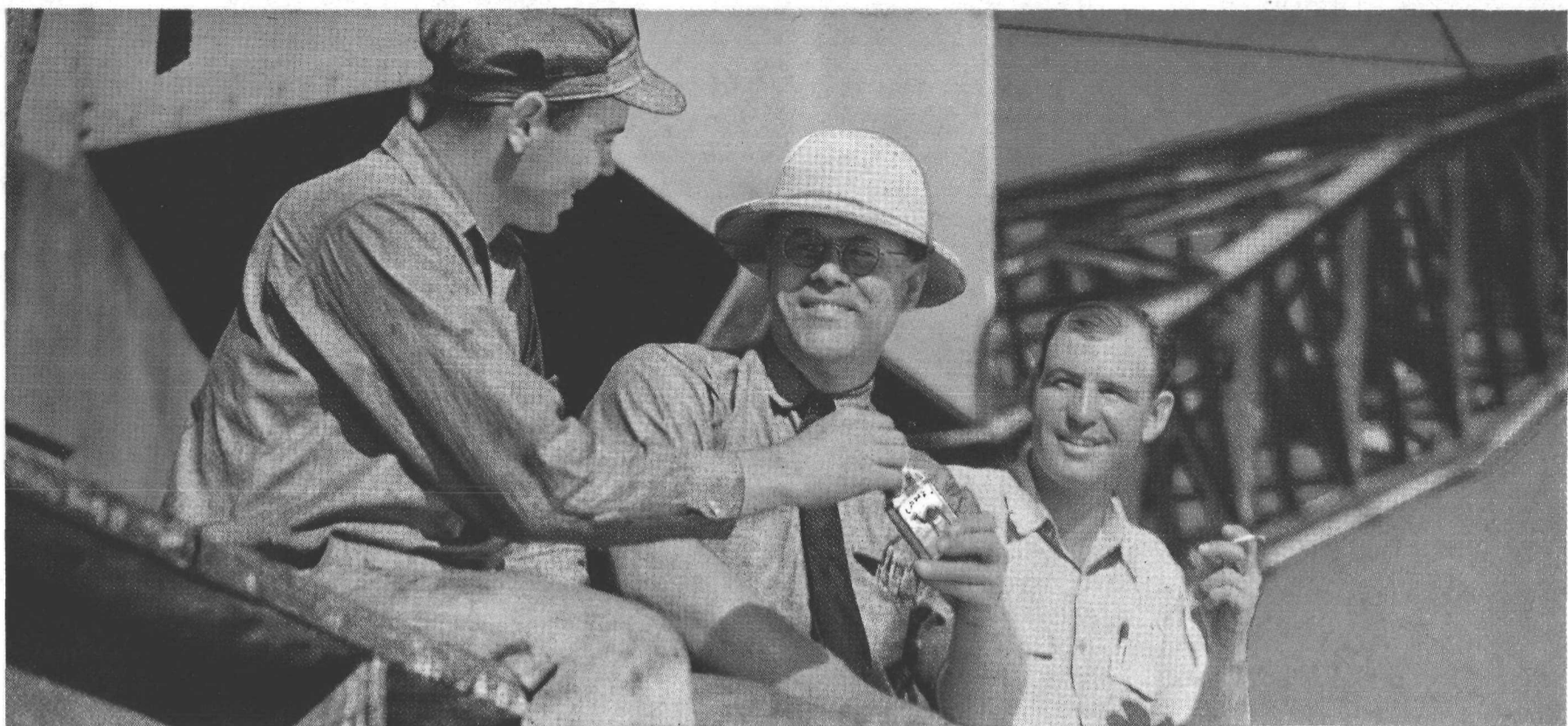
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stop at . . .*



when in

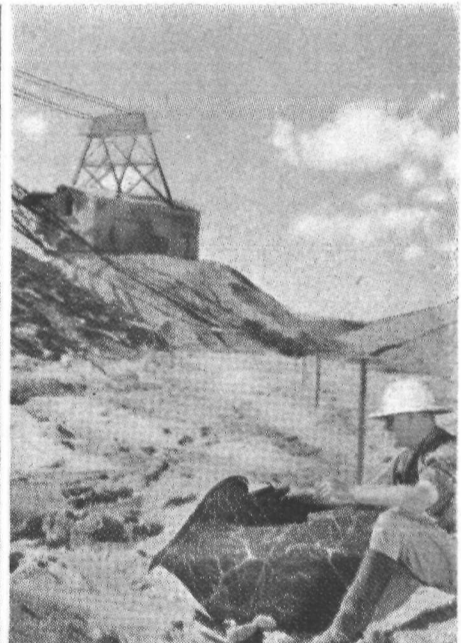
Central New York



Lou Sloan (center), All-American Canal engineer, pauses to enjoy a Camel, the cigarette he calls "the best-tasting and mellowest I know."

"FOR SMOKING PLEASURE AT ITS BEST
LET UP—LIGHT UP A CAMEL!"

L. R. SLOAN, JR., IRRIGATION ENGINEER

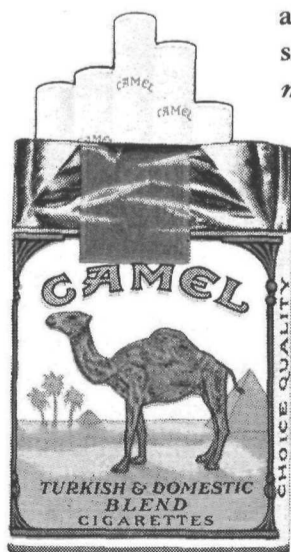


1 LOU SLOAN is engineering a link in the All-American Canal that winds from the Colorado River to California's Imperial and Coachella Valleys. Lou says: "Out here, where the heat hits 120 degrees, it's mighty pleasant to LET UP—LIGHT UP A CAMEL."

2 THIS PICTURE shows Lou directing a giant shovel that grabs up 25 tons of dirt per scoop. Men in this barren country find few high-spots in life. So Lou and most of his fellow workers are grateful for the true smoking enjoyment they get from Camels. "I like Camel's mellow mildness and delicate flavor," says Lou. "Mildness" and "flavor" are words that Camels put into many a smoker's mouth. Smokers enjoy Camels *more* because there's *more* to a Camel.

3 GRAPPLING with knotty problems in a withering climate, engineer Sloan finds each mellow, cheering Camel a good friend indeed. He says: "I'd walk a mile for a Camel' any time!" And Lou finds Camels uniformly good—always mellow and delightful.

"Mild as a Camel" is a Camel smoker's way of describing anything that is mellow, smooth. Smoke 6 packs of Camels. Learn why they are the largest-selling cigarette in America—a matchless blend of finer, MORE EXPENSIVE TOBACCOS—Turkish and Domestic.



FOR SMOKING PLEASURE
 AT ITS BEST —

CAMEL...

THE CIGARETTE OF COSTLIER TOBACCOS