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THE DEATH FIRES

Like sheet-lightning on the horizon
Glow the death fires ;
Flashing, flickering, leaping from cloud to cloud,
Now dying.

Faster, faster ; higher, higher
Dance the death fires.
Flames of hate, flames of destruction,
Sudden death.

Like a far-off thunderstorm
Comes borne on the evening breeze,
The gun's chant.
Dully rumbling, sullenly muttering ;

Now faint, now loudly menacing,
A diapason of death.

P. C. DOOLITTLE,
S. S. U. 627.

A REVISED FORD MANUAL.

The author of the following Treatise, thru experience has discovered that the Ford Manual, as published by the Ford Motor Car Company, while it may serve to give information concerning the operation and non-operation of a "milk-fed" Ford, does not fulfil its purpose in regard to that hearty perennial hybrid know as a "Flivver Ambulance". This strange monster, call it fish, animal or thing has at various times defied all the natural laws of mechanics and it was therefore necessary to delve into fields of research hitherto unknown to man to bring forward a theory of operation which might stand the test of time. In the preparation of this treatise the writer has spared everything but "*du bon vin blanc*" and he hopes that his contribution will be read in the same spirit in which it was written. The method of the w. k. and j. f. Ford Manual has been followed for which he duly apologizes.

The Author.

What must be done before starting the car? Answer No. 2,000,001.

Before trying to start the car fill the radiator (by removing cap at top) with clean, fresh Pinard or any similar alcoholic liquor. The alcohol in solution not only prevents freezing, but also intoxicates the machine so that it starts with only two hundred revolutions of the crank. When returning from a run, drain radiator and drink contents. (See chapter on Sa — lubrication.)

What about Gasoline? Answer No. 2 1/2.

Altho' the Ford car is as simple as human invention can make it; it sometimes becomes necessary to fill the tank with gasoline. If you think that your supply is becoming low, remove cap on tank and thrust lighted blow-torch thru the hole. With micrometer calipers measure the reflected image of the blow-torch superimpose the measurements on a slide rule and you will thus obtain the exact contents of the tank. An explosion indicates too much gasoline.

If for any reason it becomes necessary to drain the tank, turn car gently on its back and the force of gravity will cause gasoline to run out without further attention.

Our chemical experts have discovered that a two to one mixture of gasoline and nitroglycerine gives the best results for ordinary purposes. Careful drivers will always carry reserve bidons. This reserve should never be used (except for "*un peu d'essence, s'il-vous-plait*").

How about the oil system? Answer No. 43.

The driver should be well "oiled" or "sa-lubricated" at all times. The machine will take care of itself.

How is the engine cranked? Answer No. oo.

Our cars were in use three years before the answer to this question was finally ascertained. No one without previous experience in a "Fromagerie" should attempt this delicate operation.

The starting crank, if searched for diligently may sometimes be discovered protruding from the front of the car just beneath the radiator. After turning off switch, grasp crank with both hands, taking special care to place both feet on the rear axle, meanwhile gently humming, "*Oh, for the Life of a Sailor*". Now push firmly towards the car until you feel the crank ratchet engage, then lift upward with a quick swing. This should start engine — but it never does, therefore continue the operation until exhausted. Take another drink and begin at the point left on, this time making sure that the fenders are tight, all blankets neatly folded, and "brancards" arranged. French profanity should always accompany the second spasm. If engine fails to start now, remove spark plugs, placing them in the upper left hand pocket and fill cylinders with any high grade perfume. When this has evaporated fill cylinders with concrete and replace plugs. Turn switch on, disconnect caburetor, turn crank eighty seven times and the engine is started.

In cold weather, other methods must be resorted to. The best of these is to jack up one rear wheel, taking special care to put on need chain. To disregard this admonition is to gamble with death. When the engine is started, be sure to remove jack. Cases have been known in which experienced drivers have driven with the jack under the wheel.

Does the engine kick? Answer No. 3.

Yes. But, there is no excuse for broken wrists or other bodily injuries if directions are followed. The first principle is to get on good terms with the engine, speak to it gently in endearing terms. When the psychological moment is reached, place four grammes of "*Mellen's Food*" in the gasoline tank, then start engine. In obstinate cases even this will not calm the beast. If it kicks, keep the crank firmly in hand on the backfire the whole machine will turn gently over, performing a complete revolution in the air, and will settle down again in its original position.

How is the car started? Answer No. oo 1/2.

On a hill, by releasing the brake. On the level, by towing.

How is the car stopped? Answer No. II, III.

This is a complicated feat which should not be attempted except by those of decided mechanical genius. For amateurs, stone walls, ditches and embankments are often found very effective. Those wishing to investigate the subject further will find a technical survey of the available material in Robert W. Chambers' "Twenty Thousand Leaks in a Flivver".

How is the speed of the car controlled? Answer No. 072.

By gendarmes.

What attention does the car need? Answer No. 999.

When the car is in good condition, call the section mechanic, he will fix it so that you will not lack work for a week.

How are spark plugs cleaned? Answer No. 444.

Ivory soap and water. Ivory soap is over 99 o/o pure and it will not harm the fairest complexion.

How is the power plant removed from the car? Answer No. 1.
Insert hand grenade and touch off.

How is the engine cooled? Answer No. 3.

Ice bags and frequent cold showers.

The Carburetor. How does it work? Answer No. 101.

It doesn't.

How can one tell which Cylinder is missing? Answer No. 44904.6.

Unscrew each spark plug and leave it loosely in the cylinder. Crank engine. If the resulting explosion in the given cylinder sends the plug flying into the air with a sharp report, that cylinder is good. Continue until all eight cylinders have been tested.

What about the steering apparatus? Answer No. ?

The main part of the steering apparatus is the wheel — Hold to it. Many accidents result from improper steering caused by the eyes of the driver being diverted from the road by comely French damsels. There are many remedies which might be suggested but personally we would rather take a chance.

Solomon GARDEN,
S. S. U. 19/637.

PRESENT ACTIVITIES OF FORMER A. F. S. MEN

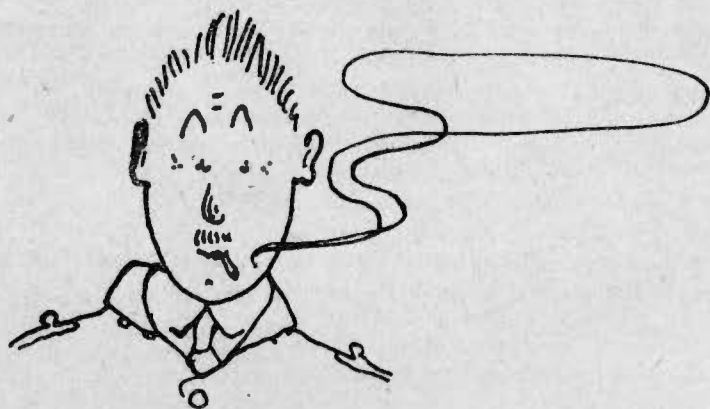
Earl Shinn Cadbury S.S.U. 17 1st Lieut. U. S. Air Service
A. E. F.
Stafford Leighton Brown S.S.U. 19 Cadet U. S. Air Service
A. E. F.
Roland Leonard Eaton T.M.U. 184 Yeoman, 1st Class, U. S. N.
R. F.

John Henry Hamlin S.S.U. 64 Cpl. Yale R. O. T. C.
Grenville T. Keogh S.S.U. 3 S/Lieut. Aviation Française.
Richard Henry Plow S.S.U. 1 Gunner Canadian Field Artillery.
Leland Burke Prior T.M.U. 526 Aviation U. S. S. M. A.
Ohio State University.
Paul Beck Welker S.S.U. 16 Cadet, Western Reserve University.
Daniel Robbins Winter S.S.U. 64 Yale R. O. T. C.

S. S. U. 65

A former member of S. S. U. 65 has given the Editor the following list of what some of the men of this section are doing.

William B. Byers. Pvt. 76th Field Artillery Headquarters, Camp Shelby U. S. A.
Christian Gross. Sec. F. Co. 2, 3rd O. T. C. (Infantry), Camp Grant, Illinois.
Chester L. Talmage. 2nd Lieut. Royal Flying Corps.
A. A. Dailey. Balloon Service, U. S. A. Fort Omaha.
Lawrence G. Fisher. A. R. C. Italian Ambulance.
Rowland A. Robbins. 2nd Lieut. Air Service.
Bertrand W. Saunders. A. S. S. U. S. R. Artillery School at Fontainebleau.
Henry Cooper. Artillery, 3rd. O. T. C. Camp Grant, Illinois.
John W. Lowes. Cadet, Royal Flying Corps, Toronto, Canada.
Carroll Moore. Aviation "Somewhere in U. S. A."
Frank Packard. U. S. Navy, Great Lakes Training Station, U. S. A.
Ralph Johanson. U. S. Navy, Great Lakes Training Station, Illinois U. S. A.
William W. White. Aviation (Enlisted but not called).
William B. Gemmill. Balloon Section of Aviation, Fort Omaha, Nebraska.
Robert Myers. Balloon Section of Aviation (Enlisted but not called).
Thomas Wagner. U. S. Aeronautics Detachment No. 1.
Harold Atherton. U. S. Aviation.
Hawley Smith. Infantry 3rd. O. T. C. Camp Grant, Illinois.
John B. Featherstone. Mechanic, American Red Cross.



A LARGE REWARD

Will be paid to whomsoever shall apprehend and return to any point in the United States of America the man in the above photograph ALIVE. Escaped from his country in June 1917, and has since been employed by the A. F. S. and U. S. A. A. S. collecting vermin, dirt, souvenirs and dissolute habits, Somewhere in France.

When last seen he was wearing a mud-smeared U. S. uniform (with coat collar turned down) and a sickly smile. Answers to number above or to almost any mathematical combination. Harmless and tractable, and will follow almost anyone going west. Will be absolutely useless to finder as value to owner is purely sentimental.

Can probably be surprised in bed at almost any hour, and can be stirred into activity only by loud explosions or the prospect of dinner. Mentally deficient at present but with kind treatment and removal of military obligations may partially recover. If in the vicinity of the front can be traced to any convenient dug-out.

In case of capture and safe return apply.

Cassius CORVAY,
S.S.U. 636, par B. C. M., Paris.

IDENTIFICATION

Hair..... Matted.
Eyes... .. Bloodshot.
Nose..... Inflamed.
Teeth..... Discolored.
Tongue..... Active.
Age..... Draft.

WON CROIX DE GUERRÉ IN BIG BATTLE

Lieutenant Ralph Richmond, commanding Section 642 (old Field Service, Section 30), has been awarded the Croix de Guerre with the following citation :

Richmond, Ralph, Lieutenant. Commanding officer whose devotion is above all praise. Worked unstintingly from March 25 to 30, directing his vehicles as far as the most advanced elements, despite the enemy's fire. Was able to obtain from his section an exceptional result which, in spite of the circumstances, permitted the rapid and complete evacuation of the wounded.

Five other members of Section 642 were cited. They are Sergeant Junius Beebe, G. de L. Harris, Henry K. James, E. A. Littlefield and John J. Frenning.

NOTES

Lt. Bob Nourse, Princeton's football player and weight thrower of a few years ago, showed the true type of American athlete when he refused to quit under fire "over there". Rightly does the proud honor of being the recipient of the Croix de Guerre awarded by the French government belong to the Tiger lineman and javelin hurler.

Boston Herald, March 4, 1918.

Former Field Service men at C. I. A. M. Meaux :

Le Roy I. Harding (S.S.U. 67) ; J. W. B. Seymour (S. S. U. 17) ; Bert E. Tremblay (S.S.U. 66) ; Russell H. Potter (S.S.U. 28) ; Myron T. Wick (S.S.U. 15).

Milton G. Silver (S.S.U. 65) has entered the Artillery Branch of the Army Candidates School for Officers.

Louis G. Caldwell, formerly Sous-chef of S. S. U. 65 has come from the States to Paris on business and intends to join the French Artillery.

Grenville T. Keogh (S.S.U. 3) has returned after five months service in the French Army, as S/Lieut. in Escadrille — Armée d'Orient. Lieut. Keogh has been sent to Paris during his convalescence from fever contracted in the east. At the end of this period he will return to the Orient, unless transferred to the western front.

FROM CENTIGRADE TO FAHRENHEIT

To the Editor of the " Bulletin " :

I am anxious to find out the way to figure out the A. F. S. number from the U. S. A. A. S. section number and vice-versa. In other words, I want to know, whenever I see the U. S. A. A. S. number designated on an ambulance how to find out what was the former Field Service number.

Old Philadelphia Lady.

Paris, December 24th, 1899.

To the Old Philadelphia Lady,

The system of recognizing the old Field Service number from the U. S. number is to subtract 618 from the U. S. number and you have the old Field Service number. Example: 637 minus 618 equals 19, old Field Service number; or 631 minus 618 equals 13, old Field Service number.

Edward JENNY,

S. S. U. 19/637.

VISITORS AT 21 RUE RAYNOUARD

R. T. Scully (T.M.U. 133), Civilian Aviation; Grenville Heogh (S.S.U. 8 and 3), French Aviation Armee d'Orient; R. T. W. Moss (Parc, A. R. C.; J. W. Ames (S.S.U. 2), Fontainebleau; Ralph S. Richmond (S.S.U. 30) 1st Lieut. U. S. A. A. S.; B. Hutchinson (S.S.U. 30), Fontainebleau; R. L. Buell (S.S.U. 15), Fontainebleau; G. Lebon (S.S.U. 4 and 10) U. S. A. A. S.; A. T. Miles (S.S.U. 8) 1st Lieut. U. S. A. A. S.; Maxwell E. McDowell (S.S.U. 14) U. S. A. A. S.; Fred Hildebrand (S.S.U. 14) U. S. A. A. S.; Laurence C. Ames (S.S.U. 68), Army Air Service; Milton G. Silver (S.S.U. 65) U. S. A. A. S.; Fred C. Greene (S.S.U. 30) U. S. Aviation; Walter F. McCreight (T.M.U. 184) U. S. Naval Aviation; R. Randolph Ball (S.S.U. 30) U. S. Air Service; J. S. McCampbell (S.S.U. 69) U. S. Air Service; Parker K. Ellis (S.S.U. 9) Fontainebleau; L. W. C. Towle (S.S.U. 70) Fontainebleau; R. C. Wells (S.S.U. 70) Fontainebleau; Lorraine G. Smith (S.S.U. 4) U. S. A. A. S.; Ed. R. Powers (S.S.U. 4) U. S. A. A. S.; Mark V. Brennan (S.S.U. 1) U. S. A. A. S.; C. A. Blackwell (S.S.U. 64) Air Service; John B. Featherstone (S.S.U. 65) American Red Cross.