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The PROPELLER

CAMP GREENE, CHARLOTTE, N. C., SATURDAY, APRIL 13, 1918



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The Propeller

Vol. I

CAMP GREENE, N. C., SATURDAY, APRIL 13 1918

No. 1

The Military Situation

SINCE the failure to crush the French and English armies in the first days of the war, the power of resistance and the degree of menace to the German invader toward the West has been increasing progressively; and since that debacle on the Marne the Germans have realized, also, that the final decision must be determined on the Western Front. In spite of this realization they have hesitated to commit themselves absolutely to the test, but have engaged their armies in less crucial enterprises, the overrunning of Poland, Montenegro, Serbia and Roumania. These campaigns have not been without important results, but they have not brought the German peace any nearer.

In February of 1916 the Germans in their onslaught on the Verdun stronghold made an attempt to break through the resisting cordon and to crush the French defense. Though this effort was continued for several months, it netted fewer miles of gain than there were months of combat, and it entailed staggering losses of manpower. As this battle was subsiding, the French and English took up the offensive on the Somme, and demonstrated that their armies were not depleted to the stage of exhaustion, but still could undertake a formidable offensive.

On July 1, 1916, the attacks began, the English having Bapaume and the French Peronne for their objectives, the English north of the Somme, the French at first to the south. The line ran from Serre south through Hamal, Bicordel, Carnoy, Maricourt, Frise, Fay, Lihons, Chilly, Goyencourt, west of Roye, then turned east toward Laon. In the first assault, the English took Mametz and Montauban, the French met with even less effective resistance. The English frontal attack on the lines Fricourt, LaBoiselle, Ovillers, Thiepval was repulsed and these positions were taken only as the gains to the east were extended and flank and rear were exposed. The ridge running roughly from Ovillers through Pozieres, Flers, to Morval offered excellent defensive positions. There was terrific fighting at Trones Wood, Delville Wood, Contalmaison, Martinpaich, and perhaps even more sanguinary by the French at Maurepas and Sully-Saillisel. The battle was continued month after month, and only on March 17, 1917, was Bapaume at

(Continued on Page 5.)



A Motor Mechanic On Guard.

The Propeller

By Felix Lewin, 1st Lt., S. R. C., A. S.
Motor Mechanics Regiments.

IN offering this, the title article for the official organ of the Motor Mechanics Regiments, I wish to extend a word of personal greeting to the great army of men in this camp to whose interests this publication is dedicated. We are about to enter upon a great—a noble work. In studying the articles which will appear in these pages, there will be imparted to you information and instruction which will be of vital value in the successful completion of that work, and at the same time we will stimulate in you that patriotism which is an all-important asset in the composition of a good soldier. The problems upon which your officers are now working will soon be your problems, for upon the men now in training will devolve many duties and responsibilities which they must face with the absolute knowledge that they can carry them thru to a successful issue. We want you to know more of the work you are about to enter upon. As your knowledge of this work—your great work—develops, the more will you be inspired by its importance and the greater will be your pride in the fact that you are a member

(Continued on Page 2.)

Mechanics' Part in War

TO the Motor Mechanics of the Aviation Section of the Signal Corps of the United States Army two tremendous tasks have been assigned—preparing for service on the European battle fronts the thousands of American airplanes that will be shipped across during the next few months, and building from the serviceable parts of damaged aircrafts, training machines for use in the American flying schools over there. Thousands of highly skilled engineers, mechanics, and technical experts have been gathered from all parts of the country to be specially trained for this service.

The carefully crated airplane parts are to be shipped to American aviation shops, and there they will be assembled, under the most modern progressive production systems, in plants already completed or under construction by the Signal Corps. After the most searching inspection and test flights the new ships are to be delivered at the front under their own power by "ferry pilots," who will bring back to the shops, for overhauling or repairs, planes that have done their allotted number of hours of flying service or have met with mishap.

Work at the aviation shops will parallel, to some extent, that done in the factory branches of the big motor manufacturing companies, but will be more comprehensive. Perhaps the plant in which high class assembled motor cars are made offers a better analogy. In addition to assembling the new planes—setting up the air crafts, tuning up new motors, and installing power plants and instruments,—experimental work will be carried on, new parts will be made, and training machines will be built from the parts salvaged out of damaged planes shipped back from the front by train or motor truck. Field units of Motor Mechanics will do for airplanes what the service stations of the first class motor car builders do for automobiles; and the aero squadron trained in another branch of the Aviation Section of the Signal Corps, will care for the airplanes in the field just as high grade chauffeurs in civil life care for the cars entrusted to them.

Men, classified as "fitters" in the Motor Mechanics regiments will work on airplane motors, and on the trucks, cars, and motor-

(Continued on Page 4.)

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THE PROPELLER.

(Continued from Page 1).

of the Motor Mechanics Regiments. An organization like ours depends upon the patriotism and fidelity of its soldiers. Earnest study of the instructions which will be laid before you is the best method of preparing yourself for that high service to your country which is the best test of the American citizenship you have inherited.

In laying before you the details of the construction of an airplane propeller, it is not the writer's purpose to go into a technical explanation of the various principles involved, but he will, within the compass of the space at his command, endeavor to convey to you in a general way an idea of the general principles. The manufacture of a propeller may be roughly divided into six major operations, as follows: selection of wood, cutting and glueing, formation of blades and hub, seasoning, varnishing, and balancing. We will describe the principles involved under these sub-headings, as follows:—

SELECTION OF WOOD. It is the consensus of opinion that the wood most suitable for the construction of a propeller is a quarter-sawed clear white oak. In making selection of this material, it is important that the stock used be free of dots and knots, carefully seasoned and of a long straight grain. Black walnut, cherry, mahogany, birch or black oak covered by these limitations may also be used, but because of the comparative scarcity of these materials, modern practice confines itself to the use of white oak. Substitutes such as Bakelite and steel have also been experimented with for propeller construction, but they have not proved satisfactory.

CUTTING AND GLUEING. The material, after selection, is prepared for glueing. Because of the fact that a large propeller requires the use of material at least 14 inches wide, and because the quarter-sawing process does not afford a sufficient supply of wood of this width, it is necessary to build up wider material by tothing boards of half this width longitudinally and carefully glueing them together, using the same precautions in doing this that we will refer to below in the final glueing. After securing a sufficient supply of material, templates showing the shape of the laminations, or cants, as they are called, are utilized, and the boards are hand-sawed to the shape of these templates. These templates are so designed that, after the glueing of the laminations, sufficient excess material will be left at all points to cover the final shape of the propeller, and the templates are also marked with guides showing how the cants must be staggered when placed in the glue-press. After a set of cants have been prepared, they are carefully preheated for one hour to a temperature of 150 degrees, cov-

ered with the prepared glue, and placed in the glue-press, the center lines which were described above being carefully superimposed. It will be found, if this is carefully done, that a stepped effect is procured, each cant projecting from the one below it for a distance of about two inches. This is done in order to utilize material of minimum width, the stepped position giving the outline of the finished propeller. The glue used must be of the highest grade, prepared from hides, and known commercially as "hide glue." It is important that the glue be carefully dissolved, and that particular precautions be taken against boiling or scorching. The use of a self-regulating double boiler, with thermometer installed, is advised, the temperature at no time being permitted to rise above 165 degrees. After the cants have been placed in the glue-press, strong, even pressure is brought to bear upon them by means of screws, and this pressure is maintained for a period of 18 hours in the open air, or for a less time in a drying-room. After thorough drying, the mass should be roughly in the form of a propeller and fully as solid as a single section of wood.

FORMATION OF BLADES AND HUB.

A pantograph lathe may be used to form the propeller, but a brief outline of the method used in hand-forming them will be given. The sharp projecting edges of the cants are first removed by means of a heavy drawknife. Templates, showing the exact contour of the blades, are now prepared from the blue-prints of the propeller, a total of six of these, spaced a distance of six inches apart along the blade, being used. The positions of these templates are marked in pencil, after one side of the hub has been carefully squared and finished, to give a working surface. A template of the exact shape of the finished propeller is now brought into use, carefully superimposed upon the work, and transferred thereon by means of marking chalk. By the use of a bandsaw, a drawknife and a plane with a final finish by means of a spokeshave, the excess material is removed to this line. The propeller is now bolted to the workbench and the material at the points indicated by the pencil lines, as the positions of the templates, is removed until the blades have been spotted on each side to the exact shape of the corresponding templates. The use of a Vixen file for the final touches to these spots, with a blue chalk applied to the edges of the templates in order to show the high spots, is advised, in order that a perfect contour may be obtained. By now removing the material between these spots, the propeller is brought to its final shape, and it is then carefully finished to a perfect surface by the consecutive use of a plane, spokeshave, scraper and three grades of sandpaper, continually checking the shape of the blades by means of the templates,

in order that too much material be not removed. By means of a bevel protractor, specially constructed for the purpose, and with the propeller on a perfectly plane surface, the flat sections of the blades, which extend approximately one-third of the distance from the tip to the hub, are now checked, and if any variation is found, it is corrected by means of a scraper and sandpaper. The hub is now brought to a perfect finish by means of the gouge, mallet, spoke-shave and sandpaper, the eye alone being depended upon to secure a perfect shape. The sole object to be attained at this point is a pleasing and symmetrical appearance, a variation in the shape at this point having no effect upon the action of the propeller.

SEASONING. The formed propeller is now left for a period of twelve days to season thoroughly, this time being reduced by means of a seasoning room, if such facilities are available, to twelve hours. This room should be kept at a temperature of 110 degrees, Fahrenheit, and at a humidity of 94 to 96.

VARNISHING. The propeller, after thorough seasoning, is carefully filled and then covered with a high-grade spar varnish, five coats being applied, with thorough drying for 18 hours between coats. It will be found that the glue-lines will now stand out very clearly, the shape of the glue-lines giving an index to the care and thoroughness with which the work of forming the blade has been done. High spots or low spots, indistinguishable to the naked eye, will be here brought out very clearly, variations in the shape being evidenced by a waver in the glue-line.

BALANCING. Upon proper balancing depends the entire success of the propeller, as well as the life of the engine which will drive it, hence we cannot impress upon the reader too strongly the importance of this part of the work. The propeller is mounted upon a mandrel and placed on two knife-edges. Should it show lack of balance, material is removed from the heavy end of the propeller until a perfect balance is secured, evidenced by the propeller remaining perfectly stationary in any position upon the knife edges. As the balancing progresses, it will be necessary to remove material closer and closer towards the hub, until the final touches are given, in some cases, by removing material from the hub itself. The final balance is given by placing dabs of varnish at points requiring an infinitesimal extra weight.

The final touches are now given. The recess for the propeller shaft is reamed, the proper holes are drilled for the retaining bolts, and the hole to align the propeller and the motor, for synchronized machine-gun firing, is drilled, after which the propeller is ready for use.

Adolph Writes A Billet-doux

Charlotte, N. C., Camp Greene,

April 4th, 1918.

Dear Rosie:

Hello there, how are you?

All right? So am I. I am v-e-e-ry sorry that I did not write you sooner. I want you to know that I had a beautiful trip coming over from Camp Hancock. I stopped at Columbia, S. C., over night, and I also passed lots of small villages which looked very pretty to me, and while I was riding along, I always had my mind return to Augusta (How did I get what way?). I want you to know this Charlotte town is a very pretty town and it is a much larger town than Augusta. The first evening that I arrived in Charlotte town I happened to meet some girls—very pretty girls, by flirtation. I don't know what it was that made them flirt—my machine or the boy in the machine, but O! you know—they just can't resist me. Ha! at last I have taken some pictures. As soon as I receive an answer to this letter, I shall send you one of my pictures in the next letter I write you, which you said you would like to have one of my pictures (although I can't imagine why). I suppose that it is only for remembrance. If I should send you one I would like to know where you are going to hang it (which I hope won't be behind the kitchen cabinet). I will say good bye to you now, and hope you will quickly answer this letter.

I believe we shall stop writing to you now I will write something to Sister Marie underneath here. Lots of love from

Adolph.

Hello there, Marie, how are you?

Of course you know that I am all right (I said so above). No doubt Sister Rosie will let you read up above part. Marie, I want you to write me and tell me all about sister if she has met any soldier at present since I have been away, as this occasions me much worry and loss of sleep. And suppose you want to know how I got that way? I happened to be born that way, which is not my fault and I don't know who is exactly to blame. Of course I have to blame somebody, which my idea the one should be blamed is that the folks at home have brought me up that way. My mother told me not to let the girls hold my hand nor make love to me, she always told me I should make love to them first, and that's how I got that way.

I think this will be enough to you at the present time, and we shall write some more to Sister Annie, and close with lots of love. Hello there, Annie:

Of course you know that I am all right now for sure, because I have said so twice, and I trust the general state of your health is still fair—or even better. And I also want you to write me and let me know if

mother still believes that I am not a Jew. This goes for you. I want you to take good care of Sister Rosie and make sure that no other soldier boy like me comes snooping around and try to take Rosie away from me. You try to do so much for me. Some day when I return I may return you the same favor. And also I want you to let me know if Rosie still thinks of me once in a while. It is almost a week that I haven't seen her. It seems no more than a year. Of course you understand this letter. It is only written you to have something to read and something to laugh about. Of course there is no hard feelings writing such a letter as there is nothing to hurt any one's feelings, which is my idea in writing letters.

I have also been to a few theaters at the present time, in Charlotte. I happened to see one of the actors who was playing down in Augusta the first time I took Rosie to the theater. And that made me think so much of you folks at home. And of course I like Augusta whole lots better than Charlotte, even if Charlotte is a lots bigger town. Of course you know what I mean by that; it is because I happened to leave somebody behind.

I will say goodbye to you now, and write something to brother-in-law Herman, and your older sister.

This goes for Herman:

Hello there, Herman, how are you? I suppose your truck runs one day and stops the next, eh what? Many times I think of you, and your kindness to me while I was there. By the way, let me know if you have changed your mind to leave your position, which I think is a very foolish idea to do—to drive that old truck. Before I left I happened to think to myself that I wished you would have no trouble with your truck, and I want you to write and let me know if you have had any trouble since I have been away. Say, Herman, talk about Augusta having pretty girls—let me tell you that Charlotte has got the world beat. They grow on every bush around here. I haven't met any Jewish friends at the present time. I hear that there are very few Jewish people in Charlotte. This town was a religious town before the soldier boys came in, and they have broken up the religion. Of course if they had a thousand more boys like me, they could make Jerusalem out of Charlotte.

Well, Herman, I will say goodbye to you and give my regards to your wife and kiss the baby for me.

Dear Mother:

I am wondering if I am allowed to call you mother? You see I am taking the liberty anyway, so I hope you won't mind. I am hoping that you are feeling well, and enjoyed your holidays. I will say good luck to you, and shall wish that your business grows bigger by the time I return some day. Best regards, From yours as ever,

Adolph.

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The Propeller

The Motor Mechanics, Camp Green, N. C.

Advertising Rates on Application.

The publication of the first issue of THE PROPELLER proved to be a bigger task than was anticipated, notwithstanding the heartiest co-operation of officers and soldiers. In the brief space of ten days, vague preliminary ideas developed into more or less definite plans, quarters for an office were provided through the courtesy of officers and the willing help of handy soldiers, a drag-net was put out for news gatherers and cartoonists, an advertising soliciting campaign was organized and carried out, and here we have our first issue, but by no means the total results of our efforts. Of the mass of copy and drawing submitted, only a small part could be accommodated in this cautiously proportioned first issue.

Relieved of the tasks incident to getting a new enterprise under way, THE PROPELLER staff may be expected to produce bigger and better numbers hereafter, and to cover its field more thoroughly than has been possible this week.

MECHANICS' PART IN WAR.

(Continued from Page 1.)

cycles used by their organizations; and will install the power plants in airplanes. About a quarter of the enlisted men will be engaged in that service, and among them will be motor assemblers, repairmen, inspectors, and testers, and carburetor experts. Electricians and battery repairmen will look after ignition, starting and lighting equipment.

"Riggers" will assemble and repair airplanes. Tinsmiths, coppermiths and radiator repairmen will handle all sheet metal work. Machinists, tool makers, blacksmiths, oxy-acetylene welders, pattern makers, brass moulders, and sandblasters will repair old and make new airplane and motor car parts, and shop and laboratory equipment, designed by technical officers and enlisted draftsmen.

Carpenters, cabinet makers, and mill hands will make propellers, struts, and other wood parts for the planes; enamelers and varnishers will put protective coats on wood parts and "dope" the airplane wings; and painters will put on the planes the distinguishing marks of American air craft. Wire wheel and tire repairmen will take a hand in keeping landing gears in fit condition; tailors, sail makers and sewing machine operators will make cloth parts; photographers and camera repairmen will keep the eyes of the air planes in order; and wireless operators and radio mechanics will be responsible for the airplane's ability to speak and hear. A staff of instrument experts will repair and calibrate the great variety of instruments used in the shops and laboratories and by the fliers.

Armorsers will assemble, adjust, and try out the machine guns with which airplanes are to be equipped, will mount them in their places and align them so that their fire will be directed toward objects at which the airplanes are directed in their flight, and will synchronize the guns with the engines so that the propeller blades will not be damaged by the gunfire.

Each company of Motor Mechanics will be under the command of a captain from the military line, and to each company two lieutenants from the technical staff will be assigned. Company administration will be conducted in the usual military manner.

While rigid economy will be practiced, quarters will be convenient, comfortable and sanitary. It is anticipated that officers' quarters will be built from the packing boxes in which the light bulky parts of the planes are shipped. Facilities for the instruction of the men along professional lines will be provided, and every man should return to civil life in better health and with a greater earning capacity than he enjoyed before he joined the colors.

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THE MILITARY SITUATION.

(Continued from Page 1.)

tained. But the result of the offensive was more far-reaching than the immediate gains, for in March the Germans withdrew from the line to which they had been driven to new positions supported by Lens, Donai, Cambrai, St. Quentin, La Fere, and Laon, devastating the intervening ground. The French meanwhile had returned to the offensive at Verdun, and in November of 1916, an amazing attack, regained in five hours with slight losses the ground which cost the Germans as many months and untold thousands of men. Presently also the attacks of our allies were renewed, for on April 9 the British captured Vimy Ridge, an important bulwark to the north of Arras. Out of the Somme area, the English improved their position about Ypres by taking Messines Ridge and Passchendaele, and the French by their attacks toward St. Gobain but especially along the Chemin-Des-Dames and Moronvilliers Ridge east of Reims. With the exception of the modified front about Cambrai following the give-and-take combat of the last weeks of November, the widely circulated maps by Rand McNally represent the front at the time of the inauguration of the present battle.

The disintegration of the Russian army, during the past fall and winter, has relieved such troops that the German high command bombastically announced its intention to resume the offensive on the Western Front. The storm broke on the Equinox, March 21, and has developed the heaviest fighting of the war. The Battle of the Somme was mentioned in some detail above, because the present great assault has been made over the same ground. The same villages are mentioned only in reverse order. And yet there is a vast difference in the essentials of tactics employed. The British and French advance was made piecemeal, deliberately, with thorough artillery preparation, husbanding lives of men; the German advance after the first devastating artillery fire, has been a blind rush of massed infantry supported by mobile artillery, entailing prodigal wastage of men. The defense has been elastic, ground has been yielded, where to hold it would be too costly, and held where to hold meant the destruction of the enemies divisions, until now the old lines of the beginning of the first Battle of the Somme have been attained in part by the Germans, and in some sectors passed. The last is true from Lassigny to Albert, where the fifth English army, in retiring, seems to have contracted its front and exposed gaps on both flanks, toward Montdidier and Albert. Its center along the convex front Arvillers, Warvillers, Lihons, Proyard, Bray, Albert has been realigned with the flanks until now the line runs from Lens to Arieux, before Arras, which

still withstands all assaults, strongly buttressed by Vimy Ridge to the north and Wailly Ridge to the South, past Boisieux, the scene of terrific fighting, Courcelles, Bugnony, Albert, Cerisy Mezieres, Moreuil, Montdidier and Lassigny, where thousands of Germans lie, Noyon, Chauny to Anizy and Craonne.

The front presents a situation which defines what the next move must be. A comparatively narrow wedge has been driven into the allies front, the area is too cramped to permit the proper unhampered deployment of troops for free operations. It is therefore imperative for the Germans that they widen this salient either by striking along the Oise to Comiegne, and generally south to the Aisne, to gain the protection of the river for the south front of the salient, or to strike on the north from La-Bassee and Lens south, to pay the price for Arras, and secure the right flank by regaining Vimy Ridge. The Germans have attained, as yet, no strategic objective and no position, which by the nature of the terrain, offers justification for the transition from offense to defense. To halt now not only acknowledges impotence and presages retreat, but threatens disaster, for a powerful reserve army remains with the Allies, uncommitted. Its mission should be to bag every German in the new salient. It may be thrown against either or both flanks of

the salient within the area recently occupied or from positions beyond, which have held securely. This reserve should be fresh, its supply lines are unimpaired, its point of attack is of its own choosing, its fitness and eagerness unquestioned; while the foe will have had exhausting labor of attack, of preparation of defensive positions, of bringing forward guns and supplies, and has seen his divisions melt away, and witnessed the checking of his advance. For the Germans, the action is determined by compulsion, for us, by choice. We may bide our time yet a little to see them waste yet other divisions in fruitless attack, buying each yard of earth at the price of a man to put under it, or we may strike now. Of this we may be certain that the battle will be fought for no trifling, ephemeral success, but with the view toward ultimate victory.

PHILIP FOX, Maj. Inf. R. C.
April 9, 1918, 2:00 P. M.

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Who's Who Among the Motor Mechanics



Lieut. Col. Roy C. Kirtland, S. C., U. S. A.
Commanding Officer Third Regiment M. M.

Acting Commander of Motor Mechanics
Camp in the Absence of Col. C. G. Hall.

FREQUENTLY I have been questioned as to the whereabouts of my home and people have invariably been mystified when I said that I had no home and that my birthplace as such was no longer in existence.

The explanation of the foregoing is simply that I was born at Fort Benton, Montana, in 1874, and that the military post was abandoned in the late seventies. My father was Capt. T. S. Kirtland, 7th Infantry, and being an army officer he himself had no permanent home. I inherited the family homestead represented by the entire United States with Alaska, the Philippines and now a section of France thrown in.

I spent my first seventeen years at the different military posts in the Northwest, and my education, like that of all army boys, so brought up, was picked up here and there somewhat in the same way a person may pick up stones at Camp Greene.

My father retired from active service in 1891 and I was separated from the army until the fall of 1898, when I enlisted and was assigned to a company of the 7th Infantry, my father's old regiment.

I reported for duty to Major K., one of my father's old cronies, who was commanding Fort Brady, Michigan, and was greeted by the un-military question, "Well, Roy, what in h— are you doing here?" When I explained that I was reporting as a recruit,

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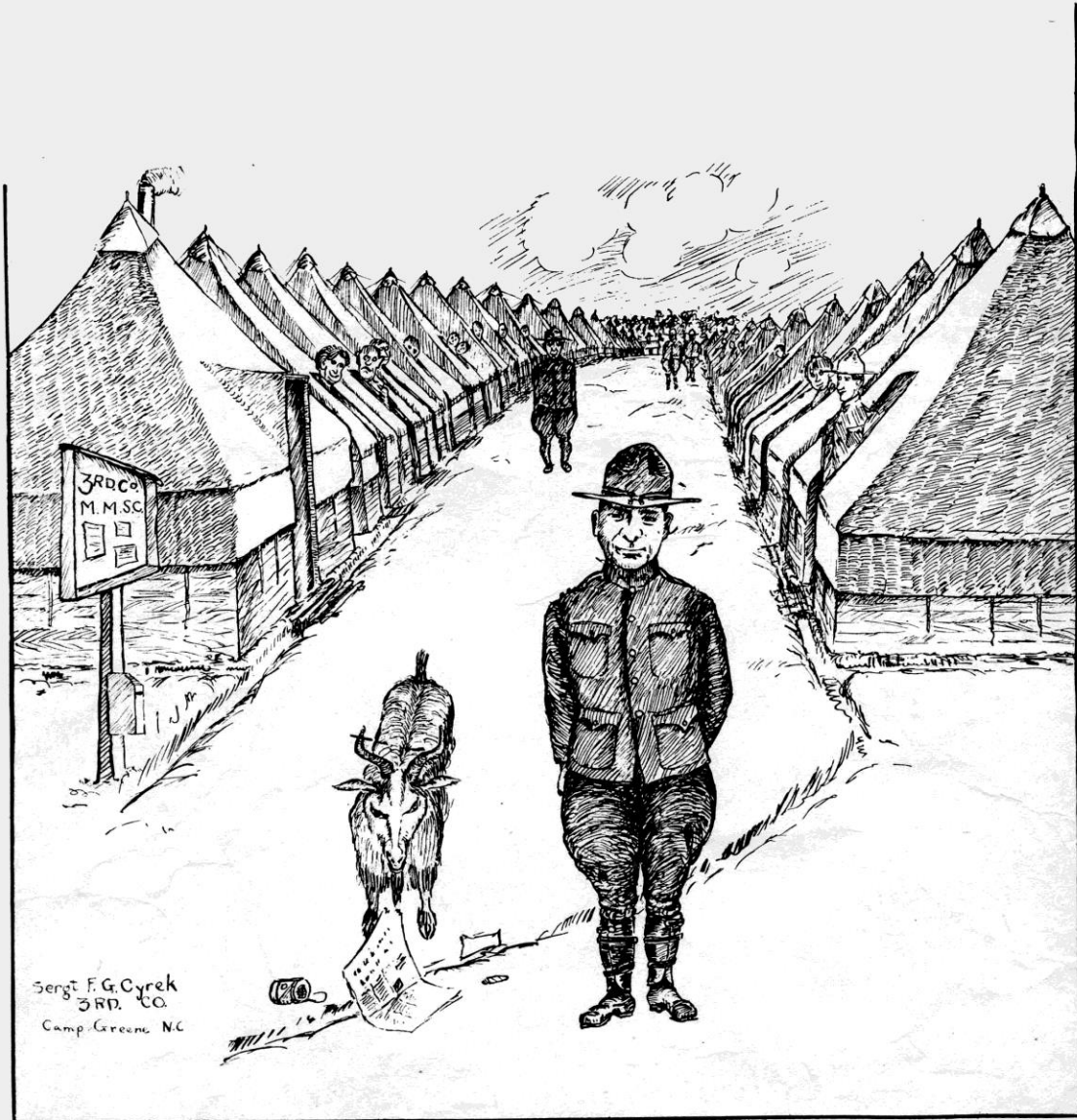


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Billie, the mascot, may be the only Buck Private Capt. Anderson will have available for policing the street after the non-coms get their warrants. Billie will have to be the goat for the whole company, but he will not complain. He will be able to do his work and get his meal at one and the same time.

I was assigned to "M" Company of the regiment, and went to report to Capt. G. W. McIver, another of the old officers of the regiment who had known me since a small boy. The Captain, although he greeted me by my first name, was always very military in his relations with me, and it is needless to say that I was always careful not to show in any way whatsoever that I had ever known him as anything but a company commander.

I found, on reporting to the company, that the First Sergeant was absent on Hunting Pass, and on his return I found that he had been my father's First Sergeant for about fifteen years, and that he had known me since I was a child. His presence made things a little easier for me than they would have been otherwise the case; and when I was made company clerk and moved into his office, he gave me invaluable aid in the mastering of the many forms of army paperwork.

On January 25, 1899, I was appointed Corporal with the understanding that, as such, I would perform all of my military duties and, in addition, would do the company clerk's work, and on May 12th I was promoted Sergeant with the same understanding. In November, I was promoted to Battalion Sergeant Major and in the spring of 1900 I was ordered to Nome, Alaska.

I sailed from Seattle on June 2nd, 1900, and after a rather eventful trip, which included running through extensive ice floes

and running aground off the mouth of the Yukon River, I landed at Nome on June 27th. There our troops took over the duties of preserving peace in the large and more or less rough crowd of 30,000 gold seekers.

While our police duties were not very trying, they were enlivened from time to time by little affairs such as are traditional in most gold camps, and the prompt action on the part of both officers and men very often prevented what might have developed into real "movie" actions. Such a one was told by Rex Beach in "The Spoilers"; and while the truth in his story was enveloped in a mass of fiction, the main incidents connected with the mining claims are true, and those of us who were there can recognize the real people slightly disfigured by fictitious names.

One can hardly leave the subject of Alaska without commenting on the uneven distribution of day and night. During our voyage to Nome, "Taps" blew at 10 p. m., while the lights were not turned on in the staterooms until 11; and one could read a newspaper, (if there were one to read) at midnight. The winter season did its best to make up for the summer, and my office lamps were lighted all but three hours of the day. The long hours were taken advantage of by several of us who were preparing for our examinations for commis-

(Continued on Page 10.)

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Stetson Field Boots, lace instep and side; heavy double sole..... \$20.00

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"The Kaiser, Beast of Berlin"

Sports

3RD CAS. CO. VS. 2ND CAS. CO.

In a game replete with good fielding and hard hitting, the 3rd Cas. Co. handed the buck to their neighbors in the 2nd Casual.

The 2nds broke the ice in the second inning. Richards slammed a hard one at Rollf, which he let get away, advanced to third when the 3rd's shortstop misjudged a pop fly and scored on a wild pitched by Roberts. This ended the run-getting until the first half of the sixth. Londeree, first man up, pushed the ball out over left center for the circuit and walked in. Wardell, the next batter, got the habit, and almost lost the ball over by the Library. This was "Some Boy's" second hit of the game. It sure was a whale.

Richards settled down and, though three more men got on, allowed no more scoring.

Londeree went out on a grounder to short in the eighth, but Wardell, the second man up, straightened out the first ball pitched to him for a two bagger, his third hit of the game.

The second company threatened to break up the show with two down in the ninth; but Roberts tightened up, and one run was the best they could do.

Roberts pitched fine ball, striking out three men in the third with the bases full.

Both teams showed excellent form considering the condition of the playing field and lack of practice.

The Propeller, in fostering athletic activity, does it not only as a means of bettering the men of the Motor Mechanics physically, but with a view of encouraging company and regimental pride and spirit. Competition at first will necessarily be between individuals and companies, but will soon extend to battalions and even to regiments. Pulling together for success in any line will naturally cement the men of each unit more closely together, and the result will be team work of the highest order. Not only does this apply to athletics, but to military duties.

All this department asks is co-operation from the men of the M. M. Division. Let us know what you want to do in athletics, and we will start the ball rolling and keep it on its way. What you don't know, we will teach you. If you want to box, an instructor will be found. If you are a high jumper, we will help you go higher. You show us that you have the proper spirit, and our help will be forthcoming. Get busy, and help along the game. Remember every team has its mascot and water boy. So grab a pail, and come on in.

You furnish the energy. We will direct it.

Statement of Condition

OF

The Charlotte National Bank

March 4th, 1918

RESOURCES

Loans and Investments.....	\$2,410,288.27
U. S. Bonds.....	546,650.00
Acceptances.....	155,256.12
Cash and due from Other Banks.....	638,861.80
	\$3,751,056.19

LIABILITIES

Capital Stock.....	\$ 250,000.00
Surplus and Profits.....	274,287.64
Circulation.....	250,000.00
Acceptances.....	130,246.48
Bills Payable.....	100,000.00
DEPOSITS.....	2,746,522.07
	\$3,751,056.19

On the above basis we solicit your business. Careful attention given to all out of town business. 4% interest paid on savings and certificates of deposit.

We take pleasure in serving the officers and men of Camp Greene. Consult us on any matters.

JOHN M. SCOTT, President

W. H. TWITTY, Cashier



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Most complete stock of Military Equipment in the Carolinas

Distinctive Officers' Coats and Uniforms

Nettleton's Boots and Puttees

11 South Tryon St.

BOXING.

Several good mitt men answered the call of big John Stephens, the official brigade referee, last Friday afternoon and furnished the assembled officers and men with some first class entertainment. The first bout was between Sergt. Shank, of the 3rd Co., Cas. Det., and Boden, of the fourth. Both men were willing, and made a creditable showing for light heavys.

The second bout brought out a couple of good lads, Picard and Kohl. Both boys seemed to like the going, standing toe to toe, letting fly with both hands. Kohl showed a good left, but Picard's defense and punch evened the battle up.

Young Crevier of the 6th Co., 3rd Reg., took on two good boys in the last tangle, and held his own with both of them.

Bryan was the first to meet him and stepped about in good fashion, but did not quite class up with Crevier either in condition or defensive work.

Rideing showed lots of class in the three rounds he boxed, and with proper conditioning and hard work should be a champion in his class. He has a lightning fast left and plenty of courage. But with all his good work, he was met at every turn by the clever little Crevier. Crevier, who has had a great deal of experience with good boys, showed excellent foot work and a perfect defense. He will surely be heard from.

TRACK.

Sergt. Orland of the 7th Casual Company is a middle distance runner of merit, and has several medals and trophies gained in competition.

R. C. Noonan is another runner who can couple the sprints with the longer grinds. Frates, from the same Casual Detachment, seems to be the best bet so far in the century, and wants an opportunity to prove it. He claims a record of 10 4/5 for this distance.

Good race drivers are hard to find, but Corporal Carl Rodenbaugh, of the Casuals, only needs a race car to show the Division that Barney Oldfield has nothing on him.

WRESTLING.

Corporal Neelson, of the Danish Athletic Club of Brooklyn, challenges any man of his weight (175) for the light heavy weight championship of the Motor Mechanics Division.

Pvt. Carl Vivian, another light heavy weight hailing from the 3rd Casual, is out with a challenge, so it looks like Neelson vs. Vivian for the first go.

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The Piedmont Hotel

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*The Army Model of the New Edison
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Phone 304

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**Folding Camp
Chairs**

Army Cots

Camp Supplies

Erskine R. Smith
Incorporated

20 E. Trade Charlotte, N. C.

**WHO'S WHO AMONG THE MOTOR
MECHANICS.**

(Continued from Page 7.)

sions, and the general standing of our class of four graduates bore witness to the fact that we made every hour of lamplight count.

Our return to the United States proper, commonly known in Alaska as "God's Country," was as eventful as our trip up, and it was only the grace of God and several feet thickness of concrete in the bottom of our rotten ship that kept her right side up for the eighteen days which elapsed between our last sponge bath in Nome and our first porcelain-lined bath tub (the first in 16 months) in the Ranier Grand Hotel in Seattle. A broken rudder lengthened our eight day trip into one of eighteen, it lessened our waist belts by several inches, (we were getting only one meal per during the greater part of the trip), and it gave us a wholesome respect for a "jury rudder," which is a contrivance evolved from the brains of twelve good men and true, for the purpose of keeping the ship on its course. I have often thought over this trip, and of the difficulties of the Captain, and the difficulties of the ship's cook; and I have come to the conclusion that the Captain placed us on short rations not because of the possible shortage of food, but simply for the purpose of giving all the passengers something to think and talk about. This may not have been his intention, but the result was that everyone of the 743 passengers (the ship was equipped for about 400) was thinking and talking about what each was going to eat when we reached Seattle, if we ever did. Ninety-nine and one-half per cent were going to have beef steak smothered in onions for their first meal, and I am afraid that I was included in the number. Our plans were ruined by the fact that our tug couldn't get us to the dock before midnight of September 26th, and we had to compromise on such things as real unfrozen beer and club sandwiches, both articles, delicacies that were unobtainable in Nome.

From this time until 1911 I went through the normal existence of a junior officer, commanding my company during the greater part of the time and having two tours of tropical service in the Philippine Islands.

In March, 1911, I was detailed on Aeronautical duty with the Signal Corps, and on April 3rd reported to the Chief Signal Officer for duty. I was assigned to the duty of constructing the College Park Flying Field, and on June 24th had the pleasure of taking my first flight in a "B" Wright machine, piloted by Lieut. H. H. Arnold. A few days later I began flying instruction under Lieut. Milling. In about a month's time I was flying alone, and on August 10th had passed my tests for Pilot's License, obtaining License No. 45 from the Aero Club of America, as my diploma for the first graduate from the Signal Corps Aviation School.

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H. M. Victor, President
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Charlotte, N. C.

Our summer was spent in flying about College Park and Washington, and in November we moved the school to Augusta, Ga., where we located at the southern end of the town, on what was known as the Barnes Farm, on what was known as the following April.

In April we went back to College Park for the summer's work, and things went very smoothly until June 12th when Instructor Welch and Lieut. Hazelhurst were instantly killed in the trial of a new plane. Before we had settled up everything connected with the accident, Lieut. Rockwell and Corporal Scott were killed on September 26th. From the death of Lieut. Hazelhurst, our flying was punctuated every so often by the deaths of one or more of the officers, and during the four years, 1911 to 1915, the loss by accident was 20 per cent. Personally I was rather fortunate in my flying, always having open space under me when my motor stopped, and always having no immovable objects in front of me when my plane made a forced landing.

In April, 1915, I was relieved from Aviation Duty and assigned to the 22nd Infantry at Douglas, Arizona, where I served until March 25th, 1917; my last eight months being spent in organizing and commanding Motor Truck Companies 52, 55 and 56.

I was re-detailed in the Aviation Service as Major in September last, and reported for duty at Kelly Field on October 2nd for a tour of duty of but five days, after which I was assigned to command to Ft. Worth, Texas. I remained at Ft. Worth for three days, being ordered to Washington for consultation; and after several weeks' duty there, I was assigned at my request for duty with the Motor Mechanics, where, I am pleased to say, I seem scheduled to say. On December 15th I was promoted to Lieutenant Colonel, and I have been assigned to command of the 3rd Regiment. It is needless to say that I am proud of my officers, proud of my men, and proud of my band and regiment.

The first one hundred per cent subscription received for The Propeller came from Capt. Anderson's company, the 3rd Co. of the 3rd Regiment. The first six companies to report, ordered 1,987 copies. The first five officers to order copies took over a hundred.

According to one of the city papers, Medusa is the insignia of the Medical Department.

Be a good booster, be a good feller, buy your own copy of "THE PROPELLER."

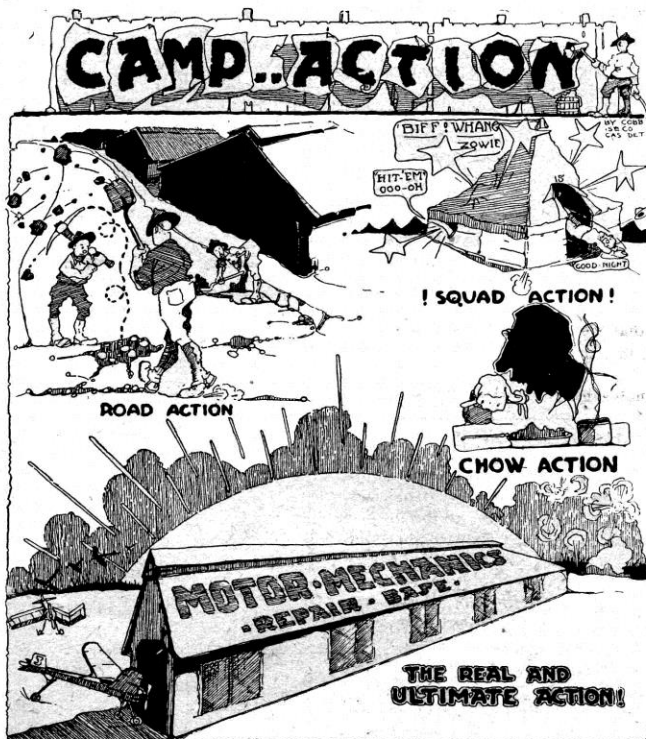
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MICHAEL KELLY GOES TO WAR.
(With Med. Det., 4th Cas. Regt., M. M., S. C.)

When the war broke out in Europe
And all the nations came to licks,
It created quite a stir-up
'Mongst the Dagos and the Micks.
The Dagos swore vendetta,
The Irish formed a mob,
And while the Dagos ate spaghetti,
Micky Kelly quit his job.

'Twas the Micks to do the fighting,
Every man of us agreed.
One Harp could always put away
Two Wops and one big Swede.
So we all of us made motion
That the Wops take out the ore,
While Erin crossed the ocean
To end this bloomin' war.

So Michael J. threw up the job,
And all those ties that bind,
Then he ordered two and drank them
To the girl he left behind.
Then he hoisted one for all of us
And turning round says he:
'I'll be countin' on ye comin'
To fill up the squad with me.

A year has just now crossed the hump,
And Kelly's still at war.
The Wops are still a'pounding
For chunks of copper ore.
And while we've learned to 'preciate
The place the Dago fills,
Our Micky's fighting coughs and germs
With Iodine and Pills.

J. A. Brashears.

Editor—"Clowes, where did you get your magazine experience?"

Clowes—"On the Electric Journal."

Editor—"That's a mighty good paper."

Clowes—"Yes sir, it's improved a lot since I left it."

Guard—"Halt. Who's there?"

Motor Mechanic—"You ought to know me. I've been here three weeks."

A sick soldier said the other day that all his trouble started with eating tinted meat.

Peter J. Daub signed on with the Motor Mechanics as a painter.

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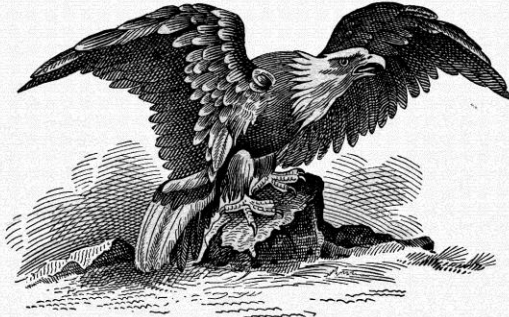
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CAROLINA MAID Pies and Sandwiches served at all Canteens



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A. B. HAYES, Prop.
The Twenty Chair Barber Shop where you get Sanitary Work. No Waiting.
Equipment. Ventilation. Workmanship Unexcelled.
UNION BARBERS.
MANICURING, BATHS,
and CHIROPODY
PARLOR
Lady Workmen



A Greeting To
American Trust Company
(The Army Bank)
From "Over There"

The following letter just received from Lt. Col. Shade will be interesting to those who knew him during his stay at Camp Greene.

Mr. W. H. Wood, President American Trust Co.,
Charlotte, N. C.

Headquarters Supply Train,
A. E. F., France, February 20, 1918

My Dear Mr. Wood:

When a man runs an ad good enough to prompt his friends to write him it attracts attention, doesn't it? I just got half a dozen copies of The Observer scattered from Jan. 6th to 21st, and the enclosed ad caught my eye and prompted me to answer your long neglected letter of Jan. 4th.

This strikes me as one of the best advertisements I ever read and is in keeping with the patriotic service your bank has been rendering to the country.

It warms the cockles of a man's heart to be the recipient of your good letter and I assure you that you can say to Messrs. Kuester, Whitlock, Stephens and Davis that my short stay in Charlotte will always be one of the bright spots in my memory and my associations with the American Trust Company and its officers were exceedingly pleasant. I received your statement and I hope I may be able to leave the small balance I have there in your good care until I can call for it in person, after there will be no submarine danger in crossing the waters that now separate us, and when the world will be free from the German menace.

I have had the satisfaction of a promotion since we arrived here, and while it is very gratifying, it is hard to leave the boys who won it for me, who, by their gentlemanly conduct won their way into the hearts and homes of your good people, who helped us put the whirlwind finish on your Liberty bond campaign, who loaded the division freight at Camp Mills in less time than twice the number of civilian employes would have done it and who have worked all hours of the night in all kinds of weather here, with one sole object in view, to put the Kaiser out of business and get back home.

I am pleased to note that Camp Greene is being enlarged and improved, the site and the people of Charlotte both deserve it. I have been in all kinds of camps in the last twenty years and I can truthfully say I never saw a more ideal place—good water, good drainage and good climate. It is up to the military to do the rest. You remember that I had week after week without a man on sick report. Two of my boys have died with pneumonia since we landed and my companies are considerably scattered.

If the "Boches" make that much promised offensive this spring I look for them to change their opinion of the American army. If I am any prophet there is an awful punch in it right now and growing every day.

Sincerely yours,

M. L. SHADE,
Lieutenant Colonel Ammunition Train.

Soldiers Banking Business
Cordially Invited

Mr. Allen Young in Charge Camp Greene
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Mean nothing to the Public Service Company.

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No preparatory command is necessary. At the press of the button or the turn of the valve we march.

The public is our ally, and in co-operation we are endeavoring to do our bit to make life more worth the living.

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