



Definite speed limits have been set up for army vehicles, private cars of military personnel, and private cars of civilian employees of the post. These limits have been arrived at after careful study and utmost consideration of all factors pertaining to safety and efficiency.

It is extremely important that these limits be strictly observed. Ordinarily speed limits are setup for the safety of motorists, passengers and pedestrians. In the past many have good-naturedly ignored these limits when no real danger was apparent, and often authorities have been lenient with enforcement.

The situation today is very different from that we enjoyed in peace times. A few months ago, before our entry into the present war, a fast, powerful automobile was a thing of joy, and to many, especially the youngsters, speeding was a zestful adventure. Tires were plentiful and gasoline companies vied with each other in filling tanks.

Now we are at war. Our chief source of rubber has been closed to us. We still have gasoline, but facilities for moving it are lacking and in many places we have an acute shortage. New automobiles can no longer be purchased, and parts for repairs are becoming scarce.

If we are going to win this war, we must conserve rubber, gasoline, and our equipment. Civilians are told this constantly, and the response has resulted in huge savings. If we expect our civilians to continue this policy, we of the military personnel must be unusually diligent in observing every regulation and following out every suggestion for conserving these vital resources.

Prevention of traffic accidents is equally important. A bit of careless speeding may result in an accident. Even if no one is seriously injured, it means man-hours lost. If persons are injured, it means a serious loss. Damaged equipment necessitates time taken for repairs that can better be put in on some productive work. Investigations also take up valuable time.

With these things in mind, observance of all speeding regulations must be a matter of course. The temptation to exceed speed limits when the road or street seems deserted must be resisted. Everyone must read the speed limit regulations published elsewhere in this issue of the Sentry, and observe them to the letter.

Many motorists who have felt it a duty to slow down have actually found a new pleasure in driving. They have found it less tiring to drive at 40 miles per hour or less along highway, and less strain on them if they observe the proper speeds through cities and at intersections.

The Oregon scenery is enjoyable

at any time, but it is especially beautiful at this time of year. You can enjoy it more if you observe the speed limits, and take more time on your trips. And you'll have the added satisfaction that comes with knowing that you are doing your duty in this time of national emergency.



CHAPLAIN'S COLUMN

POST CHAPEL SERVICES

Avenue D and 3rd St. North.
0800 (8:00 A. M.) Catholic Mass.
Conducted by Chaplain Talbot.
0930 (9:30 A. M.) Church School Class.

Conducted by Chaplain Harmon.
1000 (10:00 A. M.) Protestant Services.

Conducted by Chaplain Jorgenson
Sermon by Chaplain Harmon.
1900 (7:00 A. M.) Evening Worship (Protestant)

Chaplain Jorgenson
Chaplain Harmon.

CHAPEL NO. 9
Avenue C and 9th St. North
0900 (9:00 A. M.) Catholic Mass.
1000 (10:00 A. M.) Protestant Services.

HOSPITAL AREA
0830 (8:30 A. M.) Catholic Mass.
1000 (10:00 A. M.) Protestant Services.
Chaplain Bartell.

Some Are Born Lucky; Ask Corporal Scotland

O'Henry could have written a short story about this.

Cpl. Ken Scotland, who works in the post military intelligence office in this camp, received a wire from his father and mother in Sacramento, Cal., telling him they were driving up to see him. Cpl. Scotland, knowing from personal observation the virtual impossibility of anyone locating any one else in this huge cantonment, wired back for his parents to meet him in Salem, 24 miles away.

When the great day arrived, the corporal walked as far as the main gate where he "hoped" to pick up a ride to Salem. The second car coming along the highway stopped for him . . . Sure, it was the Scotland family car with the Scotland family on the way to Salem.

Post Commissary Open In Very Near Future

Property Officer Capt. Brandt informs that in the near future the post commissary will be open for business. Accessories of every type and description will be on sale, these ranging from toilet tissue, soap, nail files, toothpaste, and shaving equipment, to meats, canned goods, groceries, and fresh vegetables.

This service will be available to all grades and their wives. Reasonable prices will obtain at all times.

96th Signal Company Announces Promotions

The 96th Signal company of the 96th division has announced several appointments under provisions of Army Regulations 615-5, April 15, 1936.

To be appointed to technical sergeant are S/Sgt. Robert M. Beck and S/Sgt. Kenneth B. Grendorff. To be appointed staff sergeant: Sgt. John A. Dornisfe, Jr. To be advanced to technician 3rd grade, Tech./4th Woodrow H. Hebert.

To be appointed sergeant are Tech./5th Gr. John J. Bolger, Corp. Albert A. Hollway, Corp. Irving H. Kern, Tech./5th Gr. Franklyn B. Modell, Corp. Norman Moloshok, Tech./5th Gr. Thomas E. Morrissey, and Pvt. Carl F. Ward, Jr.

Pvt. Arthur I. Blake is to be appointed technician 4th grade and the following four men will be appointed technician 5th grade: Pfc. Frederick J. Barnett, Pfc. Santo A. Calapai, Pvt. Victor Patrick and Pvt. Harold Simon.

Tovorich! Tovorich! Can You Talk Russian?

Breathes there a man in Camp Adair who can speak and read Russian fluently—and in addition has been or is now being trained as a radio operator? The adjutant's of-

fice, camp headquarters, wants to get in touch with him.

The following information is required: name of soldier, serial number, grade, organization, date of birth, education, civilian occupation and the date on which basic training was completed.

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See Your War Bond Officer at Camp Adair Today!