

to have considerable respect for the rank and work of the nursing group. The supervisor of civilian workers, the matron, the office secretary, and even a patient or two voluntarily contributed something to my education. Each seemed to be trying to convince me that the only place to be was in the Army.

Until you have been at the receiving end of Red Cross supplies, you won't appreciate their value for filling gaps. The wearing apparel of the bed and ambulatory patients had a noticeable effect on these men, and the arrival of a supply of such a homely item as the indispensable bedpan cover caused as much excitement as a Christmas box.

The only thing lacking was the opportunity to take an examination and participate myself! I came away from Fort Devens feeling much more confident

about my own future responsibilities, but I also realized how little I had known about life and nursing activities in the Army Nurse Corps. Experience in Army nursing will be valuable to any nurse. The educational program for staff nurses provides a wealth of new information. Then too, ability and experience are rewarded by promotion.

The initial purpose of this article was to help other reserve chief nurses share my experience, but even more strongly I recommend a year of service to all nurses who can avail themselves of this opportunity. I can sincerely tell a new graduate that I believe the Army has as much to offer as any civilian hospital today. I hope this preview will interest some of you to see the rest of the picture, not from a ringside seat but from within the ring. Make your reservations now!

What To Do In a Blackout

WHEN YOU GO OUT just before or after dark when blackouts are likely, always wear blackout equipment and other protective apparel which may be required. When air raid warnings sound after dark during blackouts, don't get panicky but proceed about your business calmly and quietly without undue haste. . . . Know the meanings of the various kinds of warning signals. Know where you want to go, think over in your own mind how far it is, your route, how many streets you cross and what turns must be made to avoid being lost. Use your flashlight, if permissible at all, as little as possible and then only for a few seconds at a time to check your location; never point it upward nor on any object such as a glass window or wet street which might reflect it upward, or cause a glow noticeable from the air. . . . "No smoking" in the open should be the invariable rule. Always pass and keep to the right. . . . Be careful not to push persons walking next to the curb as they may be struck by cars running close to the curb using it as a guide line. Look down and not upward so that you can see

the white stripes on posts at barricades and obstacles on the ground. If planes are overhead, keep your head down as many upturned faces make the streets where crowds are congregated very conspicuous from the air, especially if streets are lighted by flares or burning buildings. . . .

Watch the traffic lights and observe them scrupulously because any jay-walker who gets knocked down during a blackout is almost certain to get run over fatally by the next vehicle behind. In going up or down curbs or steps, hold to railings and always have one arm free so that you can catch yourself if you slip or fall. . . . Wherever possible, assist those infirm, frightened, or lost and if you are familiar with the locality report any matter you cannot handle to the nearest Civilian Defense agency. If you are not familiar with the neighborhood, ask someone who is or report to the first policeman or air raid warden.—*Blackouts*, United States Office of Civilian Defense, Washington, D. C., p. 24. For sale by the Superintendent of Documents, Washington, D. C. Price, 25 cents.