

ENGINEERS MADE GOOD IN HOT WORK UP AT THE FRONT

6th, for Example, Did Valiant Combat Service With British Forces

108TH IN ARGONNE DRIVE

Bridge-Building Under Fire Main Issue, but Capturing Boche Was Enjoyed as a Sideline

In writing the series of articles recently completed in THE STARS AND STRIPES upon the subject of the work of the combat divisions of the American Expeditionary Forces, the writer was always keenly conscious of the fact that little or no justice could be done in a history of that scale to the magnificent performances of a great number of subordinate organizations, not only of divisional, but of corps and Army troops, whose work was as gallant and as vitally necessary to success as that of any other units. But, in describing within such a small compass the battles of forces so enormous, it was obviously impossible to do more than outline the results achieved by that decisive factor in all armies, the infantry, supplemented occasionally by some reference to its powerful auxiliary, the artillery.

Consequently, the labors, the sufferings, the heroisms and the successes of such troops as Engineer regiments, Machine Gun battalions, Signal Corps and hospital units, Tank Corps troops, aviation units, Ammunition and Supply trains and many others, could hardly be even referred to. But there is no soldier of the American Expeditionary Forces who does not know that the work of such units was absolutely essential, and that all the glory earned by American arms in Europe is theirs to share in just proportion with their comrades of the major branches of the service.

In order that at least a few examples of the sort of work which was performed by some of these units in the line of duty in the Great War may be recorded in these columns, it is intended to tell here something of the records of two such units, selected almost at random from the list of Engineers and the 108th Regiment of Engineers, the latter being the Engineer regiment of the 33rd Division. These are by no means to be regarded as extraordinary examples; rather, although the history of any organization is apt to present features peculiar to itself, the records of the 6th and the 108th Regiments of Engineers are merely typical, in a general sense, of those of many other Engineer regiments.

Bank of British in March, 1918

The 6th Engineers arrived in France in December, 1917, long in advance of the rest of its division, and soon thereafter was sent to the areas in the rear of the British front lines at such work as Engineers are usually called upon to do, building and repairing roads, bridges, etc. They were at that work in the latter part of March, 1918, when the first German offensive crashed its way through the British front on the 21st of that month, rolling back the 11 divisions composing the Seventh, Ninth and Tenth Armies and the British Corps between Cambrai and St. Quentin, and driving westward toward Amiens and the coast. Without halt or respite, the 6th Engineers moved on until, on March 25, the portion of its front which was approaching Amiens, on the south side of the Somme valley, was a short distance from the German front, hardly a dozen miles from Amiens, the vital center of all communication of the British Army on the north, both with the French Army further south and with the highly important ports of Dieppe and Le Havre.

It was now that a part of the 6th United States Engineers appeared upon the scene. The story of that happened is better told in the words of an American soldier who was not of their organization, but who happened to be so placed as to witness the situation, Pvt. E. P. Broadstreet, Jr., formerly of the 12th U. S. Engineers, serving with the British Expeditionary Forces. Private Broadstreet says:

"When Lloyd George called President Wilson for men on the morning of the opening of the great German offensive, he probably had little knowledge of the hands of American Engineers that was scattered over the Somme sector. America was at that time an unknown factor to our Allies, as she was, indeed, then as now, a power of our great Army. We had heard through the English papers of what our country was planning to do, but we were so far removed from the center of the action that we felt like lost sheep in the fold of the British Expeditionary Forces. Among these Engineers were my own regiment and Companies B and D of the 108th Engineers, a part of the 6th Engineers. The three last-mentioned companies had been working with the British on the Somme, building concrete bridges."

"No one who was not with the British Expeditionary Forces during those dark days of March, 1918, can realize how desperate was the condition in which I was stationed in Amiens, the capital of the Somme, on the day that the German offensive was launched. It was a gray tidal wave that gathered and crashed against its known objective, Amiens, the mighty German Army gradually closed in upon the apparently doomed city."

British Outnumbered

"More heavily outnumbered by the Huns than the latter were by the Yanks in the Meuse-Argonne, the British fought desperately, but were unable to hold. I was stationed in Amiens, the capital of the Somme, on the day that the German offensive was launched. It was a gray tidal wave that gathered and crashed against its known objective, Amiens, the mighty German Army gradually closed in upon the apparently doomed city."

"The program for the 2nd Division holiday opened with the announcement that there would be no revellé. There were doughnuts, ice cream and cake, with corned Willie absolutely taboo for the day. The 1st Division, also occupying the bridgehead, celebrated the anniversary of its capture of Cantigny a year ago, May 28. The capture of the little village on the Western front proved to the Allied world that the Americans could fight, and in its long list of military accomplishments."

Visit Scene of Fighting

It was an entirely different Memorial Day to the 14 members of the 1st Division who returned to the Picardy front this year to pay honor to the men of the division who died while in the Cantigny salient. This year when the division's representatives returned under the command of Capt. Phipps and Chaplain Hart, to hold services for those who died, it was from that of 1918. All was peace and quiet, which had reigned over Cantigny for six months. The inhabitants are gradually returning to the territory and it is becoming a beautiful town again. The division has erected a large wreath with the red "V" in the center of the divisional insignia. In front of the little town of Cantigny they have erected a monument to show the point of the line held by them after they had consolidated and held the line, following the offensive. Services were held at all the cemeteries in the sector where men of the division have been buried. The cemeteries are at Bonvillers, Villers-Tourneille, Cantigny and Broys. All graves had been decorated for the occasion by both the Red Cross, coming from Amiens, and the men of the division, who came from the Coblenz bridgehead. Chaplain C. J. Hart officiated at all the ceremonies held in the sector, and at Bonvillers there were many French civilians, while at the other cemeteries there were but the firing squads and members of the Graves Registration Service."

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HAND GRENADE AS BANKING FACTOR

Also, Home Guard Latharios May Get 'Em April 1

Next to a demobilized soldier, the hardest thing to find employment for seems to be the hand grenade, although two uses have been discovered, according to reports this week from America and the Army of Occupation.

In the States 15,000,000 grenades have been sold to a firm that intends to convert them into dinc banks.

In Germany they have been used with great success—until an order was issued forbidding the practice—of fishing. The mess sergeant whose love for variety was so great that he yearned for German carp to replace the Columbia variety of goldfish used to drop a couple of potato mashers into the river and then go out and drag in a few hundred fish. He has stopped.

Another use for the hand grenade has been discovered, which, it is reported, will be popular among the A.E.F. These little souvenirs will be sent as April Fool presents to the men who were exempted from the draft because of their economic importance to the Government and who managed to marry A.E.F. sweethearts while their lovers were far, far away.

WHAT'S HER NAME? ER, NOT TODAY, SIR

Buck's Memory Spoils Another International Marriage

Filled with the laudable ambition to become a married man because his best friend and his best lay friend's best friend was to wed, Pvt. Eric Olsen (which isn't his real name at all) made his way to the Judge Advocate's office to procure the useful preliminary documents.

"What's her name?" inquired the official in charge.

"Marie what?"

"Oh, excuse me, Marie, Sir."

"No, no. What's her last name?"

"Er, I don't know, sir."

"What's her street address?"

"Er, I don't know, sir."

"Are you sure you know whether you want to get married or not?" A bit sarcastically.

"Er—no, sir, I don't guess I do. Not today, anyway." And Pvt. Eric Olsen (which isn't his right name) pvt. an about face for the door.

At last accounts Pvt. Eric Olsen (which isn't his moniker by a long shot) was still a gay dog of a bachelor.

TO DRAW PILLOWS? AND FOR CASUALS?

Sure, The Looey Meant It, Proving His Bravery

The war's all wrong! Not long ago a doughboy was seen standing on a street corner in Coblenz polishing his finger nails with an ivory buffer, and a fellow Yank nudged him with a kick to the Q.M. because he couldn't live like a human being with only three suits of undies, and he thought the Army ought to issue more pillows.

Now, through the rain and mist, comes a tale from Brest that undoubtedly gets the fur-lined meskitt, at least, or the knitted spurs. From a perfectly reliable source we hear that a loopy dropped into Billington Station No. 13 with a detail of casuals and in all seriousness asked, "Where do we draw our pillows?"

"Pillows! And for casuals! The next thing we know, they'll be giving casuals their back pay."

1ST AND 2ND LAY OFF TO CELEBRATE

Cantigny and Chateau-Thierry Dates Remembered by Rhine Yanks

Monday, June 2, was a holiday in the 2nd Division in the bridgehead on the Rhine. The anniversary of the battle of Chateau-Thierry was observed. It is just a year ago that Infantry and Marines of the 2nd Division were thrown against the Boche on the Paris-Metz road near Chateau-Thierry, and from that moment on the Americans were in continual fighting until November 11.

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HIS FEET ARE ON THE BANKS OF THE RHINE BUT



YANKEE TARS WERE CHAPERONS OF 62 PER CENT OF A.E.F.

Doughboys of Sea Proved Great Little Escorts Crossing Atlantic

Laid Great Mine Barrage Furnished Allies With Heaviest Artillery, and Made Things Hot for U-Boats All Along

A job is a doughboy in a sailor's uniform; and, lest we forget, here are a few of the things these doughboys of the sea did in the late disengagement:

Escorted 62 per cent, or about 1,250,000 troops of the A.E.F. to Europe.

Escorted 27 per cent of all U.S., Allied and neutral shipping, containing chow and material to France, England and Italy during our participation in the war.

Laid 50 per cent of the northern mine barrage from the Orkney Islands to Norway. In one operation a field of 5,520 mines were laid in less than four hours—a feat unparalleled in the annals of marine mine laying.

Turned every American naval vessel in European waters into a school for training more jobs.

Established and operated nine shore bases to support cruising ships, together with 34 aviation bases in England, Ireland, France and Italy, from which aircraft bombed enemy submarine bases and patrolled at sea in protecting convoys from submarines.

Equipped, manned and operated on the Western front with French and U.S. Army a battery of great mobile naval mines which had been designed by the Navy for its boats, with a range of over 20 miles—the most powerful artillery used on the front by any of the Allies. There were five and six inch submarine chasers in the Irish Sea, English Channel and Adriatic, and a flotilla of submarines, seven being based on Ireland and five from the United States. One of the submarines was fired by a German U-boat, but the torpedo, curving erratically, struck and sank the living U-boat.

Latter-Day Gobs Don't Brag

Somehow or other, the average American sailor of the more modern species isn't ruling true to type. He seldom spins yarns unless one gets clear down under the skin of him, and thinks of the chance he has, usually held confidential, and with none around to dispute his word. A ship's crew and a company of soldiers, and the chances are remote that he'll ever meet any of his old-time bunkies when he returns to civilian life.

The average gob seems far more interested in what the infantry did, or the artillery, or the machine gunners. Drifting noiselessly over the waters at night, ears glued to sounding instruments to catch the first faint thumping of a submarine's engines is as nothing, in his estimation, compared to lying in a listening post out in No Man's Land. And a brush with a German patrol has for him far more excitement than taking part in a bombardment, for example. The bombardment of the Austrian port of Durazzo, where a squadron of Yank submarines was between both feet for the greater portion of the scrap. And the envy of the whole American Navy is that department of gobs who accompanied the big naval guns along the Western front last year and helped to make things extremely miserable for the retreating Germans.

The sub chasers, incidentally, did extremely effective work throughout the war. They are only 100 feet long. There were 12 in one operating out of Corfu, Greece. Much of the part of the war was spent in the Straits of Otranto, at the extreme end of the narrow Adriatic Sea. The chasers also did very good work after Austria signed her armistice, as they hunted over to the Straits of Gibraltar and harried the German submarines who were beating home from the Mediterranean, having no longer any bases from which to bother shipping in those waters.

With British Grand Fleet

Five American battleships served as a distinct unit with the British Grand Fleet, and at least on two occasions this squadron was in its assigned place in the battle line when it looked as if the German fleet were coming out. A division of U.S. dreadnoughts cruised for months off the west coast of Ireland.

FINAL ISSUE OF PAPER NEXT WEEK

Next week's number of THE STARS AND STRIPES will be its last issue.

The STARS AND STRIPES, official newspaper of the American Expeditionary Forces, will be discontinued on June 12, next Friday. This date has been selected for the final issue by the Commander-in-Chief.

Special features of interesting A.E.F. activities, beginning with the creation of the American Army in France and reviewing its operations to the war's very end, will be a part of this final issue. One of these will be an eight-page photographic supplement comprising 44 official views so arranged as to present a picture story of the A.E.F. from the first to the last. One of Balbridge's best works will appear as a special feature of this supplement.

For those who desire extra numbers of this final issue, it is requested that they place their orders as far in advance as possible with THE STARS AND STRIPES field agents or other distributors. Delayed requests will be impossible to fill, due to the demobilization of the A.E.F. The issue will be automatic with the final publication on June 13.

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TREATY PROBLEMS MAY BRING CHANGE IN BERLIN POWER

People Cry for Peace, but Government That Signs Will Fall

ALLIES FIRM ON PRINCIPLE Formation of Rhine Republic Is New Complication in Week of Uncertainty

The diplomatic armistice with Germany is still in force.

While the members of the Council of Four in Paris are considering the counter-proposals of Count von Brockdorff-Rantzau, the German Government in Berlin is facing the apparently hopeless problem of how to answer the cry of the people for peace at any price and the certainty of having those same people turn the Government that gives it to them out into the street.

"This Government will not sign this peace," is a phrase going the rounds in circles in touch with the situation both in Berlin and Paris. But it is understood that, while the Allies are firm in their refusal to alter the terms in principle, certain changes will be made which, to a degree, cover some of the points brought up in the Brockdorff suggestions.

If the present Berlin Government is stubborn it may invite military action, force further occupation and then resign under the mask of foreign pressure, and let a new set of officials put their name to the paper.

President Wilson, keen to the need of a speedy settlement, is acting as a mediator in such divergence of views as exist between France and Britain on the subject of the indemnity. It is understood that a member of the financial experts connected with the conference, and the unwavering spokesman of a definite sum, instead of naming a hypothetical sum which no one ever expects to collect.

Rhine Republic New Factor

Further complications from the German standpoint arise from the formation of the Rhine Republic, which has been labeled high treason by Berlin, but which has calmly set up its government, with Coblenz as a capital. As the Rheinland is one of the richest and most densely populated portions of Germany, naturally the Central Government is not anxious to lose the support of its population.

Although the Austrians were handed the first draft of their treaty on Monday, the clauses concerning the indemnity and the size of their armed forces, some of which are already completed, will be inserted later.

The presentation of the terms was marked with far less tension than on the occasion when Brockdorff-Rantzau made his unfortunate impression, and the new speaker, Dr. Renner, the chief of the Austrian delegation, was favorably received.

Dr. Renner begged for generosity in dealing with the new Republic, which he said had no connection with the old empire. While he did not seek to escape the obligations of the former Government, Dr. Renner denied that the new nation was in any sense an heir to the evils of the Hapsburg domain.

33,537 ENLIST IN U.S.

Enlistments in the United States of volunteers for foreign service had reached 33,537 on May 16, according to War Department figures. The volunteers are almost equally divided between the one-year and the three-year men. Of the new men 7,888 asked for assignment to France, 1,530 for duty in the Philippines and 836 for duty in Hawaii.

General March, chief of staff of the War Department, repeated the assurance that the 8,000 men being raised for service in Siberia would be sent to Beaune University and the American force in Siberia will not be increased. Emergency men in Siberia are to be returned as soon as the volunteer detachments reach Vladivostok.

SALVATION ARMY'S MILLIONS

(BY AMERICAN RADIO NEWS SERVICE.) AMERICA, JUNE 5.—Successful in a campaign to raise \$13,000,000, the National Headquarters of the Salvation Army announces that this money will be used for home service work. Out of the total, New York City is said to have raised \$1,500,000.

A.E.F.'S FIRST SHELL CASE

The battery that fired the first shot in the war has taken good care that it always will be able to prove its claim and identity that first shell case.

Bearing private markings which are known to a very few of the men of Battery C, 6th Field Artillery, the unit which gained the first shot honor, the shell case long ago was forwarded to the United States in the care of a newspaper correspondent, the battery commander announced this week. The first shot was fired on October 22, 1917, near Bathelmont in the Lunenburg sector.

The shell—of French 75 type—in addition to its secret markings, has a split running parallel with the tube. The split was caused by the bursting of the shell when it was fired. The usual lot number and other manufacturer's marks are also on the shell.

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"GIDDAP," AND THE PLUG GOT GOING

One Yank Phrase Will Survive in French Speech

Long after the outlines of the last boat filled with Yanks drops below the horizon, the peaceful valleys of France will yield musical echoes in the old American tongue. Willingly, the butchers and bakers and cognac makers of "sunny" France will continue to talk United States.

It's all on account of the members of the A.E.F. who are destined to stay behind. Almost every province of France has a mule from Missouri or a horse from Idaho which covered its connection with the A.E.F. in one of the many sales conducted by the demounted Services. Out at Vouvray, which, besides being a good wine as they make in France, is also a suburb of Tours, there is one mule named who is fast getting acquainted with her new chevai.

But it looked bad at first. A buck from a Tours barracks came upon the spectacle of a patient but motionless horse hitched to a cart and a much worried old madame circling cart and horse in a vain effort to get a little action.

"How goes it, madame?"

"Ah, monsieur! He is a bon chevai. But he understands not the French. How is it you say 'Allez', monsieur?"

"Voilà, madame!"

The buck took the reins and assumed a position of vantage. A single "Giddap!" and the horse got into action. Madame was amazed and delighted.

"Ah, merci, monsieur! Ah, merci!"

"And if madame, ten years from now, remembers no more than a 'Gid-well, that's something."

ARMISTICE CAME IN NICK OF TIME

Otherwise We'd Be Wearing Rabbit Skin Caps

Regardless of what military experts may claim as to the conditions among the Allied troops on November 11, it is now revealed from Washington that the armistice was not signed a moment too soon. While there is still no question as to the moral of the ever-ready troops at that time, this morale could never have held up under the shower of inventions and improvements prepared for the A.E.F., and the climax of this invention shower was reached in the rabbit skin cap.

Just what kind of a cap it was going to be used kept some of the A.E.F. secret for a while, anyway, it was going to be an authentic issue, because Washington had adopted it.

The rabbit has a gentle face.

"It's private to life is a disgrace," said the poet has touchingly remarked. And they were going to wind up that disgrace around our heads. No one will ever forget the rain-soaked, shivering, and shivering days in Europe, but we can be thankful that the armistice saved us from here on the rain.

Other brilliant schemes, such as cotton-poor underwear, which not only killed the coolies on a man, but killed the man, too, had been showered upon the troops, but the French were mercifully held up until Fritz took the coat.

DEMOCRAT BOOZE; DEMOCRATIC BRIG

Little Group of Serious Drinkers Behind Bars

That giving birth to a nation, especially a republic, is still far from being a fine art in Germany, was made evident on Ascension Day when the German Government was baptized with so much patriotic fervor and Rhine wine that four of Europe's youngest republics are now languishing in the brig in Coblenz.

With that finesse that has characterized most of the Teuton statesmanship during the war, the German Government has returned from a little group of serious drinkers to make the streets of Coblenz, now doubly democratic, resound with the enthusiastic "liber allees."

It was not the sound, however, but that condition, which is not supposed to exist in the States on and after July 1, in which the uncertain apostles of the new era found themselves that wound up their celebration behind bars.

TRADE OUTLOOK IS STUDIED BY YANKS

Bordeaux Fair Gives Opportunity to Learn of Business Conditions

Export and import possibilities and the other parts of the United States are being studied by American soldiers at the Bordeaux fair, under the direction of the Department of Business Education of Base Section No. 2.

The fair opened the last of May, and the Department of Business Education has an excellent opportunity to study the conditions through the various exhibits.

The same department has made an extended investigation of business opportunities in France from the standpoint of the American soldier, and has announced its willingness to give advice relative to prospects and business relations in France.

The Department of Business Education is carrying on a campaign to get the American soldiers to return in each instance to their home cities for the period of stabilization business as a result of the change in industry due to the close of the war. This is the result of letters received from principal chambers of commerce in various parts of the United States urging that such steps be taken, as it is believed in this way that the return to normal business conditions will be hastened.

THIRD ARMY SCHOOLS CLOSE

Third Army schools, which have had an average attendance of about 3,000 students, have been gradually closing down until now only four are operating—the Third Corps, 1st Division, 2nd Division and 3rd Division.

The April monthly school reports showed a total of 432 schools, with 19,566 students and 1,278 teachers. In addition, many students were sent to Beaune University and to French and British universities. Everything from antique art to barbering was taught in the Third Army schools.

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REGULAR DIVISIONS ONLY NOW IN A.E.F.; LAST OF N.A. SAILS

Departures for May Total 331,136; 6th and 7th Now at Port

80,000 IN CAMP AT BREST

S.O.S. May Send Home 258,840 in Month; Further Reduction of Army Up to Peace Conference

The last khaki figure that took ship May 31 was the 331,136th Yank to go home in May.

Aside from the five divisions sitting tight on the Rhine, only the 6th and 7th Divisions are yet to go. The 6th is getting away from Brest and the last trainload of the 7th is moving into the same port today.

By June 10 there will be no more divisional troops released to sail, and the 258,840 members of the S.O.S., scheduled to leave in June are throwing things together in a hurry to catch the great fleet of vessels due in at Brest, St. Nazaire and Bordeaux within the next 24 days.

Shipments for the first two days in June were only 13,000, and the June homegoing program, like the May one, is getting off with an uncertain stride that, however, will lead into a wild race before the month is over.

As a result of the peace conference, the S.O.S. will be reduced to 200,000 members of the A.E.F. this month.

St. Nazaire is scheduled to go out in Yanks in the first 18 days of June.

Last week, due to an error in transmission of figures, it was stated that 420,000 troops were to leave in June. The official estimate made some time ago for June was 270,000, but this probably will be exceeded to the same extent as the estimates for April and May were.

There is nothing new this week upon which to base any dependable prophecy for the five regular divisions of the Third Army. Will the 4th and 5th Divisions be released for sailing in July? That depends. Will the 1st, 2nd and 3rd Divisions be sent to the Rhine until the last part of August or longer? That also depends. A permanent American force is to remain with the Allied Army of occupation after September 1, what will be the size and who will be in it? Ask the Peace Conference.

Some interesting figures with regard to the return of the A.E.F. and its demobilization were recently given by General March, chief of staff of the War Department. He began by recalling that it took over a year to demobilize the small force of the United States Army after the war. American war and company with this the overseas movement and demobilization of 1,000,000 members of the A.E.F. in the six months since the armistice. Referring to the return of the combat divisions, he said:

"That great work has been accomplished practically by American ships and convoys. The A.E.F. coming back in American ships, 13 per cent in British ships and 9 per cent under other flags. During the war, when the A.E.F. was in Europe, British ships carried only 44 per cent, British ships carried 51 per cent and 5 per cent were carried on the ships of other nations."

Brest Leads Ports

The troop movement home, General March says, is still being continued, with 55 per cent from Brest, 23 per cent from St. Nazaire, 18 per cent from Bordeaux, 6 per cent from all other ports in France and 3 per cent from England and Italy. The landing still keeps up 72 per cent at New York, 19 per cent at Newport News and 9 per cent at Boston, Philadelphia and New Orleans.

Practically all of the thousands of wounded left in A.E.F. hospitals at the time of the armistice have been now moved to the States. The original sailing schedule there were only 1,152 left in France and the larger part of those are now home.

Brest has been taking a brief breathing spell during her whirl of activities for the past week. Because of a slackening up of the number of troop ships arriving in port, owing to delay in getting started, back to the Atlantic, fewer troops have sailed from this port than the schedule called for. Consequently the number of men in camp here has been increasing till there are now about 80,000 men waiting in camp to sail.

Four battleships, the Nebraska, the Vermont, the New Hampshire and the Connecticut were also delayed in port ten days longer than the original sailing schedule. This was done in order that the crews might have a chance to take a leave to see Paris. The crews will be with the home-going troops and sail early this week.

Brest Clears 170,000 in Month

A.E.F. FAMILIES TO STICK TOGETHER

A.E.F. families, in accordance with a recent order, are now going home as units. It is now provided that officers and soldiers who have families in France will have transportation furnished for them on the same ship as their return to the U.S.A.

PRESIDENT AND GENERAL SPEAK ON MEMORIAL DAY

7,000 Soldiers at Suresnes Hear Chief Executive's Address C-IN-C. ON ARGONNE FIELD

Both of America's Spokesmen Voice Belief that War Was Not Fought in Vain

Two spokesmen of the mind of America voiced in France on Memorial Day at the gravesides of American soldiers the belief that this war shall have not been fought in vain.

The President of the United States spoke to more than 7,000 American soldiers gathered in the hillside cemetery at Suresnes, which overlooks Paris. The Commander-in-Chief of the A.E.F. spoke at the cemetery of Remagne, in the heart of the Argonne, where more than 9,500 American soldiers lie buried.

These two voices of the American people expressed the same reverent sentiments that were given voice last Friday in all parts of Europe, wherever there were American graves, and the memorial services in Suresnes and Remagne were paralleled on a smaller scale in the hundreds of scattered cemeteries in France, England, Belgium, Luxembourg and Germany—these cemeteries whose American soldier graves numbered last Friday more than 70,000.

President Wilson, in his Suresnes address, sounded the warning that the ending of this war has not completed the struggle against the forces which the United States sought to destroy by entering the war. His address, in part, was:

Tells Why They Fought "These men did not come across the sea merely to defeat Germany and her associated powers in the war. They came to defeat forever the things for which the Central Powers stood, the sort of power they meant to assert in the world, the arrogant, selfish dominance which they meant to establish; and they came, moreover, to see to it that there should never be a war like this again.

It is for us, particularly for us who are civilians, to use our proper weapons of counsel and agreement to see to it that there never is such a war again. The nation that should now find out of this common concord of counsel would betray the human race.

"So it is our duty to take and maintain the safeguards which will see to it that the mothers of America and the mothers of France and England and Italy and Belgium and all the other suffering nations shall never be called upon for this sacrifice again. This can be done. It must be done. And it will be done.

"The thing that these men left us, though they did not in their councils conceive it, is the great instrument which we have just erected in the League of Nations.

"The League of Nations is the covenant of Governments that these men shall not have died in vain. I like to think that the dust of those sons of America who were privileged to be buried in their mother country will mingle with the dust of the men who fought for the preservation of the Union, and that as these men gave their lives in order that America might be united, these men have given their lives in order that the world might be united.

Look to New Age "Those men gave their lives in order to secure the freedom of a nation. These men have given their lives in order to secure the freedom of mankind; and I look forward to an age when it will be just as impossible to regret the result of their labor as it is now impossible to regret the result of the labor of those who fought for the union of the States. I look for the time when every man who now puts his counsel in league with those who would destroy the League of Nations will be just as ashamed of it as if he now regretted the union of the States.

You are aware, as I am aware, that the air of an older day is beginning to stir again; that the standards of an older age are trying to assert themselves again. There is here and there an attempt to insert into the counsel of statesmen the old reckoning of selfishness and gain; and national advantage which were the roots of this war, and any man who counsels these things advocates the renewal of the sacrifice which these men have made; for it is not the final battle for right there will be another that will be final.

Let these gentlemen not suppose that it is possible for them to accomplish this return to an order of which we are ashamed and that we are ready to forget. They cannot accomplish it. The peoples of the world are aware and the peoples of the world are in the saddle. The counsel of statesmen cannot now and cannot hereafter determine the destinies of nations.

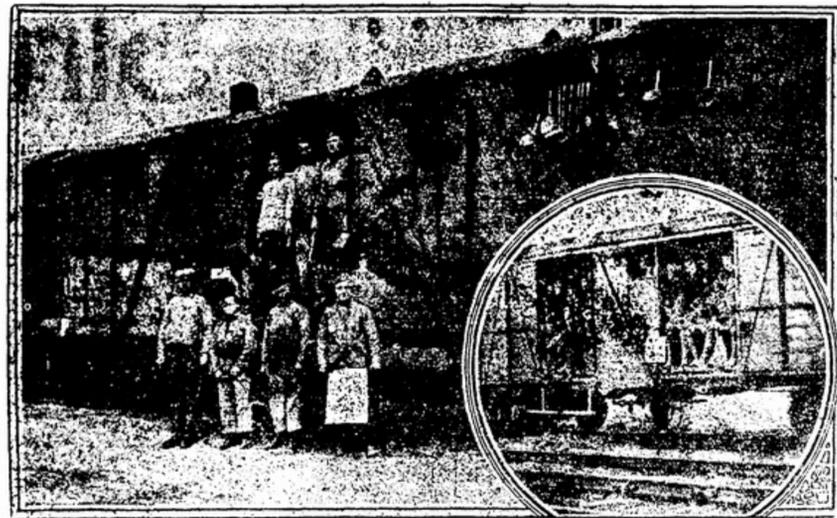
"It is not the servants of the opinion who are of all men the most contemptible, the least gifted with vision. If we do not know our age, we cannot accomplish our purpose, and this age is an age which looks forward, not backward, which rejects the standards of national selfishness that once governed the counsels of nations and demands that they shall give way to a new order of things in which the only questions will be 'Is it right?' 'Is it just?' 'Is it in the interest of mankind?'

How Challenge Was Met "This is a challenge that no previous generation ever dared to give us. So many things have happened, and they have happened so fast, in the last four years, that I do not think many of us realize what it is that we are being asked to do. It is possible it would have been to get a body of responsible statesmen seriously to entertain the idea of the organization of a League of Nations four years ago. And I think of the change that has taken place. It was told before I came to France that there would be confusion of counsel about this thing, and I found unity of counsel. I was told that there would be opposition, and I found union of action. I found the statesmen with whom I was about to deal united in the idea that we must have a League of Nations; that we could not merely make a peace settlement and then leave it to make itself effectual, but that we must conceive some common organization by which we should give our common faith that this peace would be maintained and the conclusions at which we had arrived should be made as secure as the united counsels of all the great nations that fought against Germany could make them. We have listened to the challenge, and that is the proof that there shall never be a war like this again.

I hope, that the spirits of these men are not buried with their bodies. Their spirits live. I hope I believe—that their spirits live. I feel the compulsion of their presence. I hope that I realize the significance of their presence.

What Dead Would Say "Think, soldiers, of those comrades of yours who are gone. If they would only remember what you are talking about today. They would remember America, which they left with their high hope and purpose. They would remember the terrible field of battle. They would remember what they constantly recalled in times of danger; what they had and how worth while it was to give their lives for it. "And they would say, 'Forget all the little circumstances of the day. Be ashamed

UP TO THE LINE AND BACK TO PORT



Like Mr. Dooley, they hauled them up to the line and then they hauled them back again—these sidelong Pullmans that did so much in transporting the Yanks to the places where they were needed during the war. Now they are breaking all records in hauling them back across France toward home. The large picture shows the cooks with a kitchen car, there being at least one of these to every train. The small picture on the right is of the familiar combination sidelong Pullman and observation car and shows in what way many Yanks saw France.

A.E.F. IN BRITISH ISLES BREAKING UP WITH RAPIDITY

Organization Which Sped 1,000,000 Yanks on Way Is Dwindling

REST CAMPS CLOSE DOWN

But Base Section 3 Will Not Forget How It Sent 2,000,000 Tons of Shipping to France

The A.E.F. in the British Isles, which on November 11, 1918, was handling American troops en route for France at the rate of 5,000 a day, which was incurring obligations of a half billion dollars in the purchase of supplies, which was taking care of thousands of American hospital cases, and which was training 20,000 aviation personnel for service on all fighting fronts, is keeping pace, step by step, with the speedy demobilization activities of the A.E.F. in France.

Romagne Ceremonies Impressive

The ceremonies at Romagne cemetery where General Pershing spoke were particularly impressive. The Commander-in-Chief marched along a hillside behind the colors of two regiments and mounted a stand looking over the rows of white crosses and the flag-decorated 9,500 graves. As General Pershing finished speaking French 73's fired a salute to the dead, and on the echoes of the cannon, taps sounded over the valley of Romagne.

Cut Down to 500 Personnel

But Base Section 3, as it is officially termed, was this week cut down to 500 men and 50 officers by June 1—Sunday last—and that number will be further pared to about 100 men and officers by the middle of next month, some 100,000 men and officers having been sent to Southampton, the remainder in London.

NEW RULE ON BRITISH LEAVE

Class B permittees with 14-day leaves for England will now be routed by way of Boulogne and Folkestone to the Havre and Southampton. As these men only draw 60 cents a day ration money, they will have to show sufficient expense money to cover the cost of their travel.

WELL, WELL! WHO SAYS THAT WE CAN'T ALL BE HEROES?

"One dark and stormy night, just as the Boches were grappling with the Huns on the snow banks of the Riviera— It isn't quite that bad, but Is-sur-Tille can hang out its service flag now. One Lieut. Claude Rathbone has returned here to Springfield, Mo., and the Springfield Leader, of May 3, tells all about his 17 months in France.

"... From Paris he went to Is-sur-Tille, a small town near the Swiss border. There he remained until his return to this country. "The camp at Is-sur-Tille was at all times subjected to night and day raids, but little damage resulted from these. All of the important hangars and store houses were built in the woods and dummy buildings placed in front of them were struck by bombs.

"When asked if the men went into dug-outs during these air raids, Lieutenant Rathbone said that they most surely did—and mightily deep at that. "But strange to say the men of Hospital Train 55, who have been in and out of Is-sur-Tille since June 1, 1918, all through the bloodiest months of the war, say that none of their number have heard of any such raid on the little Alpine village of Is-sur-Tille. Apparently it's another case of geography gone wrong.

The Bookton Enterprise carries a half-column story in its issue of May 7, concerning one Cpl. Ralph Perkins, of the Military Police, who, as the paper says, 'never saw the front.'— "He tells of one instance when another company was advancing on the enemy under barrage fire and the officers at the front found their own barrage was mowing down their own men. One of them went to the rear and asked another officer if the barrage could not be lifted to spare their men. "No,' the officer could do nothing. So the first officer went to his superior officer and stated the case, telling how the men were praying on their knees for the barrage to lift. His men were still advancing under orders.

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RACE GET HOTTER AT LE MANS SHOOT

American Marksmen Make It Hard for General to Pick Eligibles

Competition for first place on the American teams which are to participate in the Inter-Allied Small Arms Marksmanship shoot at Le Mans June 22, is getting hotter as the race narrows and the list of eligibles fills.

The shooting is getting better and better, and the scores are so good that Brig. Gen. Paul A. Wolf, in charge, said it might be a fortnight before the personnel is decided. That would bring it pretty close to the opening day of the shoot.

On Tuesday Lieut. H. H. Harris, 18th Infantry, came up from 38th place and took the lead in the rifle preliminaries. Sgt. James P. Williams, 8th Infantry, and Lieut. James F. Conledge, 6th Marines, stood second and third respectively, with only a few points separating the leaders. On Wednesday 55 riflemen were still in the ring and shooting much better than a week ago.

Lieut. Col. Edward Blittel, 4th Division, retains his place at the head of the pistol trials, and he has a safe lead. Color Sgt. James W. Dell, 15th Field Artillery, continues in second place, with Sgt. Melvin Duncan, 16th Infantry, third.

HOME FOLKS HAVEN'T WAITED FOR ANSWERS

Sent More Letters to A.E.F. Than They Received from France

From August, 1918, to the end of April 212,700,000 pieces of first-class mail have been brought to French shores. In the same period 185,400,000 pieces have gone to the States from the A.E.F. In other words, the folks back home have written more often than the boys, although as four of the months covered were fighting months it was impossible for the soldiers to take pen in hand as often as the writers in America.

In August, 1918, for instance, the A.E.F. received 14,700,000 letters, and it sent 15,200,000; in September it received 24,000,000 letters and sent 11,400,000; in October it received 32,300,000 and sent 11,200,000; in November 30,600,000 letters came in, and 17,100,000 went out. This was a very busy month for the soldiers, especially the first half of it, which nobody can deny.

Incidentally, that month of October marked the high tide of incoming mail, while the high tide of outgoing pieces was reached in December of last year, when 45,500,000 pieces of first-class mail matter were packed tightly into 9,587 pouches and sent home. February saw the least number of letters sent across—10,200,000.

SAMARITAINE

Advertisement for Samaritaine, 75, Rue de Rivoli, Pont-Neuf et Monnaie, PARIS. The Best Place to Go for SUITS AND MILITARY UNIFORMS. READY-MADE OR TO ORDER. Everything concerning Men's Outfits. REASONABLE PRICES. Special Articles for Discharged Men. LOUNGE SUITS. In Fancy Tweeds, Latest Styles. 129frs. 119frs. 99frs. STRAW HATS 8.90 and 6.90.

Large advertisement for Wrigley's chewing gum. Features a large illustration of a smiling man's face. Text includes: 'Hank, the Yank, is a hearty lad. He isn't any angel, but he's not so very bad. He knows he's right when he makes a fight And then he scraps with all his might! When he gets back to the U. S. A. I reckon we'll celebrate Hank's birthday! Always carry WRIGLEY'S to keep the dust and powder smoke from irritating your throat. It refreshes and sustains. Steadies the nerves. At Canteens, Y. M. C. A., Red Cross and other stores. THE FLAVOR LASTS! WRIGLEY'S SPEARMINT THE PERFECT GUM MINT LEAF FLAVOR WRIGLEY'S JULY FRUIT CHEWING GUM WRIGLEY'S DOUBLEMINT CHEWING GUM PEPPERMINT'

FIGURES TELL SHARE OF S.O.S. IN VICTORY

Troop Movement and Supply Efforts Described in Order

The following facts concerning the development of the S.O.S. are contained in G.O. 27, Hq., S.O.S., announcing the relinquishment of command of the S.O.S. by Maj. Gen. Harbord, who becomes chief of staff, A.E.F.

"In the past ten months the Service of Supply reached a maximum personnel of 44,540 in August, September and October it landed 1,250 troops in France. It maintained a daily discharge from ships of over 30,000 tons for a period of over two months at the high tide of our necessity and sent it forward for troops. Since the signing of the armistice, it has sent home 1,205,000 members of the A.E.F."

In concluding the order, which is signed by Maj. Gen. Harbord, says: "So great a work could not have been so greatly done without the splendid spirit, the untiring effort and skilled team work of the officers and men who served this country here. Those who have been part of this vast military and industrial enterprise have my gratitude and proud appreciation. They have responded to every call made upon them."

ARMY ESSAYS ON "AFTER WAR"

Twelve of the most typical and best essays written by soldiers of the A.E.F. for the 500-franc prize offered by Comrades in Service are to be published by a book concern in America. An introduction to the book will be written by John Kendrick Bangs.

"Few writers are pessimistic as to what awaits them after their discharge, the general tone being optimistic. The majority seem to think that the greatest era in the history of the world is just beginning, and express the belief that those who have served in the American Army will be called on to take a leading part.

It is expected that a greatly increased number of essays will be turned in between now and June 15, the last day on which they may be submitted. After that, they will be judged by representatives of The Daily Mail, New York Herald and the Chicago Tribune. The second award is 250 francs and the third 100 francs. Papers may be submitted either to the office of the Comrades in Service, 352 Elysee Palace Hotel building, Paris, or to the office of Comrades in Service, Coblenz, Germany.

VETERAN OF 1861 HEARS PRESIDENT ON MEMORIAL DAY

Capt. French, 74 Years Old, Exchanges Salutes With Executive ONLY G.A.R. UNIFORM THERE

Man Who Helped Save Union Half Century Ago Says All Knew Yanks Would Come Through



Capt. W. H. French, Yank

War uniform, black felt hat, officer's gold cord, and a sprinkling of medals, approached the President's stand, elicited his attention, and standing stiffly at attention, rendered his Commander-in-Chief a snappy salute.

But He Keeps a Duplicate Captain French is a member of Winchester Post, 197, G.A.R., Department of New York, and each week he sends the boys a summary of his doings for the week.

LESS DUDS ON TRIP HOME The coming of summer and the shifting of the chilly winter winds that blew on the Atlantic to the bays of June have resulted in several changes in equipment for homeward-bound troops.

ALGERIAN CITY IS VISITED BY A.E.F.

Oran, Older Than Ancient Carthage, Host to Home Bound Doughboys

The north coast of Africa has been included in the itinerary of several thousand homebound Yanks who have departed from Marseille in the last few weeks.

The city, now the second in importance in all Algeria, predates Carthage, and in the middle ages had the distinction of being the rendezvous of the fiercest pirates of the Mediterranean.

Yanks Are Sensation The first boatload of Yanks arriving at Oran first night was unannounced and became a sensation.

Since the advent of the first boat, the novelty has worn off for the natives, but the interest is just as strong among the Americans.

FEW 'UNKNOWN DEAD' TO BE LEFT IN FRANCE

Graves Registration Service Has Special Tracers on Job

The A.E.F. will have fewer "unknown dead" than any other Army in history.

The unidentified lieutenant was given his final resting place in Grave No. 4 in the little soldier cemetery of Letanne, while a letter traveled from the Identification Department to the office of the American clothing company.

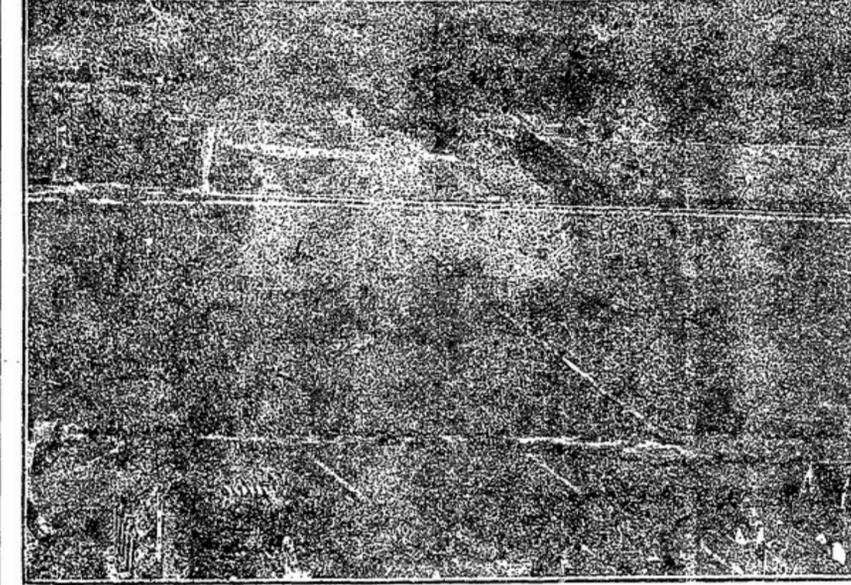
LAST YANKS LEAVE ANCIENT CHARTRES

Camions of A.E.F. Passed Old Cathedral City for Final View

The spires of Chartres cathedral, whose uneven lengths stretching far upward into the sky, were marked from afar by the Rhakel thousands as they pushed forward from the bases in the great June-July troop movement a year ago.

When the lines of boxcars moved out of the base ports and jugged across the flat country, the two towers of the old cathedral, whose foundations were laid upon the ruins of a Druid temple, could be seen rising high above the city for many miles.

BUILDING BRIDGES BY THE COUNT



The 368th Engineers started it—the bridging of the Rhine. Then the 2nd Engineers more than cut the record in half, by throwing a pontoon bridge across in 58 1/2 minutes.

YANKEE TARS WERE CHAPERONS OF 62 PER CENT OF A.E.F.

land, ready at all times to protect convoys or engage enemy raiders or cruisers.

Those Big Guns at Front The long range naval guns which used to scare everybody from the mess sergeant up and down, when their explosion tore a great hole in the surrounding atmosphere.

Supply Projects Await Disposition Troops at Depots Will Be Released on Sale of A.E.F. Material

AND THEIR DREAMS CAME TRUE



An old Combat Division fireside group in the Argonne talking over a far country called America, to which now they have at last set sail

While Commander Heud was crossing the Atlantic, another American aviator, Lieut. Robert Mead, of the U.S. Air Service, was venturing by air upon another sea quite as dangerous—the sea of matrimony.

THE POINT OF THE SCARLET CHEVRON James Conzen, a wealthy Detroit manufacturer, has presented the nurses of that city with a 320,000 home as a recognition of the work of American nurses in the war.

HISTORIC CHECK HELPS ORPHAN FUND

Veteran of Big Battles Comes from Texas to Aid French Kiddies

Donations having an unique origin or history are not unknown among the contributors to THE STARS AND STRIPES' War Orphan Fund.

Among the currency and checks received of late for the benefit of the youngsters of France, Metcalfe's check is in a class by itself.

The 26th Engineers of the Third Corps were the first to build a bridge across the Rhine, when they linked the banks with a pontoon bridge, also at Homingen.

The expectation being that a sole eventually be commended.

OLD-TIME COUNTY FAIR FOR LE MANS

Thousands Watch Races and Exhibits and Eat Chiens Chauds

A regular old-time four-day county fair was staged as the finale of the educational program at Le Mans with all the usual requisites from the prize ball and the three-foot onion plant to races with lady riders clad in the regulation O.D.'s.

Less than two per cent of the troops of the Third Army have come, according to data gathered at the debussing of homeward-bound troops.

PIONEER ORDNANCE UNIT GOING HOME

Original Detachment to Feed American Drives Melts Away

With the melting away of the Ordnance detachments that laid down the park behind the 1st Division when it fired its first shot in the Toul sector, a pioneer unit of the A.E.F. will pass into oblivion as its members will find their way home singly or in groups.

This unit laid down its park on January 12, 1918, in that storied piece of ground which was destined to become the ammunition shop of America's overseas war school.

When the July offensive at Chateau-Thierry began, men from this group made up the nucleus of the successful Ordnance supply system based on La Ferté, and the same personnel was drawn upon later for the advance in the Argonne.

YANKS IN ITALY SCARED AUSTRIAN ARMY WITH BLUFF

Movie Stunts in Marching Made Enemy Think All A.E.F. Was There

The papers these days are telling us a lot about the smiles that illuminate the faces of the delegates of what is left of the once flourishing empire of Austria-Hungary who have by now had handed to them their sentences and the glad addition for the results of the rough stuff they pulled during the late war.

As to the cause underlying that outward expression of mirthfulness, however, there is a difference of opinion.

Hard Hikes Did the Trick 332nd Infantry Camouflaged Itself as an Army Corps, and—Behold an Armistice!

No amount of jaw-breaking German eloquence gazed out by howling mad commandants could convince the Austrian men of the line that there weren't at least 2,000,000 devil-hounds, armed to the teeth, heading due north by east to see for themselves, doubtless, how Vienna broad is made in its home.

How the Bluff Took Instead of there being a half-dozen toughened divisions in camp in the foot area—as the enemy's very intelligence service is said to have reported—there was only one solitary American regiment in the whole of the line that the Austrians thought they could count on.

Reports were coming in thick and fast that every road leading up to the Italian line was infested with O.D.-clad soldiers, the whole of the line that the Austrians thought they could count on.

Movie Stuff Fooled 'Em The movement was purposely poorly hidden, and the Italian road in the foot area in the section are lined on either side with low trees or brush.

First K.P.: Well, we won't have to stay here forever anyway. Second K.P.: No, but I bet when my term is most run out they put the kitchen in quarantine.

FACTS ABOUT FRANCE

NEW EDITION (55th Thousand) 3Francs 50 HACHETTE ET Cie.

GOOD YEAR

We are hoping that all of our men in the A.E.F. will come back to the organization when they return to the States. GOODYEAR INFORMATION BUREAU, 17 Rue Saint-Florentin, PARIS

NEWS

Sloux City, Ia., special: Returning soldiers are having no trouble getting the "old job" back.

The Stars and Stripes

The official publication of the American Expeditionary Forces; authorized by the Commander-in-Chief, A.E.F. Written, edited and published every week by and for the soldiers of the A.E.F. Entered as second class matter at United States Army Post Office, Paris, France. Advertising Director for the United States and Canada: A. W. Erickson, 381 Fourth Avenue, New York City. Fifty centimes a copy. No subscriptions taken. Advertising rates on application.

THE STARS AND STRIPES, G-2-D, A.E.F., 32 Rue Taitbout, Paris, France. Telephone: Gutenberg, 12-95.

FRIDAY, JUNE 6, 1919.

AMERICA SPEAKS

Those graves we decorated last Friday are yet too fresh, the heroes who sleep within them yet too vivid in the memory of their comrades, for any voice to dare raise itself in any part of the world and with impunity assert that America's 70,000 dead are dead in vain; that they fought only because they were told to fight, and that they neither knew or cared for what they died.

There are actually members of the United States Senate who have so far and so soon forgotten the sacrifices of these men that they make hold to say they came to France because they were sent, and that "there wasn't one in ten of them that had ever heard of a League of Nations."

Thus while many were forgetting and others with faces set rearward were platitudinizing about "glorious death," "superb discipline" and "sublime patriotism," last Friday America herself was speaking in high and thunderous tones, in the person of the only man who could speak for her, from a hillside under the guns of Mt. Valerien and overlooking the great city where the counsellors of the nations are gathered to make peace.

And what was America saying? She was verifying her signature to the contract made with these men before they were sent out to their death.

She was rededicating herself to her spoken promise to make the world safe for democracy. She was asserting for the hundredth time that a "concert of free peoples" in a League of Nations was the one great crowning principle for which these men were asked to fight and die.

Finally, she was declaring her purpose not to betray the dead. "They have left us to see to it that their cause shall not be betrayed. It is our privilege and our high duty to consecrate ourselves afresh on a day like this to the objects for which they fought. The thing that these men left us is the great instrument which we have just erected in the League of Nations. The League of Nations is the covenant of Governments that these men shall not have died in vain."

Let congressmen and senators and governors and plenipotentiaries take note of America's voice from the cross-covered hillside of Suresnes.

PAY UP

Debtors, obviously, can be divided into two classes: Those who repay and those who do not. Paying one's debts promptly establishes a credit, and, if not overdue, an anchor to windward which may ride out financial squalls in the future. Debts unpaid establish a reputation as unsavory as the yellowest act of cowardice on the battle line.

There is, indeed, the incident of a returning hero who was being banqueted and honored by his neighbors, friends and fellow-townsmen. An overseas comrade sat quietly through it all, and when someone queried as to the reason, back came this answer in even, incisive tones: "I can't quite see him as a hero. He owes money to half the company and hasn't made any attempt to repay."

There is, too, another side of it. Departing for home carries with it thoughts of what should be brought back for the folks and for friends. Little things of this nature cost money.

Are you depriving some comrade of his earnest desire to remember those in the States by not repaying the loan he made you out of the kindness of his heart at a time when no one else could give you the money? Even a few francs will buy a gift. And their non-repayment not only means one person less to be remembered, but forces into the mind of the lender a feeling toward the borrower which will not be effaced even by the remembrance of danger-sharing joys and hardships along the front, or toll in common in the S.O.S.

CHATEAU-THIERRY

A brief year ago the 2nd and 3rd American Divisions, now keeping their steadfast watch on the Rhine, were making world history—the former along the Paris-Metz road northwest of Chateau-Thierry, the latter along the Marne and even in the streets of the famous old town itself. In fact, it was on this very June 6, 12 months back, that the 1st and 3rd Battalions of the 5th Marines, with the 167th French Division on their left, sallied out after the Boche at 5 o'clock in the morning through the broken woods north of little Champillon. Ten hours later the remainder of the 5th Marines, the 6th Regiment of the same corps, and the 23rd United States Infantry went onward and outward into the inferno of the Bois de Triangle and the Bois de Belleau—an advance followed on the next day by that of the 9th United States Infantry north of the Bois de la Morette, culminating in the capture of Hill 201 and Monneaux.

A week earlier, the 7th Machine Gun Battalion of the 3rd Division, then under fire for the first time, had been catapulted into the battle for Chateau-Thierry proper, an encounter of full 96 hours' duration, at the conclusion of which the German rush on Paris was, as we now know, definitely stopped. The American communiqué of June 4 reported that "on the Marne front a German battalion which had crossed the river at Jaulgonne was counter-attacked by French and American troops and forced to retreat to the right bank. It sustained

severe losses in killed and prisoners." And there and then was the 3rd rechristened the Marne Division, even as Belleau Woods became the Bois de la Brigade des Marines—and Chateau-Thierry became a household word throughout all of thrilled, proud and eager America.

As did the 1st at Cantigny, the 2nd and 3rd in the Chateau-Thierry sector won a moral victory comparable only to their brilliant success at Arras. What their Allies thought of the Yanks can perhaps be best expressed by a French order, issued at the time of the engagement, which ran:

The courage of the Americans was beyond all praise. The Colonials themselves, though accustomed to acts of bravery, were struck by the wonderful morale in the face of fire and the extraordinary sang froid of their Allies. The episode of Chateau-Thierry will remain one of the most beautiful deeds of this war.

And so it will remain, during all the years to come, when American grown-ups will wend their way with bared heads to the cemeteries of Belleau Wood and Monneaux, while children at school in far-away America will learn, with zest and pride in the learning, the story of those great deeds of the early summer of 1918 beside the banks of the Marne.

THE KINGDOM IN THE CLOUDS

The daring attempt of Hawker, the fine non-stop flight of Roget, and the actual crossing of the Atlantic by Read, all coming so closely upon the heels of one another, threw open wide doors, long since ajar, to a new land of adventure and romance.

Americans are to be pardoned a justifiable pride in the accomplishment of the N-C 4. Certainly the A.E.F. was thrilled by the feat of Read and his crew. In offering them our grateful and heartfelt congratulations, we are not in the least less appreciative of the sportsmanlike flights of the two representatives of our Allies, Britain and France.

They are all pioneers of a new land, whose long and limitless frontiers, whose vast possibilities and whose unknown riches, stir the imagination of a war-weary world and challenge the spirit of adventure as nothing else has done since Columbus made his little trip in 1492.

THE COSTLY MUFTI

It is estimated that the returning soldiers will pay the tailors and ready-made clothiers approximately \$60,000,000 to take them out of uniform and restore them to civilian status.

Soldiers and officers alike recall the exorbitant prices they paid these same tradesmen for insignia and other necessary extras when they answered the call to arms, two years ago, more or less. It is natural for them to reason, and reason in a very serious way, whether they will be obliged to pay the same unreasonable prices for their civvies.

These men have been working for Uncle Sam at a much-reduced income, as compared with what they received in business, for these two years or so. The war has cost them real money. They have not shared in the profiteering. On the contrary, they have been obliged, in many instances, to deplete entirely their savings accounts and even contract debts in order to keep the wolf from the door at home and to provide the necessities of life, in a measure, for themselves.

It is with this in mind that they think of the prices they must pay to re-clothe themselves for business. Hotels, restaurants, railroads and other institutions have offered privileged rates to the returning soldiers. Here's hoping the tailors and ready-made clothing houses will fall in line.

STILL ON THE JOB

In these balmy days of feverish paper work, winding up of A.E.F. duties, joyful embarkations, and thoughts of home and civilian jobs, one is apt to overlook that there is still a front or two where the breath of war hangs not lightly in the air. The same sun which shines so brilliantly these days over the waters which wash against the great hulls of departing transports is shining equally brilliantly on those heights of the Rhine bridgehead along which khaki-clad warriors keep eternal vigil.

There is no let-down. The Allies and the Central Powers are still officially at war.

While tramping slowly up the gang-plank, and while hanging over the rail to watch the receding shores of France, we should not forget those whose faithful adherence to duty is making it possible for others to get home more quickly. Somebody had to stay. In thanking our lucky stars that we were not selected we must remember the boys who were and who have accepted their portion with the same stoicism that characterized the A.E.F. in its most hectic days along the front.

CRIES OF "HEAR, HEAR!"

If the gentleman who got off that classic line about man wanting but little here below could take a slant at the A.E.F. in these almost-after-the-war days, he would resign his seat in the Poets' Corner and put in an application for membership in the Ain't Nobody Lives Upstairs Club.

Because the A.E.F.—or its vociferous personnel, anyway—is off that wanting little here below stuff. In letters home, in columns of the daily newspapers, anywhere and everywhere that it can get its voice heard, it is out on the sidelines with a megaphone.

It wants a whole lot. It'll say it does.

Officers oughter be allowed to wear their Sam Brownes in the States the same as over here. They should. They should not.

The Umptieth Division oughter been sent home long before the Umptieth, because—Who says so? We do. Tain't so.

Why t'ell shouldn't guys discharged over here keep on wearing their uniform instead of civilian clothes if they want to? Why t'ell should they?

And despite all this mass of bellow and blab by a considerable group of serious shouters, the leaders of the Army and of the nation—blind to these crying issues—are concentrating on the minor detail of getting peace signed.

Ain't some people dumb?

The Army's Poets

TO SLIM JIM STIMSON

To Slim Jim,
Just him,
And the swing of his bamboo cane;
Sometimes "Slim"
To the rest of them
When he comes to their thoughts again.
Oh, his laugh was long
Like a lit' o' song,
And many a maid in France
Took to the likes of his airy sway,
Laughed to his lips with her heart astray,
Sobbing a bit when he marched away,
To thrill with a soldier's chance.

To Slim Jim—
R'a him
I'll remember when years grow dim,
For a wine cup's brim
Fit the arm of him
When he lifted his glass with the best of them,
I'd go anywhere
If going there
Could stir a bit o' song,
Leaving the lights of these wild, gay nights,
Hiking again through a field of fights,
Acting and seeing the same old sights,
To drink with Slim along.

J. P. C.

WHEN ROSES BLOOM

When roses bloom in Lebanon,
I'm going home to stay;
With blood and battles I'll have done
For ever and for aye.
Let those who want adventures grand
Go saving to the four winds,
And there for conquest make their stand—
When roses bloom in Lebanon,
I'm going home to stay!

When winter's snowy blasts have gone
Before the sun of May,
And summer's robes of garments spun
Of flowers bright and gay,
Let those whose spirits have no rest
Go sailing on a knightly quest
To unknown islands of the West—
When roses bloom in Lebanon,
I'm going home to stay!

And when the golden summer sun
Leads forth his bright array
Of buds and leaves and blooms that run
Along the foreign way,
Let others plan their daring schemes,
And follow wondrous, ghostly gleams
That haunt the hinterland of dreams—
When roses bloom in Lebanon,
I'm going home to stay!

WILL LOUF.

"I DIDN'T DO NOTHIN'"

I'm getting rather sick, you know,
About these birds who brag and blow
And tell just how they up and fit and rained
Bill the Kaiser.
But do you think when I get back
I'll sit out on the same old track?
Ah, no, not I. I've learned a bit. I'll prove
Myself the wiser.

When I get home I'll modest be,
I'll shun undue publicity,
And when I'm braced by some astute, ambitious
young reporter,
I'll let a bluish suffice my brow,
And say: "Aw, you just go on, now,
I never done a single thing except what I had
oughter."

I'll show such shyness, meek and rare,
That he will think, "This guy is there,
He must have gone and went and pulled a bunch
of stuff heroic."
And then he'll up and write a screed,
And fake some noble, valiant deed
That makes me out a combination D.S.C. and
Stoic.

And all my friends will never guess,
Because I never need consoling,
I didn't do the things he said from St. Mihiel
to Arras.
I'll not mention that the war
Was fought by me a year or more
Upon the boulevards—the boulevards of
Paris.

THE BLISS.

GOING BACK

They tell us there'll be no great convoys
zoozooing,
All bound to the speed of the laziest ship;
No destroyers to meet us with sailors wig-
wagging,
And drooping depth bombs to enliven the trip.
Then it'll not be the subs nor the lookouts to
warn us,
And we'll not have to wear a life-belt day and
night;
The little gray chasers will simply just scorn us,
And guardian cruisers will stay out of sight.

At night from the port holes the lights will be
shining:
We'll snake up on deck without fear of a call;
Don't think that I'm doing a bit of repining,
But, brother, it won't seem like trav'ling,
a-tall.

CHARLES N. WERN.

"ARMY BLUES"

When the gloom is on a feller
An' he's feelin' downright blue,
Every day he gets a letter
Hopin' that he'll soon be through.

An' you want to be movin'—
How you'd like to see the gal—
Wonder if the stock's improv'—
Like to meet Bill Jones, your pal.

An' you sit an' dream an' ponder,
Thinkin' of the days to come,
The country's drab and rummy,
An' there's no vin or rum.

Still, you'll get more satisfaction
From the sight of old New York
Than from any of them,
Or the poppin' of a cork.

Now the war is up and ended,
An' we've cracked the Kaiser's dome,
An' the light for good's suspended—
Why not take a boat for home?

I. E. CLARK.

S.O.S. TO DOUGHOBY

It may not sound like a helluva lot, now that
the grind is through,
To have labored seven days a week, back in the
rear for you;
Barracks and railroads and docks and such are
easy to build, no doubt,
But when you've constructed a million or more,
you're glad to be mustered out.

When your back's been lame for eighteen months,
and your feet are soaked and sore,
And the word comes back from the front, "More
speed! We're using more and more."
And the rain's a soppin' up the ground till your
knees are down in the mess,
When deserters make for the danger zone—it's
hell in the S.O.S.

No, we ain't been up in a front line trench, and
we haven't done D.S.C.,
And we don't pretend to a thing, old scout, in
the line of bravery;
Our job's mostly just been to sweat and
muddle around in muck;
But 'twas good for you lads in front of us, that
while you fought—we stuck.

RALPH UNDERWOOD.

LAMENT OF THE EX-THIRDS

Sometimes I wish I was back as a buck again,
Just a plain red-rump Yank all outta luck again,
Jobanails and wraps and my shoulder straps
bare,
All very fine, "blacc reserved for the officers"
"Quel vic, messieurs!" and "Liqueur with your
coffee, sirs!"
Any real guy would be glad to pull off his spurs,
Meet his old buddies and say, "Put her
there!"

It isn't that we can't get by with the best of
them,
Most are good scouts—but you know the rest of
them,
Colonel or buck, if he's square why, who
cares?
True the Sam Browne makes a hit with the
peep,
But it costs him four times when he pauses to
wet his throat.
Any real guy will admit it will get his goat
Playing him sozo for the trinkets he wears.

Course we are proud for the sake of the folks at
home,
(They aren't familiar with all the rough jokes at
home
Poked at the shavetails in every fresh crop).
So sometimes I wish I was back in the ranks
again.

Roughing it, bluffing it, for nobody's thanks again,
One of the hell-may-care two million Yanks again,
Friends with the world and me sitting on
top!

ANOTHER SCRAP OF PAPER? NO!



"DEM BONES"

To the Editor of THE STARS AND STRIPES:
As a constant reader and member for a considerable period of the A.E.F., I desire to call your attention to what seems to many of us to be a serious omission from the honor roll of our forces.

In fact, it appears to be a sad commentary on the appreciation of those who have certain well-known bits of metal and ribbon at their disposal that they have not yet given public recognition to the services rendered our society by two heroic figures who, although silent and invisible, have, nevertheless, been a strong factor in bringing about the defeat of the Hun.

I refer, sir, to Messrs. Big Dick (from Boston) and Little Joe (residence unknown). The above personages are well known to all, and it would be a waste of your valuable space to attempt to cite the occasions on which they have contributed materially to the morale and ultimate success of the A.E.F.

Suffice to say, they have been with us since the early days of our modest arrival here; they have shared our "Hommes 49, Chevrons" or our slum, our iron rations; they have been with us in every hamlet and town of sunny (and rainy) France; they have been on the job from the first streak of dawn to the last ray of the departing sun; whenever and wherever they were appealed to they have never failed to respond in camp, trench or open country.

Not only as morale builders of the first class, but as material and financial factors of great importance, Messrs. Big Dick and Little Joe are entitled to the serious consideration of the Powers That Be. No financial transaction among members of the A.E.F. has been complete without their presence; they have been instrumental in transfers of billion of immense significance (to those concerned). It is no exaggeration to say that millions of the silver francs of France have been exchanged through their instrumentalities without the loss of a single centime.

So, Mr. Editor, I appeal to your sense of fairness and to the influence which you wield to exert yourself in favor of the two members of the A.E.F. whose claims I have so inadequately set forth. And if there be a disposition to consider their case favorably, I character, Little Phoebe, should not share in the honors conferred upon her brothers Richard and Joseph. I am sure that in making these suggestions I voice the sentiments of the entire A.E.F., at least that major portion of the A.E.F. which is familiar with the immortal and ennobling game of craps.

D. F. IRKES,
Captain, Horse Marines.

WHY WORRY?

To the Editor of THE STARS AND STRIPES:
I have been losing much sleep lately over the question of who will be the last A.E.F. man to leave France; perhaps you can shed some light on the subject.

As long as there are any troops left in France there must be a medic to paint them with iodine, a Q.M. to feed them, and an M.P. to make them behave. Therefore, it follows that the last three men to leave will be a medic, a Q.M., and an M.P.
Which of these three will go first? Not the medic, for the Q.M. or the M.P. might be sick after he left. Not the Q.M. for then who would feed the medic and the M.P.? And surely not the M.P., for there would be no one to safeguard the morals of the two left behind.

The only solution I can suggest is for all three to remain indefinitely.
ANXIOUS.
[Find out who the last man will be and send him home now.—EDITOR.]

DEADLY PARALLELS

To the Editor of THE STARS AND STRIPES:
Here is a suggestion from a member of the A.E.F. for a few striking comparisons that should make good reading:
Pie and Slum;
Elsie Janis and Others;
Red Chevrons and More Gold Ones;
Privates and Swivel Chair Heroes;
Dead Yanks and Profiters;
Squads East and Westward Ho;
Olive Drab and White Flannels.

THE EVERLASTING BUCK.

HEADLINES OF A YEAR AGO

From THE STARS AND STRIPES of June 7, 1918.

AMERICANS HELP TO STEM GERMAN DRIVE ON PARIS—Hold Up Advance at Three Points on Far-Flung Battle Front.

NEW PAY SYSTEM FOR WHOLE ARMY IS BEING DEVISED—Britain's Plan of Separate Book for Every Soldier May Be Adopted.

SHIPS AND STEEL AND POWDER, TOO, COMING ON ASPACE—America's Material Contribution to War Grows Week by Week.

A.E.F.'S BIRTHDAY COMES TOMORROW, NOW A YEAR OLD—Story of Staff's Departure and Arrival Told for First Time.

NO PICTURE CARDS FROM S.O.S. TOWNS—Place May Be Mentioned, But Views Are Still Under Ban.

UNIT PUBLICITY

To the Editor of THE STARS AND STRIPES:
Will you kindly give the following as much publicity as has been given some of the units in order that the American people may know what they have done during the war? If so, why not make it compulsory for all commanding officers to make a detailed statement of what his unit has accomplished while in France, and swear to the truth of it, so that it may eliminate the competition as to just who did win the war?

It is my honest opinion that I express the sentiments of a large per cent of the American Expeditionary Forces when I say that every individual who prints or causes to be printed a statement as to what his division did, against what others didn't do, should be severely censured, and every editor who prints such an article should be given the same treatment.

WILLIAM W. CARROLL,
16th Inf.

THE PRIZE SOLUTION

To the Editor of THE STARS AND STRIPES:
In regard to the origin of the word "doughboy," please let me contribute my bit.

The word dates back to the time when the Infantry wore spherical buttons on their blouses. Doughboys at that time were a kind of dumping that they put in soup. Being about the size of the blouse buttons, the term was applied to the Infantry on account of the buttons they wore. The Cavalry at that time wore flat buttons on their blouses; hence, the term doughboy applied only to the Infantrymen.

OLD REGULAR ARMY MAN,
22 Years Service.

CHEVRONS

To the Editor of THE STARS AND STRIPES:
About our service chevrons:
Why should they not show exactly the service we performed and it be taken for granted that the public has sense enough to understand that all who were in the service could not get over here, no matter how eagerly they desired it?

Why should the situation be now so falsified that a man who has served, for instance, 18 months in the States and five months and 29 days over here may only wear one blue chevron? Let the chevrons speak the truth, the whole truth, and let us keep alert but to that hereafter they speak nothing but the truth.

LATE ARRIVAL.

IT'S A HARD LIFE

To the Editor of THE STARS AND STRIPES:
I took a walk in the Bois de Boulogne this morning, in the large number of U.S. automobiles, from flivvers to touring cars, which carried only one passenger, and often just the driver alone. I counted ten such within an hour.

I don't begrudge anyone a ride at the expense of Uncle Sam, especially in such a beautiful place as the Bois, but it seems too bad that such a lot of riding space should go to waste. It would be very nice for those of us who do not know how to get next to the Transportation Department, and who, therefore, generally walk, if the men whose duty it is to exercise our cars in the parks of France on Sundays should be instructed to be more sociable and to take us along with them sometimes.

JOHN HALL,
Capt., Sorbonne Detachment.

WHO'D 'A' THOUGHT IT?

To the Editor of THE STARS AND STRIPES:
Here's something for the A.E.F. to put under its hats. You may think the French are holding you up on prices over there. So did I, and I did not hesitate to crab about it. Well, I am back in the States, and I have found out something I did not know before, which is to the effect that the French are not in it at all. There is a certain class of people in these, our United States, that put the French way back in the shade for that sort of thing. They work on the theory that every soldier is so darned glad to get back to God's country that he is sucker enough to pay any price for anything.

And what is more, they are getting away with it. They are the smallest and meanest of the whole family of profiteers. You will have no trouble in recognizing them; the dollar mark is their ensign everywhere.

Just a few examples in regard to prices will be sufficient. Probably the first one you will see will be the guy that wants to sell you a postcard picture of the ship that brings you back home—for two bits. Another light on you will be service chevrons at 50 cents each, and all sorts of fold-de-role A.E.F. jewelry, pins and ribbons of no value whatever. There are plenty of tailors who will have the crust to soak you \$1.50 for 20 minutes' work on the tail of your new blouse. And if you happen to be isolated from your commissary store, prices will soar somewhat as follows: Undersized sandwiches, 25 cents; chocolate bars, 20 cents; oranges, 15 cents; etc.

It looks as if everyone with anything to sell is out for all the loose change you happen to have in your pockets. These people are any human service chevrons and simply feel that they would be fools not to make all the money they can; but the plain fact is they outcharge the French completely. If you object to being stung, just give them the emphatic razz.

FERRIS TURNER,
Pvt., Sec. 571.

SOME FOLKS' LUCK

To the Editor of THE STARS AND STRIPES:
I expect you are used to hearing grouches, but can you explain this one?

My uncle in England wrote me soon after Christmas that my presence was desired in England to settle my father's estate. I replied that I would put in my application for a pass and would, no doubt, be there in the course of a few weeks. Since then I have put in applications on five different occasions, and today we leave for the United States.

I put in an application for transfer to a company that is staying here, but last night was told to pack up and leave with my company. My service record is clean. Myself and five or six others in my company cannot understand why we cannot go, when a number left yesterday for England from another company.

As it is, I will have to return to England after I am mustered out in the U.S.A. I believe that the regulations of the Army are intended to be fair and impartial, but in the face of such circumstances can you wonder that many soldiers are going to hold very radical views when they are discharged from the Army?

E. B. SIDBALL,
Farrier, 11th Vet. Hosp.

IT'S A HARD LIFE

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JOHN HALL,
Capt., Sorbonne Detachment.

800 YANKS FIGHT OLD MAN FINE ALL OVER EUROPE

With Rations as Only Weapons, They Have Plenty of Adventure

SOME TROUBLE IN POLAND

Lone Sergeant Had to Pull Jesse James Stuff, but Food Cars Got Back All Right

Armed in extreme cases with only a pistol, and with their uniforms constituting their sole protection, more than 800 American soldiers in Europe today are participating in an offensive against a foe compared to whom the ex-Kaiser and his legions were but the veriest pikers.

No Casualties, But—

At all these places a little convoy of American soldiers, sometimes less than a dozen, has to accompany the train and ride with them to their destination.

Good Old American Chow

Plain old-fashioned American food, in charge of Americans, has relieved more tense situations than can be counted on the fingers of a contented soldier.

Down in Montenegro one day the Americans were told a detachment of revolutionaries were advancing toward the town in which they were quartered.

Children Benefit Hugely

American soldiers and sailors are also playing an extended part in the American child welfare program, whereby malnourished children are being successfully combated in almost every nook and cranny of the continent.

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Don't Shoot Hun Bullets!

Bulletin #2, G.H.Q., says that if you want to go home all in one piece lay off shooting boche cartridges in American rifles.

Winchester Strays Want to Go Home

English 'Rest Camp' Center of Americans Who Fought With British

Winchester, England, an ancient little city situated among the rolling downs not far from Southampton, is still to all intents and purposes, a bit of the A.E.F.

American Military and Naval Forces Credit Lyonnais

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Branches in all principal French towns, among others the following: Amiens, Angers, Angoulême, Bar-le-Duc, Bayonne, Belfort, Beaune, Blois, Bourdeaux, Boulogne-sur-Mer, Brest, Caen, Calais, Cannes, Chartres, Chaumont, Dieppe, Dunkirk, Epinal, Evreux, Gisors, Havre, La Rochelle, Limoges, Mantes-la-Jolie, Nancy, Nantes, Nice, Orléans, Paris, Reims, Rouen, Saint-Denis, Saint-Malo, Toulon, Tours, Troyes, Vannes, Versailles, Vichy-le-François, Bourges, Clermont-Ferrand, Issoudun, Jevors, Saint-Raphaël, Vézère.

AMERICAN EYE GLASSES

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LOKUL NEWZE OF FRANTS, BERMINY & VISINNYTY

For a long time we have been feeling like we haven't had enough correspondence from our surroundings.

However, we have at last succeeded in getting quite a lot of interesting news and pieces for the paper, which we hope will make a hit.

LES MONDES, France, June 5.—The café Grande Bière was wiped out by fire, which for a while threatened to destroy the entire building.

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ANTI-WAR QUAKERS AIDED GREATLY IN POST-BELLUM WORK

Food Supplies May Be Purchased by French at Less Than Cost

340 FRIENDS LABOR HERE

Hospital and Economic Activities Are Only Two Phases of Their Endeavors

This is the heyday of the uniform. Their number is legion and the variety of cut and color as complicated as the riot of shoulder patch schemes with which the A.E.F. treated the homelike upon their victorious return to the land of the free.

There is one outfit though that is a puzzle at first, but once known it sticks in the memory. In cut it is English. Dark gray is the color. On the left arm is an eight-pointed red and black star with a Maltese cross of similar color in the center.

Quakers as a religious sect were exempt from combatant service under a special clause of the draft act. They were by no means, though, released from all participation in the late unpleasantness.

As soon as the United States came into the war, American Quakers saw the line of endeavor clearly marked out for them.

For some months past the Quakers have been concentrating their energies in the area west of Verdun, one of the sections most sadly shattered. At Glange-le-Comte, in the center of the district, an immense hospital has been turned into a headquarters.

In a dozen near-by towns are outposts where medical lines. Special attention has been being put into shops for farming and families are being supplied with the essentials for beginning home life anew.

Their help is very much appreciated by the repatriated French. Before the war they were a fine type of country folk and naturally proud of their ability to look out for themselves. Though in great necessity at present they still are reluctant to accept aid.

Good work has been done by the society along medical lines. Special attention has been given to maternity hospitals. Chalons-sur-Marne, is the center of this branch of hospital aid service. It has 70 beds, which are always in demand. Clinics are held regularly at various centers.

In accordance with the ideas of self-help, which are behind all aid given, work is conducted in such a way as gradually to turn over control of it to the French, who may continue it as they see fit after being shown how. The idea is to help not only for the present emergency, but by means of thrift and generous initiative to insure healthy and independent community living for the future.

Is there any AMERICAN BARBER SHOP in Paris? Yes, there is a very good one with American reclining Barber Chairs

GUILLON

5 Boulevard des Capucines (near the Place de l'Opera)

This re-selling of food to those who have the money at reduced prices makes it possible for the limited funds of the Society to do double work. Though in great necessity are kept in supplies until such time as the means of livelihood given them can begin to produce an income.

This idea of helping people to help themselves.

The Farmers' Loan and Trust Company

London - NEW YORK - Paris - Bordeaux

Desire to present through the columns of the closing issues of the Stars and Stripes their congratulations to the members of the American Expeditionary Forces, and their best wishes for a speedy and safe return home.

PARIS OFFICE: 41 Boulevard Haussmann

Motor Mechanic: Sir, the valves on this Dodge will have to be ground.

Train Commander: Well, set up that grindstone we got yesterday and grind 'em, then.

AMERICAN EYE GLASSES

L. B. Meyrowitz OPTICIAN 3, Rue Scribe PARIS

LONDON NEW YORK 1, Old Bond St. 520 Fifth Ave.

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Gold Seal

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Congoleum Art-Rugs are the most artistic and durable of all low-priced floor coverings. They come in a wide range of beautiful designs suitable for dining-room, bed-room, kitchen, etc.

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FLAT CARS CARRIED NOTED PASSENGERS

Many Dignitaries Have Perched on Sight-Seeing Benches

Four flat cars in the A.E.F. have a record of carrying distinguished passengers that not the most luxurious train can equal.

Cabinet members and ministers of our own and other Governments, Congressmen, ambassadors, generals, military missions from distant countries, financiers, capitalists, authors and world-famous engineers have climbed on these flat cars more eagerly than they have boarded Pullmans and wagon lits. Yet these cars are very little different than any other of the American flat cars in the A.E.F., except that they have uncomfortable seating benches, a railing, and that they are used to haul visitors around the Intermediate Storage Depot at Givres.

A roster of the officers that have traveled over the 20 miles of sight-seeing track on these cars would include more than 25 of the highest ranking generals in the American Army, with General Pershing heading the list. France would be represented on the roster by Marshal Pétain, General de Castelnau, General de Goutte and about ten others; the British by Lieut. Gen. Travis Clark, quartermaster general of the British Army, and Generals Craven, Bethell, Cassin, Cannon and Ford, Japan by Major General Hibiki, Spain, Holland and China each have sent one of their high ranking generals to see the achievements of the American Army.

Cabinet members and other Government officials have frequently been passengers on the train. Secretary of War Baker, Assistant Secretary of Agriculture Carl Vrooman, Victor Hottel, French Minister of Agriculture, and Minister of Transportation Cliville have added distinction to the roster by passenger flat.

Other notable personages who have taken the flat car inspection trip are Lord Burnham, British newspaper owner; Viscount "Peele," the Marquis of Londonderry, Ian Hay, Bethell, Cassin, Cannon and Ford, including the Military Affairs Committee, and the director of Chinese Railways, Tsang-Ou.

The first flat car observation train was run over the Givres area on March 15, 1918, when Secretary of War Baker and General Pershing made an inspection. However, the first train was made up of seven French flat cars and was drawn by a Belgian locomotive, as at that time there was no American equipment available for the purpose. Later an American locomotive and four made-in-America flat cars were substituted and have remained in the service to this time.

MESS SAVINGS FOR Q.M.

Mess sergeants and their ways have always been mysterious to ordinary soldiers, but at last the reason for their faithful allegiance to gold fish and corn willy and their battle against the granting of seconds has been revealed through G.O. 77.

The picture of a little yellow-haired girl all dressed up for a party. She was a woman now. Schultze says Bertha Borgolte is going back to the States—to Toledo, in fact.

"When I" he was asked. "When I go," he said. "Why—you two aren't married, are you?" He grinned and replied: "Not yet, but—"

Private 1st Class Schultze came to Germany on the 10th of October, and was assigned to traffic duty at Moeckwiese, four kilometers from Coblenz.

During his third day there, while he was directing the traffic, he felt a tug at his sleeve and looked to gaze into the eyes of his childhood companion.

Traffic was completely forgotten. Schultze pulled out his pocketbook and produced the picture of a little yellow-haired girl all dressed up for a party. She was a woman now.

Schultze says Bertha Borgolte is going back to the States—to Toledo, in fact. "When I" he was asked. "When I go," he said. "Why—you two aren't married, are you?" He grinned and replied: "Not yet, but—"

THE EQUITABLE TRUST COMPANY OF NEW YORK

PARIS OFFICE: 23, RUE DE LA PAIX (Place de l'Opera)

Member of the Federal Reserve System United States Depository of Public Moneys Agents for Paymasters and other Disbursing Officers

Offers its Banking Facilities to the Officers and Men of the AMERICAN ARMY AND NAVY SERVING IN FRANCE

LONDON, 3 King William St., E. C.

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United States Government Depository in France and in England.

Affords Americans the Services of an American Bank with American Methods.

Special Facilities to the American Expeditionary Forces

Capital and Surplus - - - - - \$50,000,000 Resources more than - - - - - \$700,000,000

SOCIÉTÉ ANONYME DES FILATURES CORDONNAGES-RESSERRES BESSONNEAU

is the creator of

Aeroplane Sheds Ambulance Tents Hospital Sheds Sanitary Huts

The BESSONNEAU constructions have stood their tests for many years in several campaigns on all fronts and in all climates.

The BESSONNEAU constructions are low being imitated, but only BESSONNEAU makes his canvas properly waterproof and does the whole of his constructing himself. Tents, sheds and huts.

To have every real GARANTIE one must have the trade-mark:



EMBARKATION CENTER RELAY TEAM WINS ROAD RACE

Commons, flippers and Cadillac, made from a salvage pile. Dated their best for the homebound Yanks racing in Yankee style.

O.D. SPEED DEMONS FLASH AROUND OVAL IN SCRAP IRON

Base Section 1 Enthusiasts Hold Racing Carnival With Salvage Machines

IT LOOKED VERY EASY, THEN THEY TRIED IT

It wasn't the cannon placed around Place de la Concorde, nor was it a gang of recently demobilized Yanks, in midst "civvies," that attracted the attention of leave men in Paris a few days ago.

It was a top sergeant carrying a heavily loaded 2 1/2 truck as though it were a mere handbag.

When he had mechanically placed this big truck on the floor of a French express office it required at least three persons to lift it to a pair of scales.

The owner was Sgt. Michael Dorcas, who held the heavyweight wrestling championship for three years at the University of Pennsylvania. He is conceded to be one of the strongest men in the A.E.F.

The sergeant is on his journey to Constantinople with American representatives for the Turkish Commission. He acts as an interpreter, being born of Greek parents in Constantinople 28 years ago.

to get him there is not worrying him. He might have been in one of those high-powered, highly expensive racing cars that tipped over in the course of those races, while here he was not only riding in a very safe machine—but he called it together himself?—but copped two first and second prizes, which meant a juicy slice of prize money.

Amateur Wins With Hybrid The feature of the second day's racing was the sensational finish in the 49-mile free-for-all classic by Sgt. William D. Sledge, who finished under the wire first after having had to stop for three minutes at the pits in the first lap. The 60-year-old never handled a wheel before entering the Army two years ago, and the car he drove in the race was a salvage pile truck with a Cadillac engine and a Dodge chassis.

Incidentally, word is out that a large part of those nondescript machines will be taken to America to participate in a big motor car and aviation event at Sheepshead Bay for the benefit of the Red Cross.

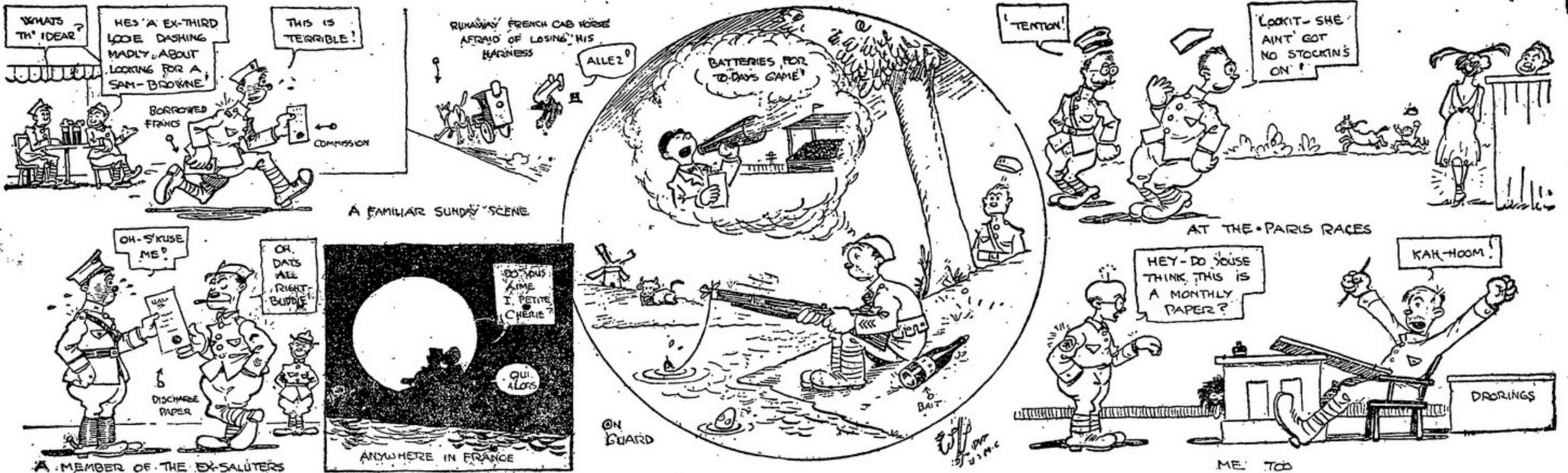
The summaries follow:

Friday's Results

Three-Mile Cadillac Race—Edwin von Saylor, 1st; Farmer (3rd); 2nd; 3rd; 4th; 5th; 6th; 7th; 8th; 9th; 10th; 11th; 12th; 13th; 14th; 15th; 16th; 17th; 18th; 19th; 20th; 21st; 22nd; 23rd; 24th; 25th; 26th; 27th; 28th; 29th; 30th; 31st; 32nd; 33rd; 34th; 35th; 36th; 37th; 38th; 39th; 40th; 41st; 42nd; 43rd; 44th; 45th; 46th; 47th; 48th; 49th; 50th; 51st; 52nd; 53rd; 54th; 55th; 56th; 57th; 58th; 59th; 60th; 61st; 62nd; 63rd; 64th; 65th; 66th; 67th; 68th; 69th; 70th; 71st; 72nd; 73rd; 74th; 75th; 76th; 77th; 78th; 79th; 80th; 81st; 82nd; 83rd; 84th; 85th; 86th; 87th; 88th; 89th; 90th; 91st; 92nd; 93rd; 94th; 95th; 96th; 97th; 98th; 99th; 100th; 101st; 102nd; 103rd; 104th; 105th; 106th; 107th; 108th; 109th; 110th; 111th; 112th; 113th; 114th; 115th; 116th; 117th; 118th; 119th; 120th; 121st; 122nd; 123rd; 124th; 125th; 126th; 127th; 128th; 129th; 130th; 131st; 132nd; 133rd; 134th; 135th; 136th; 137th; 138th; 139th; 140th; 141st; 142nd; 143rd; 144th; 145th; 146th; 147th; 148th; 149th; 150th; 151st; 152nd; 153rd; 154th; 155th; 156th; 157th; 158th; 159th; 160th; 161st; 162nd; 163rd; 164th; 165th; 166th; 167th; 168th; 169th; 170th; 171st; 172nd; 173rd; 174th; 175th; 176th; 177th; 178th; 179th; 180th; 181st; 182nd; 183rd; 184th; 185th; 186th; 187th; 188th; 189th; 190th; 191st; 192nd; 193rd; 194th; 195th; 196th; 197th; 198th; 199th; 200th; 201st; 202nd; 203rd; 204th; 205th; 206th; 207th; 208th; 209th; 210th; 211st; 212th; 213th; 214th; 215th; 216th; 217th; 218th; 219th; 220th; 221st; 222nd; 223rd; 224th; 225th; 226th; 227th; 228th; 229th; 230th; 231st; 232nd; 233rd; 234th; 235th; 236th; 237th; 238th; 239th; 240th; 241st; 242nd; 243rd; 244th; 245th; 246th; 247th; 248th; 249th; 250th; 251st; 252nd; 253rd; 254th; 255th; 256th; 257th; 258th; 259th; 260th; 261st; 262nd; 263rd; 264th; 265th; 266th; 267th; 268th; 269th; 270th; 271st; 272nd; 273rd; 274th; 275th; 276th; 277th; 278th; 279th; 280th; 281st; 282nd; 283rd; 284th; 285th; 286th; 287th; 288th; 289th; 290th; 291st; 292nd; 293rd; 294th; 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SPRING FEVER

—By WALLGREN



A.E.F. WILL BE JUST TWO YEARS OF AGE ON NEXT SUNDAY

June 8, 1917, Saw C-in-C. and 181 Others Step Off Gangplank

CIVVIES WORN AT START

'Twas Back in Submarine Days and Ship's Captain Didn't Take Any Extra Chances

Two years old! Next Sunday the A.E.F. as an organization, will be exactly that, for it was on June 8, 1917, that it first set foot on foreign soil.

On that June morning in 1917, when General Pershing and his party stepped off the gangplank at Liverpool, the A.E.F. numbered just 182—the Commander-in-Chief, 21 field officers, 30 line officers, 56 clerks, 4 interpreters and 67 enlisted men.

There were no brass bands or martial glee to accompany the departure of General Pershing and his staff from "an Atlantic port" on May 28, 1917. But exactly one year afterward, on May 28, 1918, the Americans, making their first attack in France, showed the world what the A.E.F. had grown to and what it was capable of by taking Cantigny.

Strangely to say, it was in civvies that the first contingent came over. The submarine was then at the height of its career, and through the danger zone of the English Channel, the Commander-in-Chief of the most newly enlisted buck, wore civilian clothes.

HOME GIRL FIRST IN YANK'S HEART

Still, 30 a Day Are Married to Mademoiselles of France

Predictions made in the beginning of the war that if an Army of 2,000,000 men was sent to France not less than 60,000 of them would marry while they were away, has been disproved by the A.E.F.

Accorded by the best authorities, not more than 6,000 officers and soldiers will be married in France when the last soldier goes home. The pessimistic sweethearts who made that prediction may not be among them, but at least there are more than 50,000 girls in the United States who are the happier than, despite her faded beauty and attractiveness, the girl of France has failed to win the Yank to the extent it was first feared.

AUTO SCHOOL SENDS 770 P.G. MECHANICS

Taps Sounds for Motor Doctors at College at Romorantin

Homebound-bound movements caused taps to be blown on the last semester of the largest automobile mechanics training school in the A.E.F., at Romorantin, this week.

Over 1,015 men were admitted to the school during its life, and of this number 770 were graduated and certified as being good automobile mechanics. The last contingent of students left this week for their own divisions, which are in the A. O. or moving to the base ports.

WITH THE REGULAR DIVISIONS ON THE RHINE

In the club rooms of the Knights of Columbus at Coblenz and in the main lobby of the Post Hall are two bulletin boards, both of them as characteristically American as the genuine Yankee twang and the doughboy's desire to call it a war and go home.

Program for the coming week's entertainment at the Post Hall; an ad seeking a watch, lost by a leave man when he was taking an excursion on the Rhine; a card from the States, bearing a young soldier's picture, describing him in detail, and asking that anyone knowing his whereabouts notify a St. Louis family; an announcement of new educational courses, including a course in the theory of music; a dozen or more inquiries concerning comrades; a notice to all Chicago men to get in touch with a certain corporal for the purpose of forming a veterans' association; a call for some officer to report at the desk, and an appeal to all soldiers to go to church.

Victory Hut, the cafeteria erected on Schloss Platz, Coblenz, is, it is claimed, the largest Y.M.C.A. dining room in the A.E.F. When it opened there were seats for 720 men at the table, and more have been added.

Thousands of permissionnaires are fed at the big hall daily. Members of the Army of Occupation being prohibited from buying foodstuffs from the German population, soldiers cannot eat in the civilian cafes and restaurants.

Meals are served at the cafeteria from 7 o'clock in the morning until 9 o'clock at night. It is closed one hour in the forenoon and one hour in the afternoon for cleaning up, but, outside of that, the service is continuous.

CONTRIBUTIONS PARADING AROUND ON REVOLVING DISKS

The alphas of the arrests held good. In the first place, they were already prisoners, passing by on their way from work. In the second place, they were from the very same company the parading M.P.'s were and were only kidding.

Salvage ranging from German clothing to American ammunition was destroyed in a fire in the Third Army Salvage Regulation Station at Metternich, across the Moselle from Coblenz, on May 28. The plant was wiped out, but soldiers prevented the fire from spreading to adjacent warehouses.

German recruiting posters, displayed just outside the occupied area, copies of which have been received at 20th Division headquarters at Buerxistel, have created considerable amusement, because the appeal for recruits starts appropriately with the word "Kamerad," in large, placid letters at the top of the sheet.

On Tuesdays, Thursdays and Saturdays, between 4 and 6 p.m., the people in and around Andernach get an idea of what real warfare sounds like. On those days, and at the appointed hours, the Americans destroy tons and tons of captured German explosives and ammunition.

Here is one of the stories being told in Coblenz: A young American lieutenant had been billeted with the same German family for four months. One day he gave his uniform to the German housewife to have it cleaned and pressed.

In Paris the soldier tourists go to see the Pantheon de la Guerre, the huge work of art depicting Allied war history. In Coblenz permissionnaires meet glaring advertisements of the "World Clock," supposed to show German mobilization. Instead of finding the combined masterpiece of a score of painters, they find a mechanical toy eight or ten feet high with tin soldiers, tin Zeppelins and other tin

ACCIDENTS PLENTY IN THIRD ARMY AREA

Surgeon General Is Out to Get Didn't-Know-It-Was-Loaded Kind

Into that part of the A.E.F. left unprepared by the Germans and gurnas, accidents are making a heavy inroad, according to statistics available from the Third Army.

From January 1 to April 11 there were 763 deaths in the Third Army, 60-8 per cent—of which were caused by accidents. During recent weeks the percentage of deaths from accidents has risen to 25 per cent. While the death rate from disease has been steadily decreasing, that from injuries suffered in accidents has not.

Military civilians no longer have to obtain travel orders in Germany from military officials. However, orders that have been issued by the Army are good until the date of expiration. All that the welfare workers need now to travel in the order from their own particular organization, this link in the K. of C., the Y.M.C.A., Salvation Army, Red Cross, J.V.B. and all.

The clock on the old town hall in Coblenz, built in 1472, may not be as correct as many others, but more people look at it than any other timepiece. Below the clock is a jolly old man who rolls his eyes with every swing of the pendulum and sticks out his tongue every time the clock strikes.

What Caused Them All An analysis of these two kinds of accidents in the weeks mentioned above showed that, of the motor injuries, ten resulted from collisions, five from defective brakes, four from cranking machines, two from carelessness in driving, one from jamming of an accelerator, and one from driving at night without lights.

ing at night without lights. Thirteen of the accidents were with motorcycles, eight with trucks and four with other types of motor cars.

Boston Garter
Worn the World Over
GEORGE FRIST CO. MAKERS BOSTON

Tarvia
Preserves Roads Prevents Dust

The great increase in heavy motor traffic is disturbing all road authorities. They know it will quickly disappear ordinary roads, because they are not built to withstand such wear and tear.

The only way to save the situation is to strengthen the road, and Tarvia is the one product that will do this surely and economically. It has been used on thousands of miles of roadway all over the country, including the Army cantonments, with satisfactory results.

Tarvia is a coal-tar preparation for use in constructing new macadam roads or repairing old ones. It reinforces the road surface and makes it water-proof, dustless, mudless, and proof against motor-trucks.

The **Carroll Company** OF AMERICA

Nothing is too good for the boys in the Service!

We take pride in supplying our land and sea forces with the highest grade chocolates.

Whitman's Chocolates
Made in Philadelphia U.S.A. Since 1842 by Stephen F. Whitman & Son, Inc.

Gillette Safety Razor Company

TRADE MARK

A HEARTY WELCOME TO ALL GILLETTE MEN AND GILLETTE FRIENDS IN FRANCE WILL BE EXTENDED TO THEM AT OUR PARIS OFFICE 3 Rue Scribe WHERE THEY MAY REGISTER NEW ADDRESSES AND RECEIVE THEIR MAIL

Gillette Safety Razor Company
BOSTON, MASS., U. S. A.

Barrett Everlastie Roofings

The American "Big Four"

These roofings cover thousands of steel-roofed buildings, not only in America but also in its world-wide branches in France and east coast buildings at home. They are:

- EVERLASTIC "BUBBER" ROOFING—A rubberized asphalt roofing material.
- EVERLASTIC SLATE-SURFACED ROOFING—A waterproof, fireproof, asbestos-free roofing material.
- EVERLASTIC MULTI-BUNGLES—Made in strips of rock, asbestos-free, fireproof, water-proof, dustless, mudless, and proof against motor-trucks.
- EVERLASTIC TYLITE-BUNGLES—The most waterproof, fireproof, dustless, mudless, and proof against motor-trucks.

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UNIFORMS TO ORDER IN 48 HOURS
Interlined French Coats, Embroidered Insignia and Service Stripes, Sam Browne Belts, etc.

DEADLY GAS WITH SURVIVAL REALITY WAS COMPOUNDED

But Neither Edison nor Old Nick Made It and 'Twasn't Used

OTHERS WORKED WELL

Chemical Warfare Service Was Going Strong When War Ended; Plenty of New Tricks in Store

How America fought the devil with fire and beat him at his own game is revealed for the first time in the official records of the A.E.F. Chemical Warfare Service.

Not only beat him, but laid up for him a neat series of deadly devices for gas warfare that, had the war not ended when it did, would have played a great part in the 1919 drive.

That deadly gas did, after all, it seems, exist. While nearly everybody accredited it to Edison, and ascribed to it every power of the underworld, it was only a gas for which the Germans knew no means of defense. It was a device, about as large as the familiar meat can, carried easily by the doughboy, and capable of producing a gas which at a distance of a mile would penetrate a Boche's mask and make him a casualty. A special mask for the protection of our own troops from this gas was also ready.

Smoke was also to play its part. There was ready a convenient mechanism which could be carried, knapsack fashion, by one man, and which would produce a dense smoke obscuring everything over a length of 500 yards for a period of 35 minutes.

A spherical bomb with a range of more than 3,000 yards had been developed for use with Livens projectors, when a longer range than that obtainable with the elongated drum was desired.

German Plants Recently Probed

An investigation of German gas factories has recently been made by the Chemical Warfare Service and details of their methods and apparatus secured. In spite of their boasted superiority as chemists, the Germans had been excelling in methods used and quantities produced in the United States by the A.E.F. men early.

As examples of what were commonly used gases, here may be mentioned phosgene, an extremely poisonous gas; chlorpicrin, intensely irritating to the eyes and mucous membranes; "mustard," which is very slowly disseminated, which burns the skin terribly and eats up the lungs, even when only a few parts of gas in ten million parts of air are inhaled; and phosgene, which will burn a man's feet through his field shoes; diphenylchlorarsine, whose tactical possibilities are very great because it penetrates the gas mask, causing intense suffering and death.

One hundred and fifty-two gas regiment operations were carried out in the A.E.F. during the war. The first gas action was in the Vosges, in the Marne-Vesle sector and in the St. Mihiel and Meuse-Argonne offensives.

The first battalion of gas troops arrived in France in January, 1918, and trained with the British. Sandwiched in with the British units by platoons, it participated in 19 operations which are known to have caused large casualties and destroyed many towns in the enemy zone.

On our first "own" gas attack, the first independent gas attack made by the A.E.F. was on January 18, 1918, on a sector of the front held by a French division. This consisted of a projector bombardment against enemy troop concentrations, followed by shrapnel and high explosive.

During the Marne-Vesle offensive, ten Stokes mortar shells were used in the attack. The chemicals used were mainly smoke and thermite, a white hot liquid metal, which, exploding above the enemy sprayed him with the so-called liquid fire. The Stokes mortar shells were used to neutralize the enemy defense, by the use of smoke, thermite and high explosive, in assisting infantry attacks. During the progress of the attack, the Stokes mortar shells were used under cover of which the assaulting infantry advanced to attack machine gun positions. It was in this way that Mont Beze was taken. A total of 22 Stokes mortar shells were used in the attack.

For the Meuse-Argonne offensive, six companies of the First Gas Regiment were attached to the First Army. These units assisted the Infantry at the jump-off on September 26 by the use of smoke screens and thermite thrown on enemy machine gun nests, and by the placing of concealing gas on the enemy's front lines. On the first day of the offensive 24 Stokes mortar shells and two projector attacks were delivered. During the subsequent operations, the Stokes mortar shells and projector operations took place, including the use of gas, smoke, thermite and high explosive.

In at least three cases in A.E.F. operations the Artillery used gas shells. During the first phase of the Meuse-Argonne operations, while the right of the Army was flanked by enemy artillery on the heights east of the Meuse, mustard gas was used against enemy counter-battery work and against enemy units in reserve. Mustard gas was also used to protect the flank of our Army during the operations of November 3. In the Bois de Boulogne, on the left flank of the 78th Division, were heavily shelled with this gas and made untenable for enemy troops.

Chemical warfare infantry weapons, including gas and smoke grenades and smoke candles, were used by our forces in both the St. Mihiel and the Meuse-Argonne operations. The 2nd Battalion of the 319th Infantry used the smoke rifle grenade with great success in the attack which began November 1. Just previous to going over the top, this battalion very quickly put out of action and captured, complete, several machine guns which had been used to inflict our losses and were inflicting heavy damage upon our men. Again, north of Imecourt, a machine gun nest was cleaned out by the use of phosphorus grenades. Over 300 prisoners and eight to ten machine guns were captured at this point.

2,600,000 Masks Issued

Up to November 11, 1918, the Chemical Warfare Service had received and issued in France 2,600,000 gas masks, 375 spare canisters, 145,000 yards of gas hose, 250,000 tubes of "anti-dim" compound, 160,000 police rattles, 11,000 gas alarm horns, 213,000 protective gloves, and 1,100 tons of chlorine of lime. In all, some 4,200,000 items and 7,800 tons of defensive supplies were received from the United States and additional large quantities from England and France.

All American troops were supplied with masks, and at the time of the armistice 45,000 were being manufactured daily in the United States.

A new American mask, developed according to suggestions from the A.E.F. Chemical Warfare Service of the A.E.F., had just reached quantity production when the war ended. During the month of December, 1918, the rate of production would have reached 600,000 per month, and leaves

A.E.F. RANKING CAR IS MUSTERED OUT

"Old 13" Discharged with Many Wounded Chevrons

The oldest touring car in the A.E.F. has been mustered out. "Old 13," as her driver christened her, is no longer a car. Her pieces have been tossed hither and yon into different bins at a salvage dump, and her croupy engine has been thrown into a trash pile. For "Old 13" has done her bit long ago, and it was only with the utmost patience that her driver managed to coax her back into Paris for a hazardous trip into Germany with the Army of Occupation.

"Old 13" was an English car—a Sunbeam—and was assigned to the editorial staff of THE STARS AND STRIPES early in June, 1918, after she had been discarded by an English colonel. It was then that the second episode of her career began. She participated in the fight at Belleau Woods and later went to the Vesle, where her fenders and hood were cut to pieces by shrapnel. At Fismes her driver insisted on crossing the river behind the advancing doughboys, but was held back by the correspondent, who insisted that he was in command of the car. Later the crossing was made, and both lights were smashed by machine gun fire.

Made All Grades in Argonne

Early in September "Old 13" entered Juvigny shortly after the town had been taken, and again her body was punctured with shrapnel, but none of the occupants were hurt. "Old 13" made all the roads and grades in the Argonne, and had the distinction of being the only car in the A.E.F. to have participated in every major offensive on the Western front where American troops fought.

The number of the car was 13756. On the Vesle river a piece of H.E. destroyed the 136, leaving the first two numbers—"13"—hence her unofficial number became plain 13.

The number of trips made to and from the front between June and December of 1918 were approximately 40. The number of miles covered in seven months were 15,200.

In Germany the machine covered thoroughly the most out-of-the-way places in the American occupied area, and, if the truth must be known, her headlights have been on the horizon blue in Mainz and Wiesbaden, and the rasp of her siren has echoed back from the portals of the cathedral at Cologne. And she has poked her radiator over the boundary line separating American from neutral territory at more than one point along the perimeter of the bridgehead.

And now "Old 13" is in 13756 pieces, and her hacking siren is being dumped at the University of Clermont-Ferrand. It is because they are wont to employ the deadly gas shooter when they sit in the back of the room, or because they are the teachers' pets, that so many Sam Brownes can be seen seated in the front row in the top picture which is of an advanced French class at the University of Clermont-Ferrand.

MARKET NOTES OF A.E.F. EXCHANGES

PARIS, June 5.—Considerable profit taking occurred today in Durham, but brought a revival of the market. A large number of permissionaries on Class C leaves kicked the bottom out of bull, leaving it as low as one candle of pinard the dozen.

From the present outlook this should be a bull year. Men returning from the front, where they went shortly after the armistice, give this impression, which is strongly reflected in Army financial markets. The market, due to excess of supply over demand.

Forecast for 1919

The balance of trade remains in our favor, owing to the soap and sugar exportation which has, in a measure, counteracted our deficit.

Prices on German 70's. Gothas and the like will be affected largely by the transport question, which protects the American market. My advice is to buy early on a rising market at the end of the month and avoid uncertain foreign securities, not guaranteed by the A.E.F.

Answers to Queries

R.T.O., Coblenz. Ivory stands well among the low-price stocks and is a good business man's buy, but contains a certain speculative quality, owing to the uncertainty of returns due to the always present possibility of a market crash.

F.A., Le Mans. Hold your lingers if you can protect your margin. The uncertainty of the Casualty Market, the indefinite plans concerning transport and the conservative tendency of the money market so far from the front of the month should make one cautious of commitments on a slender margin.

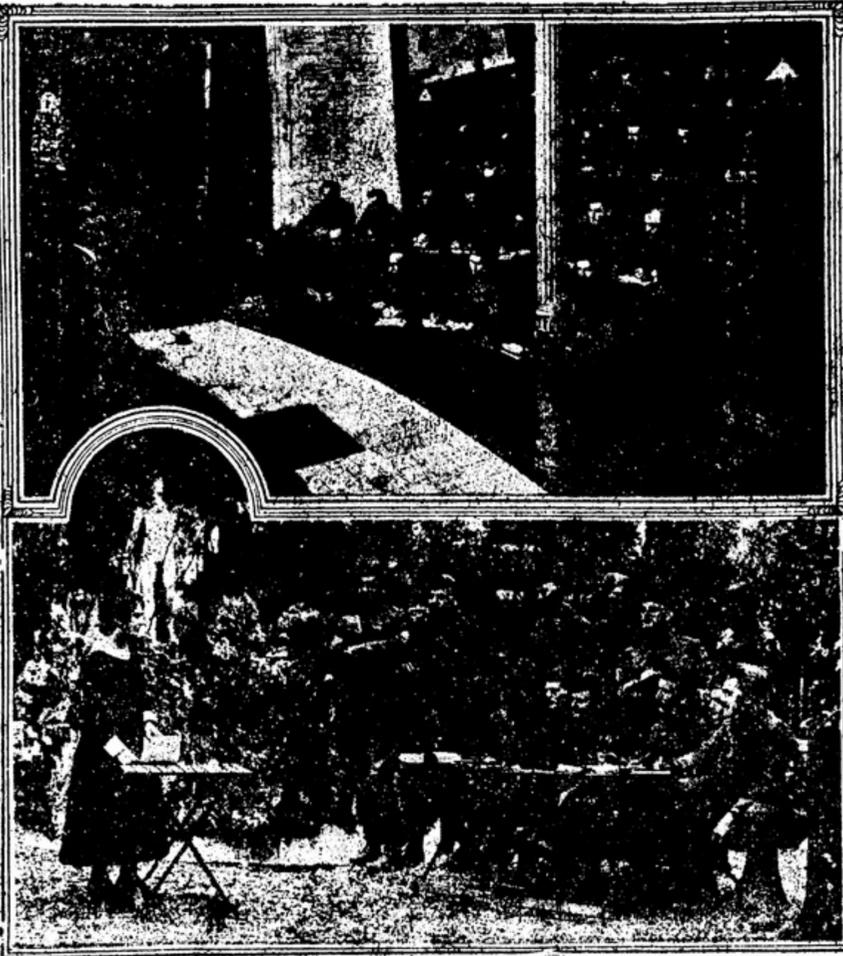
L. Third Army. As I predicted another French offensive is before us. It would be folly to exchange a reliable stock like your O.D. Wool for Iron Cross, Unlimited. While it might be a good speculation it should not be considered by a private.

Q. M., Bourges. Hold your Medoc '78 by all means. The prohibition movement gives you every chance for a handsome liquidation later.

Some 400,000 American gas shells were received in France, the shells made by the Ordnance Department and their contents by the Chemical Warfare Service. Enough American-made gas to fill 8,000,000 75-millimeter shells was furnished in bulk by the A.E.F. to England and France, and at the close of hostilities there was in reserve in the States enough to fill 4,000,000 more.

The Chemical Warfare Service trained 4,000 officers and 31,000 men of the A.E.F. in gas defense. It found and unloaded 42 different types of German shells filled with 15 different gases and having 35 different kinds of fuses. And, in addition, it discovered 11 British gas shells used as traps to explode munition dumps.

HOW YANKS BEHAVE IN SCHOOL



Of course (as can be seen below), when it is a mademoiselle who is teaching them to parlez-vous, the buck doesn't let such a little thing as a Sam Browne stand in his way, and here in this picture of an outdoor class at the University of Clermont-Ferrand we see him right up in the front row.

Scenes like these were typical in France, Britain and Germany when the Yank went back to school days again under the Army Educational Plan, which included attendance at Army schools and French English universities of the standing of Oxford and the Sorbonne.

FOUND: A JULIUS CAESAR

"Orderly, page Mr. Scipio and Mr. Hannibal." A real live, slum-raging, jam-loving, khaki-clad Julius Caesar, was found at last in the person of Pvt. Cl. Julius Caesar, Signal Corps Detachment, Headquarters, Fourth Army Corps. For a year or more we have roamed over all Gaul and its three parts, little knowing that he was amongst our midst. Quietly he has gone his way, stretching telephone wires and flashing helios, instead of building untranslatable bridges that made the little red school upon the hill a house of misery. But where are Mark Antony and Xenophon?

THIRD ARMY KEEN FOR LIFE ON FARM

Agricultural Classes Go Big in Towns of Rhine District

The sight of fertile fields in the glory of early summer, prospects of early home-going and an Army-born love of the outdoors, have combined to create much back-to-the-farm interest in the Third Army on the Rhine.

Not only have there been well-attended agricultural classes in the Army schools, in farmers' institutes all over the occupied area and at frequent meetings of the Third Army Country Life Association, but now agricultural instructors want to organize a post-war course of study by mail. So future soldier-farmers may be able to say they learned farming in a correspondence school.

The Country Life Association has a membership of almost 500, with chapters at Coblenz and in the 3rd Division. Pvt James W. Milner is president and Sgt. Forrest Richard is vice president. The association officials not only hold local meetings, but go out and do missionary work in the interest of farming.

The farmers' institutes were conducted by teams sent out from Bozeman University. They were abandoned by the Third Army, speaking in all phases of country life.

Agricultural branches proved popular in the Army schools, in some divisions ranking high above all other classes in enrollment.

BIG BERTHAS GOING HOME

Two complete 42-centimeter German Howitzers, similar to those which demolished the Belgian fortifications at Liege and Namur and put so many so-called impenetrable forts out of date, have recently been received at the Mehun Ordnance Repair Shops for shipment to the United States.

These two guns were brought from Spincourt, about 35 miles from Verdun, which they were abandoned by the Germans. It required 11 ten-ton tractors to haul them overland. Each piece is demountable into five sections, the lightest of which weighs 22 tons, the whole piece when in a firing position having a weight of 120 tons.

It is said that these guns are the heaviest ever taken over French roads and many detours had to be made in the 351-mile trip from Spincourt to Mehun, in order to avoid weak bridges.

The guns are being dismantled in the repair shops and after being greased and painted will be shipped to the Aberdeen proving grounds, Maryland, probably for disposition as trophies.

Over 100 ex-members of the Rainbow Division assembled at the Tranba Hotel in "obolenz on Memorial Day, at a banquet "in memory of other men and other days."

HOW ENGINEERS SHARED GLORY OF INFANTRY AT FRONT

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were told that they would be relieved in a very few days. They had to dig themselves in on the side of a hill a few miles east of Villers-Bretonneux. A few machine guns were given to them and one gun of unknown caliber supported them from the rear. There were no supporting trenches and no supports.

"I kept track of them first through their battalion doctor, a jovial old bachelor known in civilian life as Dr. Byrne. I do not know where he came from in the States but I remember his name very well. I was regimental provost at the time and was helping the Tommy M.P. to direct traffic on the Peronne-Amiens road in the center of town. The functions of American M.P.'s with the B.E.F. and with the A.E.F. were decidedly different. We were chiefly information bureaus and, in a sense, 'welfare workers.' Captain Byrne would catch a lorry occasionally and ride into Amiens to buy chocolate and cigarettes for 'his boys,' as he would affectionately call them."

"I remember the morning when I came to the Hotel du Rhin, overcoat covered with mud, steel helmet pulled down at a jaunty angle over his right eye and pockets bulging with 'tags,' chocolate and cookies."

"Doc" Was a Bit Worried

"How are the boys making it this morning, Doctor?" I asked him one morning. "Greatest boys in the world, son," he answered, his face fairly radiant as he returned my salute. "The Boche started over this morning and they cracked down on them so hard that they beat it back in a hurry."

"I think they'll hold out, Doctor," I said. "His face looked troubled. 'We lost our cook this morning,' he said. 'A G.I. can't drop right in the middle of the kitchen, and the cook went a-flying with his bully beef and hardtack. That's why I came to get the youngsters something to eat. The Hun is digging up the hill, and unless we get better artillery support they're going to work so near to us in safety they can come over in force enough to make it bad for us.'"

"He explained how the Germans were making their way ahead by digging back and forth at an angle without danger to themselves. The situation of the American Engineers was becoming more desperate as each day passed. Only two machine guns were working. They were having trouble in getting ammunition and food. No reinforcements were in sight. They had already lost all except two of their officers and over 60 per cent of their men."

"I was standing at my post early one morning just before Easter Sunday. Down the road from the front came a great bulging figure clad in an American uniform. Over one shoulder was an Enfield; over the other an American Springfield. Around his neck and waist were bandoliers of ammunition. He wore a steel helmet was dented by a glancing bullet."

"Say, buddy, where can I get something to eat?" he asked. "I took him to about the only restaurant that was open for the night. He was a cook from the 110,000 inhabitants."

Gave 'em Hell in Return

"Sixth Engineers?" I asked. "He nodded his head this morning," said he. "Drove them back?" "Did we? Say, buddy, we used up all our Springfield ammo on 'em and then started after 'em with our Lee-Enfields. Sure hope reinforcements come, though. Every time they come over we always lose some of the boys, and they ain't many of us left."

"Going back up?" I asked, and the next instant the subject of the question as I saw the look on his face.

"Say, buddy, he answered, in a rich Kentucky drawl, 'mah dawddly is deputy sheriff at Catlettsburgh, Kentucky, an' if he swab open for a boy of his'n backed away from a German, 'cept to get a bite when Jerry wasn't workin', he'd take me out an' shoot me hisself.'"

"We had a drink and then walked back to my station."

"'Goodbye, old man,' I said, shaking his hand with a lump in my throat. 'These sure are hellish times,' he replied. "'Right you are, buddy,' he replied. 'Par armamentum, par grub and par reinforcements. But the old 6th is goin' to stay as long as General Carey wants 'em.' Only tell the Gen. to hurry up those Fomies, or there won't be enough of us left to make a squad.'"

"And stick they did, to their eternal glory. The Air Force of a young lieutenant in the Royal Air Force, who heaved over him during the last few days sweeping the Hun trenches when the latter gave

What 108th Did

We have now seen, from the viewpoint of an outsider, a little of the glow of superb courage and unflinching determination which burned in the hearts of one small group of American "non-combatant" troops, animating them to remain at their post of duty through days of grueling hardship until they came almost to annihilation. In the case of the 108th Engineers, their record is set forth in adequate official reports to American General Headquarters; those documents which, above all others, are essential to insuring to any organization the credit of its history, but which, in many cases, unfortunately, have been so hastily or incompletely prepared that justice can be done neither to the living nor to the dead."

The 108th Engineers, commanded by Col. Henry A. Allen, arrived at Brest on May 18, 1918, and at once went to work building waterworks and an electric light plant at Brest. After about a week there, the regiment was sent to the Amiens-Albert area, under the 4th British Army. The 1st Battalion being placed under the 3rd Corps and the rest of the regiment under the Australian Corps. Here the troops had a very short training period and were largely equipped by the British, but from June 18 to August 21 they were on constant duty with the front, bivouacking in dugouts and working almost always under shell fire.

The labors of the regiment were of infinite variety, including a great deal of road and trench work, and the construction and repair of the second line of defense, or main line of resistance, in the regions west of Villers-Bretonneux, Corbie and Albert. Here many miles of trenches and wire entanglements were constructed, with machine gun emplacements, concrete gun turrets and observation posts.

Pontoon Laid Across Somme

One piece of special work which was done every night for five weeks by details of front-line troops was the work of laying a pontoon bridge across the Somme near Corbie. This bridge furnished the only means of communication by which the rear and ammunition wagons could reach the front lines and it had to be maintained nightly, regardless of difficulties, although it was under direct observation by the Germans and was under heavy fire of high explosive and gas shells every night and all day long.

Practically all the men of Companies D, E and F, in rotation, served on the details which laid this "silent" bridge after dark in the evening and took it up before dawn in the morning, and it required constant attention while it was in place, because it was frequently partially wrecked by shells and had to be immediately repaired.

To the details which were always working with the British and Australians along the actual front often came the task of accompanying raiding parties into No Man's Land, cutting the enemy's wire in front, repairing damaged British wire and patrolling the intervening ground while the raiding parties were in or near the German trenches.

About July 23, the enemy having retired some 2,000 yards across the Ancre river in the vicinity of Albert, Company B, 108th Engineers, supervised the construction of new front line trenches by British Infantry and with its own personnel examined all the abandoned German dugouts and shelters before the Infantry were allowed to enter them. The work also included conducting under shell and sniper fire, had to be done in the day time on account of light, and it was exceedingly perilous because many of the shelters were mined and laid with traps, which had to be cleared or sprung.

In Drive of August 8

On the morning of August 8, the Fourth British Army began its great offensive along the Villers-Bretonneux front for the purpose of driving the enemy back from the Amiens salient and recovering the valley of the Somme to the old British lines before St. Quentin and Cambrai. The night before the attack Company D, 108th Engineers, began constructing a road from the Amiens salient to the outpost line at Villers-Bretonneux for the passage of the advancing troops across the forested shell crater zone. Company F began a similar one from "Jilly Woods" to Hangard Woods by way of "Cachy," while Company E reconnoitered preparatory to repairing the railroad from

Amiens into and beyond Villers-Bretonneux.

That night Company D filled up the trenches and shell holes for a road about 18 meters wide and five kilometers long, the men frequently being obliged to take shelter in shell holes for longer or shorter intervals, owing to violent outbursts of enemy artillery or machine gun fire. Having, nevertheless, finished the road an hour earlier than the time allotted, at 4:00 a. m. the men took position with their rifles beside the Canadian Infantry, ready to give any assistance possible to the attack. After the attack went over, the Engineers kept the road in repair and between 4:30 and 5 a. m. there passed over it units of nearly every branch of the service, including three divisions of Cavalry, Tanks, Artillery, Field Hospital, Signal troops and mounted Engineers. Company F built its road and then, at 4:30 a. m., ten minutes after zero hour, proceeded to the front line trenches, waded through the water and then on 12 successive lines of German defenses, they cut the wire and filled the trenches to a breadth of 20 meters, doing the work under a German counter-battery which killed two men and wounded nine before the completion of the work at 8 a. m.

The work of Company E on the badly demolished railroad from Amiens to Villers-Bretonneux was begun on the night of August 8. This work had been filled with debris from tunnel construction had to be cleared of large quantities of earth, which was carried away in any way possible, by narrow gauge railways, wheelbarrows or by hand. The old two-track line was re-laid as a one-track line, the flat rails and ties from the unused track being torn up and re-laid as necessary to make one complete track. Practically all the men of Company B-Bretonneux, when they were reached, the main line was merely a mass of twisted and tangled rails, so, to save time, a side-track was utilized through the yards, here broken or bent by shells, being removed and replaced by rails taken from sidings.

For three days the men worked unremittingly under direct observation of the enemy's machine guns, snipers and shell fire, being finally relieved by three companies of Canadian Railroad Engineers. The gallant and tireless labors of all of these units of the 108th Engineers were warmly commended by British commanders under whom or for whom they worked, including Maj. Gen. A. E. W. Harmon, commanding the 3rd Canadian Division, and Maj. Gen. W. Higinson, commanding the 12th Division.

The 33rd Division was detached from the Fourth British Army and placed under the command of the Fifth Corps. First American Army, on August 25, and after a short rest and water. The only possible line of the terrain were accurately determined and arrangements made for passing the Infantry safely across it.

The creek bottom was full of water and packed with shell holes full of water. Rattling mines of vegetation, there were many gabions and wire entanglements all over it and in the old head-race of the Ruffecourt Mill there was about a kilometer of rest and water. The only possible line of the terrain were accurately determined and arrangements made for passing the Infantry safely across it.

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At Start of Argonne Advance

It having been determined to cross the swamp by means of planking and passerelle bridges, the latter consisting of sacks of straw about 2.7 meters by 1.5 meters each, lashed together, planked over and provided with side ropes, a dump of necessary material was accumulated at Cumieres, three kilometers in rear, and on the night of September 25 Company D was assigned to the assault battalion of the 131st Infantry and Company E to the assault battalion of the 132nd Infantry, it built passages across the marsh, mainly communicating over it until the Infantry had passed and to put and keep bridges in good condition for the following echelons.

Four other companies, together with some Infantry companies, carried material up to the Brody and Massin trenches, on the front line, and dumped it over for the construction companies to use, the work being much impeded by the masses of Infantry gathered in the communication trenches.

From 2:30 on the morning of the 24th until the assault went over at 5:30, the Engineers were working at top speed, while over their heads roared the thunder of the American Artillery preparation, and the answering shells and machine gun bullets of the Germans searched the marsh around the front line, and the Engineers were equipped with automatic rifles and machine guns which they laid long passageways of planks, bridging the countless shell holes with duck boards, cleared barbed wire, bushes and debris, laid the passageways marked them with white tape so that the Infantry could follow them, and, arriving at the creek and the mill race, set the benches of bridges from 16 to 20 feet long, floored them and made the approach.

In all, nine passageways were made across the marsh, and 11 bridges built. Over these, immediately after zero hour, the Infantry went to the front line, and the Engineers were working at top speed, while over their heads roared the thunder of the American Artillery preparation, and the answering shells and machine gun bullets of the Germans searched the marsh around the front line, and the Engineers were equipped with automatic rifles and machine guns which they laid long passageways of planks, bridging the countless shell holes with duck boards, cleared barbed wire, bushes and debris, laid the passageways marked them with white tape so that the Infantry could follow them, and, arriving at the creek and the mill race, set the benches of bridges from 16 to 20 feet long, floored them and made the approach.

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