

MOGUL LIFTED LIKE FORD BY SHIP CRANE

Locomotive Starts Right Off When It Feels French Track

RAILROAD SETS ARMY PACE

Forty Thousand Men Keep 1,500 Engines, 5,000 Cars Moving from Ocean to Trenches

Out of the holds of ocean liners moored in docks at French ports the claws of giant cranes are lifting 150-ton locomotives and swinging them onto tracks.

Forty thousand American soldiers and 1,500 American officers today are operating one thousand trucks.

And in July one year ago two men sat at a table under the trees along a boulevard in a city of France talking over the plans for the American Army's railroad-to-be in France.

Today the railroads that grew out of those plans are hauling every day a load of 60 pounds for every soldier of the American Army in France—hauling a load for every man as heavy as his marching pack, and doing it every day in the year.

All the Rail Stars

Sitting at desks in a certain stone building in France—in a barracks, in rooms where French soldiers' trunks are a hundred or more men whose names were at the top of the roll of peace-time America's railroad achievements.

And night and day along the 5,000 miles of track—more than the main lines of the Pennsylvania—the 40,000 soldiers of the Army Transportation Department go on with their regular jobs.

All Depends on the 40,000

Quartermaster and ordnance supplies, the baggage of every officer and man, the steel girders, the timbers, the concrete and the coal for the work up ahead, are all dependent on the work of the 40,000.

And these railroad men a year ago were at the throbbles, on the tenders and the "crummies" of freight trains moving past the snow lines over the Rockies.

Today they are soldiers, and more than in name only. They learned in the unwritten but stern code of practical railroading all about orders. They had been used to making out orders and acting on them for years.

Unloading 63 Ships at Once

The world has already been told how 30 ports with miles of docks, gigantic unloading machinery, warehouses and cold storage plants, are being brought into being, so that 63 big ships can be unloaded simultaneously.

Work fast are vessels now unloaded and started on their return journey that there are now in the holds of big liners tons of railroad iron and steel, used as ballast, that have traveled back and forth over the Atlantic seven or eight times.

The time saving extends to the freight cars and locomotives. By the American car-checking system officers know always where any particular car is at any time of the day, what it is loaded with, and when it will be available for new use.

French Lines Enlarged

To work efficiently the Transportation Department has had to enlarge many existing French lines and terminals.

One American car-building company has built a new plant in France where it is erecting freight cars for the government at actual cost. The wheels, beams and other parts of the cars come over "knocked down."

One freight yard established in France has 237 miles of sidings and this will be dwarfed by another which will have 400 miles.

The railroad officers say they found the physical condition of the French railways they took over remarkably good considering the war use they had seen.

More than 1,000 miles of new track were laid to connect up existing French lines which had to be changed for big locomotives, and 30-ton cars, instead of ten-ton ones.

The use of air brakes, standard on American equipment, was amazing to French railroad men of the old school. Special water tanks had to be constructed for the big locomotives. Scoop water troughs between the tracks are to be built. Trains of unheard of length are being sent over French lines, and tunnel clearances are about the only limit to the possibilities of improving service.

FRIEND STEVEDORE

We don't pack no gat or rifle, we don't juggle pick or spade. Nor go stunnin' peevish Germans in no dastling' midnight raid; But we hit the warehouse early and we quite the warehouse late.

No, we ain't no snappy soldiers, and our daily round of drills Includes a lot of movements minus military thrills; But we drill them bloomin' boxcars, double timin' on the bends, Nor slam them all of boxes till they're bulgin' at the ends.

We ain't had no dugout movies, nor a Charlie Chaplin laugh; We ain't got no handkerchief colonel with his neat and nifty staff; Nor a brave and fearless captain with a flashing sword and gun.

We ain't got no handkerchief colonel with his neat and nifty staff; Nor a brave and fearless captain with a flashing sword and gun.

—C. C. SHANFELTER, Sgt., S.C.

SOUR GRAPES DIET FOR GERMAN PRESS

Newspapers Find Cause for Rejoicing in Reduction of Salient

ALMOST GLAD TO GET OUT

St. Mihiel Is Abandoned "Without Losses Worth Mentioning," Says Cologne Gazette

German comment on the reduction of the St. Mihiel salient naturally attempts to belittle the importance of the operation, and insists that the enemy high command had long been preparing to evacuate it and retire to strong defense positions on a straighter front some distance to the rear.

The Allied press universally has made the obvious reply to this statement—that if the Germans were so glad to give up the salient, and were fully prepared to maintain it at cutting off, but that it is not necessary to belittle the American performance by supposing he gave it up cheerfully, or would have given it up at all if he had not been compelled to.

"Especially the Americans"

The "Frankfurt Gazette" refers to this supposed voluntary evacuation of the salient and adds:

"The enemy attack, which was certainly well prepared, failed in its chief aim, which was the encircling of the German forces. It cannot be denied, however, that it is now the enemy who has the initiative, as is again made evident by the continuation of the attacks toward Cambrai."

The "Strasbourg Post" also seeks to belittle the operation by harping on the enemy's unaided willingness to evacuate the salient.

"The attack between the Meuse and Moselle," it says, "was not a surprise. Naturally the salient could not hold out against a grand attack; further, its evacuation had been prepared for several weeks ago."

Back to Prepared Positions

An official German version of the attack says:

"The tempest which had long been threatening on the Lorraine front broke in the form of a strong Franco-American attack against the St. Mihiel salient. The attack was expected, and the evacuation of the completely exposed salient had been in process of execution for several days. The Germans now occupy positions prepared long since on the chord of the arc."

The "Cologne Gazette" provides this doubtful crumb of comfort:

"The terrain being unfavorable for a great battle, we have abandoned it without losses worth mentioning."

The "Rhine-Westphalia Gazette" presents an even brighter picture:

"We have, thanks to the suppression of the salient, bettered our positions and shortened our line, which permits us to increase considerably our resistance to the enemy's assaults."

300 FEET IN 5 DAYS IS BARRACKS RECORD

35 Engineers Slam Up Shacks With Moving Picture Speed

When it comes to speed you can't do very much taking away from what 35 men of Company C, Engineers, put over one week not long ago.

They blew into a little burg in France one Monday evening about 9 o'clock and the next morning about 9 o'clock they started in. When they left town Saturday afternoon about 3 o'clock they had built three new barracks, 100 feet long by 20 feet wide.

Not only did they put up the barracks but they put in a set of bar material. They built the sides, and built the roof, having to cut all the rafters. Then they had to plane down the sashes, cover the building with tar paper, both sides and roof, and put oil cloth in for the windows.

It was a large order and a rush one, but although they had to carry the lumber all the way from there to hell-angone—the three barracks buildings were in different parts of the town—they finished their job and slicked up all the premises in less than four and a half days. Then they moved on to the next job.

"We are just a bunch of Engineers that do anything that there is to be done anywhere," is the way that one of the gang of 35 puts it, in a letter to this newspaper.

HERE AND THERE IN THE S.O.S.

A certain major is chuckling to himself these days over a joke played on him recently by a former officer of his when he was stationed at a base port.

It seems that the major had attempted to secure from the French authorities a large unused market house for the assembling and repair of automobiles. On account of the increase in work at the station, the big building was very badly needed, and the major brought all his diplomacy into play to secure it from the French.

The junior officer who succeeded him was of the go-getter type, too, and he also made up his mind that the station needed that building and must have it.

He went over the same route as the major and a little farther. In fact, he didn't stop. It is said, until he had reached the President of the French Republic and impressed him with the fact that the final victory of the Allies would be retarded quite a bit unless the A.E.F. secured the use of the market house right against the polls.

The first thing he did was to have one of the keys of the house, the regular French kind that requires a good sized key to carry around, goldplated and mounted on green baize like a trophy. Then he went up to the major with a neat little plaque on which was inscribed, "Key to the market house we couldn't get."

The major has it hanging on the wall of his office now as a reminder that you can really get anything if you go high enough.

"There are some blamed good heads in this A.E.F. outfit," said the barber in a big base hospital. "I mean well shaped heads." It is his job to give the boys the "all over" as they leave their beds and get around.

"And that's the reason I have noticed the heads so much lately," said the hospital barber. "Over in the States, I trimmed hair in one of the biggest shops in the east, where all the big moguls of the city had their barber work done. I have studied heads some and I want to say that the average head over here is on a par with any of the old heads I used to dress up. A great many of the A.E.F. men have squareheads. They're

HIS IDEA OF HUMOR

"They tell me Private Wag has quite a reputation as a humorist."

"Humorist! His idea of a good joke is to write 'Yes' every time a form says 'Thank.'"

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The heads the Germans are having such a hard time denting up there on the front now. They are not blockheads, understand, but good old American heads that begin at the shoulders and go straight up."

There are a number of Artillerymen now on the front who are smoking "other people's" tobacco. This is the conclusion of the personnel of an Artillery brigade recently arrived in France.

The new Artillery, before leaving America, thought to stow away in their harness bags an extra supply of tobacco and cigarettes. They were frightened in a way, but they didn't see far enough, because all the harness of the brigade was turned over to other organizations at the front upon its arrival over here.

"It's a little old world after all," commented an Artillery corporal as he accidentally ran into his father, a Y.M.C.A. secretary, recently a reverend in Columbus, Ohio.

The corporal was in a Y.M. canteen line when he noticed a familiar face behind the counter.

"That bird looks like some one I knew over in the States," he said. He certainly did.

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