

# LIBERTY TRUCK, AMERICA'S BEST, REACHES FRANCE

### Features of All Standard Makes Embodied, New Wrinkles Added

### NOISELESS AS TOURING CAR

### Lubrication System Easily Got At, Steering Wheel Equalized, Double Ignition System

The first of the new Liberty trucks which will eventually be standard for the entire A.E.F. has arrived at a base port.

The forerunner of thousands of its kind has aroused the greatest enthusiasm among chauffeurs and motor experts who have seen it in action. It has all the power possible and all its parts are as readily accessible for repairs and oiling as a truck racing car or even a Ford. The best features of all the standard motor trucks on the market are embodied in the new Liberty truck, and some new wrinkles that will eliminate many of the difficulties encountered in actual warfare have been added.

The Liberty truck is the result of a conference of all the big automobile engineers of the United States and the Army experts of the Motor Transport Corps with the object of producing a standard motor truck for the Army that would be the best American genius could produce.

The automobile engineers laid bare all their professional secrets and gave the Army the benefit of their solution of the Army's difficulties with commercial trucks. Their slogan, and that of the M.T.C., was, "Let's go!"

#### Real Golden Silence

What will endear the new truck to the heart of everybody who dislikes the careless whizzing wheels of its noiseless operation. Instead of chattering around dead man's curves like a runaway junk wagon, to the great annoyance of the Boche and the consequent activity of his batteries, the Liberty truck will purr along as noiselessly as the finest touring car, the motor experts say.

Among advantages which are instantly appreciated by chauffeurs and repair men is the ready accessibility of the lubrication system. The springs, for one thing, are kept constantly lubricated by an oil box which sends the oil to the springs by a hollow spring hanger. The entire transmission gear is oiled by simply pouring in the oil through a filler cap on the outside of the frame.

The steering wheel is so well equalized and adjusted that even though the truck is loaded to its capacity, it can be steered with the same ease as a touring car. There are double springs on both the front and rear to eliminate the jarring of the trucks in case of a collision. The motor itself is brand new and of special design, with the least possible vibration and noise in action.

#### Specially Designed Lights

All parts of the truck can be easily removed for repairs. The motor is cast in block with removable heads so that the valves can be ground and carbon scraped as readily as on a Ford. The radiator is of a special type with a shutter that can be drawn over it in cold weather to prevent the freezing of the radiator. A double ignition system is employed, with batteries and high tension magnets giving two spark plugs to each one of the four cylinders. The two plugs operate at the same time, so that if one system goes out of commission, the other will carry on.

Specially designed lights of low power are attached to the front of the truck and throw a small circle of light in front of each wheel. The driver is thus enabled to pick his way along a road pitted with shell holes without revealing himself to the enemy because the lights cannot be seen at a few hundred yards on a dark night.

There is no self starting device to get out of order on the truck, and the motor may prove a little stiff to turn over on a cold morning. It must be admitted, but for the rest, it has all the attachments except those for golf clubs and lunch hampers.

# M.P.'S DUTIES GIVEN IN GENERAL ORDER

### Can't Be Used for Guard or Fatigue Details Outside Organization

The military Police Corps has achieved the dignity of having pretty nearly a whole page in a G.O.C. No. 155 devoted to a statement of its duties.

Here they are:

To patrol and maintain order in the area or areas occupied by organizations to which they have been assigned, and to assist in maintaining march discipline of troops and regulating traffic generally.

To enforce all authorized A.E.F. regulations in the theater of operations in reference to:

(a) General or special police orders.

To supervise and control the travel of the military and militarized personnel of the A.E.F., and to issue the proper travel permits and passes for the latter type of personnel.

To protect the inhabitants and their property in the theater of operations against acts of violence on the part of soldiers and camp followers.

To arrest or detain in accordance with orders all persons subject to military law committing or suspected of committing or being committed offenses against existing military law, standing or routine orders.

To co-operate with and establish friendly relations with and local civil and military authorities, and to furnish them such information and reports as may be authorized.

To co-operate with the 2nd Section of the General Staff and furnish such aid as possible.

To investigate places in their area suspected of being used for illegal purposes and to keep observation posts under suspicion of being concerned in illegal acts, and to take necessary action in accordance with civil or military law and regulations in force.

To call upon other military units of the A.E.F. when necessary for assistance in the execution of their duty.

But it is not the duty of the Military Police Corps to furnish standing guards or fatigue details for any purpose except for their own interior administration.

# THE TWO GERMAN OFFENSIVES



## ECHOES FROM THE ARGONNE FIGHT

An American private spied a rooster prowling around a farm house in No Man's Land just after the Americans had captured Very. Being angry, and having an appetite for roast chicken, this American private decided to crawl up on the rooster and trap him in the building.

The American was about to lay his hands on the astonished rooster when a German entered the rear door of the building bent on the same mission. Both were so surprised that they stood for a moment and glared at each other, then the American motioned for the German to do a right flank on the prey they were after and both closed in on him.

"I hear Mother," We are going in to battle the Boche tonight. It is our first time in, as you know, so of course I am thinking of you more or less. But don't forget, Mother, my thoughts are of you.

"I am taking advantage of a few hours' rest and writing to you, as I know you are always wanting to hear from me. But don't worry about it, Mother dear. If the Boches get me I will get ten of them while they are about it.

"This will be all until next time.

"Lovingly,

"Bennie."

The "next time" never came for Bennie.

When the burial squad found this note in his shirt pocket he was lying with his face toward Germany, his right front finger pressing the trigger of his rifle. A few yards in front of him was a German machine gun nest. There were nine dead Germans in the pit.

One Artillery unit worked hard during the afternoon of the second day of the attack to get its pieces into position. It had moved up for the second time, and had not fired a shot.

It was four o'clock when the lieutenant in command gave orders for every one to start by. The gunners were to fire their first volley into the German lines.

Everyone stood waiting for the final word when the telephone rang and word came that the Infantry had advanced so far that it would be necessary to move up again before going into action.

"Oh, hell!" said a gunner; "those Infantry guys ain't got no respect for us at all!"

A German Artillery unit was in the act of being relieved the first night the Americans swept forward. The advance was so swift that both the old unit and the relieving unit were captured at the gun positions.

A tank train was lined up on a dark road running parallel with the front and only a few kilometers back while a company of Pioneers mended a broken culvert.

A colonel who was unfortunate enough to be at the rear end of the jam and who was quite anxious to be on the move, turned on the electric lights of his automobile in hopes that the light would enable the men toiling on the roads to work faster.

A Pioneer private paused, pick above his head, when he saw the sudden flare of light.

"Hey, you rube!" he shouted. "What are you trying to pull off down here? Do you want all the German artillery in the country turned on us? Can that stuff or I'll come down and kick a lug out just to pass the time."

There was no reply. But the light went out.

A Yankee truck driver's right forward wheel had just sunk with an air of finality into a half-filled shell hole on the road near Avocourt, and he was throwing over a terrific barrage of profanity when he suddenly stopped short and his jaw dropped.

Then it closed in a grin as broad as the Sacramento, from whose distant shore he had come forth to war. He was contemplating the approach along the roadside of four stalwart and imposing officers of the famous Prussian Guard. On their shoulders, as they marched along in the drizzling rain, was a stretcher, and on the stretcher lay a wounded doughboy smoking a cigarette.

When the mud is knee deep and German shells are falling all around, the officers in the line have been known to reflect audibly and sarcastically on the luxurious life led by the staff officers far behind, and sometimes even to call those more secluded directors of the war by the disrespectful name of "Old Waffles."

But one colonel from an American Army corps emerged from the fight near the Argonne with the glove torn from the back of his hand by a piece of shrapnel and a shattered riding crop as further evidence of a narrow escape.

A lieutenant of Engineers was scouting a few days ago along the road which forks on a hillcrest, one branch mounting into the valley that cradles Cuisy.

As to this latter road, he would have to do some prospecting to see how much stone and how many men would be needed to make it bear all the big trucks and ponderous tractors that would have to pass along it in the wake of the Infantry.

Along came a doughboy, rifle on shoulder, a doughboy taking very seriously his new responsibility, which was the escort to the rear of three German prisoners. However, though thus en-

crossed, he might possibly have noticed the condition of the road.

"Hey, Buddie, are you from Cuisy?"

"The doughboy halted and saluted.

"No, sir," he said, "from Philadelphia."

He and his prisoners were both many meters on their way before the lieutenant recovered sufficiently to go on with his inquiry.

One of the hardest jobs any one had in the first drive west of Verdun was the job of a grizzled old mess sergeant in charge of a roadside kitchen set up to nourish, at proper intervals, a company of Engineers at work on the roads.

He had just enough rations to feed them for one day, and, except for the occasional casuals any kitchen can handle, he knew he must refuse all stragglers.

Yet his kitchen was in full sight of the road, along which all day long there straggled those slightly wounded youngsters from the line who were quite able to foot it to the nearest ambulance camp. Some of them had had nothing to eat for three days. Every one of them, at the smell of the hot coffee, would stop wistfully and ask for a bit of bread or something. Always the old sergeant had to shake his head. By noon he had aged ten years.

"I'll kill me yet," he said at last. "I know they have only to cross the next crest to find food and drink aplenty, but I remember how my mother never turned any one from her door who asked for something to eat. They might be burglars, but she wouldn't take a chance."

A young sergeant from Baltimore humped on his way. The mess sergeant could hear him explaining to the other wounded boy with him.

"We can't blame him. If he fed us, he'd have to feed them all, and they where'd he be? I guess he's a good old scout, at that."

# NO A.E.F. CAMPAIGN FOR LIBERTY BONDS

### But Soldiers May Buy Issue Under Present Allot- ment Plan

There will be no competitive campaign for the sale of Fourth Liberty Loan bonds in the A.E.F. "Enlisted men who have but small margin of pay remaining after discharge of their fixed monthly obligations," G.O. 104 goes on to state, "will not be encouraged to assume additional burdens."

Steps, however, will be taken to see that members of the A.E.F. are instructed as to the character of the bonds and given every opportunity to subscribe. It is added that organization commanders their pay that they are unable to provide for their families.

Officers, enlisted men and permanent civilian employees may buy bonds on the Army allotment system, just as bonds of the Second and Third loans were bought. Men wishing to buy a \$50 bond will, as formerly, allot \$5 monthly for nine months and \$4.58 the tenth month, and the proportion will hold for purchases in higher multiples of \$50.

Such allotments are to be charged on payrolls and pay vouchers beginning with those for October, 1918. The formula to be used is: "To the Secretary of the Treasury for purchase \$50 Fourth Liberty Loan Bond, 1 coupon detached."

Company funds, surplus exchange and general mess funds may be invested in Liberty bonds and War Savings Stamps with the approval of the company, exchange or mess councils of administration.

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## PRaise FROM CANADA

The following cablegram has been received by General Pershing from the Prime Minister of Canada:

On behalf of the government and people of Canada, I send warmest congratulations upon the important victory which has just been won by the grand Army under your command, and which, I am confident, is only the prelude of still greater achievements that will insure an enduring peace through the triumph of our common cause.

## ACCORDING TO SCRIPTURE

Juggins: Why does the Cap'n always stuck to vin blanc?

Muggins: Guess he's obeying the G.O. about not looking on the wine when it is red.

"Whatya got for breakfast this mornin', sergeant?"

"Got a nice mess o' slum."

"Thought it was about time—we didn't have any slum since last night."

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Received from B.E.F., Salonika, 6/12/17.

"I got one of your trench coats in August. Since coming out here I have had occasion to test it in rain heavier by far than anything one ever gets in France. It has never let any in at all, nor has there been any sign of damp on the inside.

"The seamless shorts are also good."

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Received from B.E.F., France, 5/12/17.

"I want a new 'Aquascutum' sleeping bag with kapok lining. I bought one in 1915, and brought it to France when I came originally in July 1915. It has been in continual use ever since and I have liked it immensely. It certainly justifies your claims of being water and bug proof."

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