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The Stars and Stripes

By and For the Soldiers of the A. E. F.

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KEYSTONE TROOPS IN BATTLE FROM MARNE TO VESLE

Scattered Detachments of 28th Figure in Salient's Hot Spots

BITTER FIGHT FOR CIERGES

Attacks Made in Face of Heavy Machine Gun Fire from Ourcq Woods

Lying in the support positions behind the 3rd United States Division and the 39th and 125th French Divisions on July 15, the 28th Division saw almost as much actual fighting as it would have done had it been in front line, but it saw it in scattered detachments sent in here and there to support weak or threatened spots along the portions of the line which suffered the German attack.

The composition of the 28th Division at this time was: Maj. Gen. Charles H. Muir, commanding; 55th Infantry Brigade, Col. George H. Kemp, consisting of the 109th and 110th Infantry and the 108th Machine Gun Battalion; 56th Infantry Brigade, Brig. Gen. William Weigel, consisting of the 111th and 112th Infantry and the 109th Machine Gun Battalion; 53rd Field Artillery Brigade, Brig. Gen. William G. Price, Jr., consisting of the 107th, 108th and 109th Field Artillery Regiments; the 103rd Engineers and divisional troops.

Of these forces, on July 15, the troops of the 55th Infantry Brigade were lying with the 109th Infantry east of the Surmelin river, behind the left flank of the 125th French Division, and the 110th Infantry west of that river, behind the right flank of the 3rd United States Division. The 56th Brigade had the 111th and 112th Infantry near Nogent l'Artaud, behind the left of the 3rd United States, and the 103rd Engineers were holding the bridgehead of Charly, behind the 39th French Division.

During the course of the German attack the 56th Brigade furnished reinforcements to various parts of the 3rd Division, perhaps most notably in the case of the 2nd Battalion of the 111th Infantry, which on July 16 relieved the 30th Infantry of the portion of its front lying between Crezancy and Fossoy and made a counter-attack there, driving the enemy to the south bank of the Marne and later occupying the south bank and holding it until the American advance across the river.

Company Holds Up Germans

On the right, the 109th Infantry and the 108th Machine Gun Battalion had a rough and tumble experience among the woods and hills quite as exciting as could ever have happened to the ancestors of any of their Pennsylvanians in the old days when the Indians hunted the forests of the Keystone State. The German advance got across the river at Reuilly and east of there and the front line of the 113th French Infantry Regiment was compelled to retire, leaving isolated Co. M, 109 Infantry, which was guarding the bridge across the Marne south of Passy.

Nothing was heard of this company for so long that divisional headquarters feared it had been annihilated. But, on the con-

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MOCK TURTLE SOUP FOR ARMY MESSES

Clam Chowder and Ox Tail Also Will Help Counteract Slum

Mock turtle soup and clam chowder are going to be used to sharpen the A.E.F.'s appetite for goldfish, rice and other old friends of the mess table. And ox tail, tomato and vegetable soups are also being placed before soldier epicures hardened by long familiarity with slum.

Four ounces of canned soup a day for every man is the latest change in rations. The Q.M.C. expects to receive 12,000,000 cans of assorted soups during February and 10,000,000 more cans in March.

Sceptical corned-willie-minded soldiers, however, point out that ingenious cooks and mess sergeants may be relied upon to disguise even canned soup, and that the canned soup of the ration will appear on the tables loaded with extra carrots and chunks of meat, and will be, after all, the same old slum.

While the soup ration is four ounces per man, it isn't likely there will be soup every day, because it will probably be found better to double up on rations and give soup two or three times a week.

The deep stuff on the soup ration is this—the A.E.F., before it goes home, will eat or inhale or otherwise do away with the enormous store of canned soup which the Q.M.C. had accumulated in the United States in the belief that the job of feeding a big army would last everal more years.

WEDDING BELLS RING FOR 150 IN ENGLAND

Thirteen British Brides of Yankee Soldiers Sail for U.S.

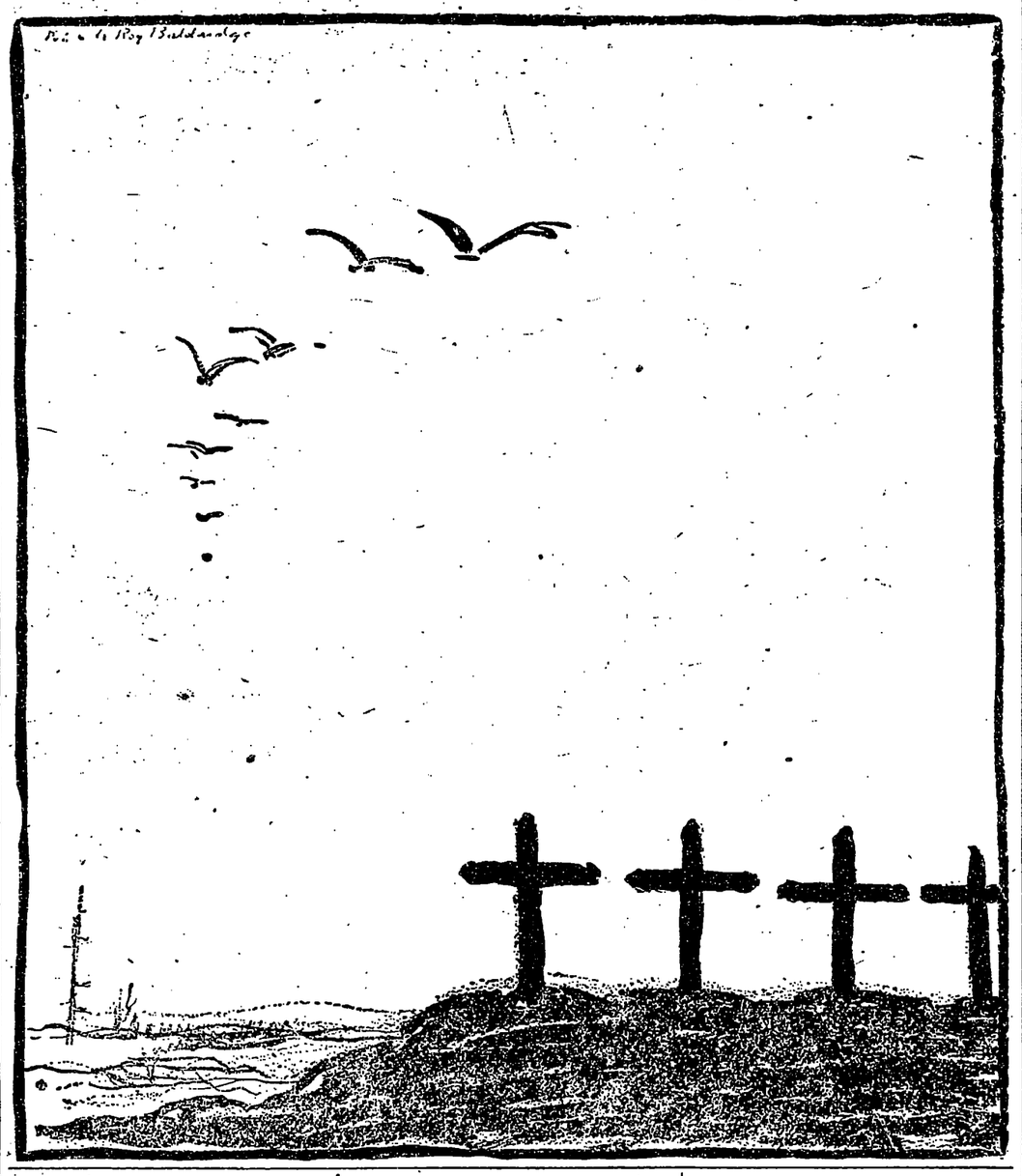
Approximately 150 officers and men of the A.E.F. who have been stationed in England have succumbed for better for worse to the charms of English girls. The honors go to the enlisted men, with a good sprinkling of lieutenants, most of them members of some of the numerous Air Service squadrons that have been stationed in England.

The brides come from all parts of England. Only two hail from Ireland, and a very few from Scotland. The average age of the brides is about 23, and the average age of the Yankee grooms is around the same figure.

None of the brides has been in America before.

The first 13 sailed January 20 on the transport Plattsburg from Southampton, traveling first class. The bride pays a dollar a day for food, transportation to embarkation point and railway fare in the United States to her new home. Uncle Sam pays for the boat trip. More brides will leave for America in two or three weeks, according to Lieut. H. E. Snell, in charge of transportation.

THE FOUNDERS OF THE LEAGUE OF NATIONS



PARIS PLANS TO CARE FOR 12,000 YANKS AT A TIME

First Permissionnaires Under New G.O. Arrive in Capital

7,500 ENLISTED MEN DAILY

Blue Card Will Entitle Holder to Be on Streets After 9 P.M. While Well Behaved

With hotel accommodations booked in advance, with all the auxiliary organizations of the A.E.F. co-operating to assist in caring for and entertaining them, the first permissionaires are arriving in Paris for the three-day leave granted in G.O. 14, G.H.Q., published last week.

For the immediate future Paris will entertain 7,500 American soldiers and 2,000 officers at a time, the enlisted men arriving and departing at a rate of 2,500 a day. New hotels are being opened, rooms are being rented in French hotels, and canteen and restaurant facilities enlarged, with the assurance that within a short time facilities will be adequate to handle 12,000 O.D. visitors at a time.

The committees in charge of the arrangements are trying to anticipate every possible hitch that might rob the visitor of some of his three days of leisure, to make everything glide smoothly from the time he gets his blue card at the M.P. office at the railroad station until he leaves, 72 hours later.

As Long as Well Behaved

The blue card will be the permissionnaire's pass, and it will carry a notation upon it that the holder is entitled to be on the streets after 9 p.m. as long as he is well behaved. He can do as much sightseeing as he wants, both by night and day, and will have the benefit, if he wants it, of going on special trips with guides which are being organized by the Y.M.C.A.

The Y.M.C.A. is providing hotel accommodations, and the Red Cross both hotels and canteens.

The Red Cross alone can now provide beds for 5,684 enlisted men a week, and the Y.M.C.A. the same number each three days, with the prospect that within the next week or ten days both organizations will run over these figures.

In some cases sleeping accommodations will be free. In no instance is the charge likely to exceed three francs a night in any auxiliary service hostelry.

There are seven canteens scattered through the heart of the city maintained by the American Red Cross, where breakfast and lunch may be had for 50 centimes and dinner for 75 centimes. The Red Cross also has an interest in two other large canteens in the city. At one of the American Red Cross canteens—that at the Gare St. Lazare—an average of 14,173 men are being fed a week.

Arrangements for Officers

At the Grand Hotel du Louvre, L. M. Boomer, manager of the Waldorf-Astoria and the McAlpin, is in charge, and Mary Elizabeth Evans, the New York candy maker, stores the larder with cakes and pastries.

Free shoe shines, free clothes pressing, and a regular Santa Claus stocking in each room, including pajamas, razor, soap, toothbrush and tooth paste, are some other attractions. The club at 4 Avenue Gabriel, which can accommodate about 100 officers a night, is run on much the same plan.

It will be the aim of the committee in charge of the entertainment of officers to make a standard price in all the officers' hotels under its control.

BANG THEM KEYS! SPILL THAT INK! LE MANS WAR CRY

Paper Workers in Sleepless Pursuit of Transport Mirage

There is a tumultuous pounding of typewriters in the Le Mans embarkation area these days. Throughout the district where divisions are assembling preparatory to sailing home there is the rattle-bang of batteries of machines of all speeds and calibers. Alphabetical box barrages are falling all over long, impressive looking documents. Never, in any army probably, or at any time, has there been such a paper work session before.

Sleepy eyed sergeants-major, top sergeants, ordinary sergeants and company clerks at company, battalion, regimental, brigade and divisional headquarters in scores of towns in the Le Mans section, from early morning until late at night—and then some—are hammering at keyboards, wearing out pen points, and using up innumerable bottles of ink.

Equally heavy laden C.O.'s are wading

into piles of letters and scribbling away despite the pain of writer's cramp.

The divisions are rushing feverishly to get through. A race is on, and the reason is—at any rate a weary sergeant major or a bustling clerk will, if he interrupts his work long enough, tell you the reason is—that the word has got around that the time which elapses between now and the time their outfit sails will be in something like direct proportion to the time their paper work is done.

"Who said so?" "General Pershing—" and the typewriter begins to play "I'm comin' back to you" again.

Company commanders are sitting up nights getting their accountability and responsibility records into perfect shape. Top kickers and company clerks are going over thousands of service records, allotment papers and War Risk insurance documents. Supply officers and supply sergeants are checking up and growing wan and haggard under the strain.

Just Like Battle Days

"First up with the paper work, first to go home," is the shibboleth with which the zealous paper work racers cheer themselves and lagging comrades.

"We're far in the lead," admits the Umpth Division adjutant. "Just like in the Argonne. Those people on our left——"

Our course, the doughboys throughout the entire area know about the race. Some of them have very vague notions as to what paper work is. They know it as a military term, and that's all they want to know about it. But they are aware that there is unprecedented activity among the pen pushers, and the contagion of it all has been communicated to them. They are sitting in the bleachers, as it were, and cheering on the racers. They almost believe there is some excuse for a sergeant major, and they are willing to forget grudges against the top kicker if he breasts the tape with the company clerk with his paper work under his arm and all up to snuff.

Where the report which inspired all this exhibition of energy emanated doesn't seem to have been determined. However, from staff officers down to buck privates in the divisions in the Le Mans district, the report is being taken as founded on fact, and records are being established that should stand for a long time in Army tradition.

MARINES AFLOAT ONCE MORE, MAN FLEET ON RHINE

Fourteen Vessels That Patrol Stream "Always on the Alert"

CONTRABAND WINE BARRED

Crushed Stone Must Be Crushed Stone if Germans Want to Avoid Difficulties

It was an innocent looking craft enough, plowing in its stolid German fashion down the Rhine near Coblenz. There was the huge load of crushed rock, plainly visible, that proclaimed its cargo. There was its usual crew of solemn-faced Germans, smoking their pipes. And there was the skipper on the bridge, on the alert for all American signals and orders, and precipitately willing to show his papers.

And yet the smart American regulation boat, trailing Old Glory astern, and with its crew of Marines aboard, wasn't quite satisfied. It may have been just a hunch. It may have been a tip from higher up—but the regulating officer ordered his men to make an investigation.

Under that load of innocent crushed rock going down the Rhine the Americans found enough wine to float the boat itself, for all its deep draft—contraband wine, too, for the ship's manifest showed only a cargo of stone.

This is an example of what the American Rhine patrol fleet is doing, the patrol fleet which consists of 14 boats, with a personnel of eight officers and 190 men, all members of the 5th and 6th Marines. And now that the excursion boats for men on leave are running up and down the stream, the Marines are on board them, too, controlling and directing their navigation.

Preussen Largest and Finest

Of the regular fleet the Preussen is the largest and finest vessel. She used to be the private vessel of the oberpresident of the Rhenish provinces, and she looks it, with her graceful lines and her elaborately laid out and beautifully paneled saloon, cabins and dining room. She is now used by Maj. Gen. Joseph T. Dickman, commander of the Third Army, and by Lt. Col. J. L. Dodd, provost marshal, when they go out on inspection trips. Be it said at this juncture in behalf of the Yanks who had to scrub her that she was in an incredibly filthy condition when taken over. Now she

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MILLIONS IN SALVAGE

Approximately $63,000,000 worth of business was done in 1918 by the Salvage Branch of the Q.M.C., as shown by figures just compiled. Included in the total are the output of depots and shops, placed at $47,018,374.01, recoveries in the field at $15,000,000, and recoveries under kitchen economies in eight months at $474,515.

Of all articles received for salvage 91 per cent were put back into service, and most of the remaining 9 per cent were used in reconstruction of the articles put back in service. The salvage percentage on shoes, for example, was almost 100 per cent.

Another example of Salvage Service saving was the utilization of overcoat cloth in making overseas caps. Early in the field the A.E.F. discovered that the issue overcoat was too long, that is was apt to get under the heels and trip men going over the top. So eight inches was ordered cut from the bottom of the coats. This cloth eventually returned to the front as overseas caps.

FASTER RETURN OF A.E.F. ASSURED BY TRANSPORT PLANS

Taking Over of Enemy Vessels Factor in Speed Up Program

10,124 EMBARK IN ONE DAY

Infantrymen Lead in Total of Week's Departures—Casuals Keep Close to Top

The return of the A.E.F. to the States at a greatly increased rate over the present average speed of 100,000-odd men a month is made a certainty by recent developments in the shipping situation, one of the most important of which was announced this week by Edward N. Hurley, chairman of the United States Shipping Board, now in France.

Approximately 350,000 tons of German shipping will be taken over in the near future, Mr. Hurley stated. This tonnage will add from 50,000 to 70,000 men a month to the present carrying capacity of the transport service. It consists of boats now in German harbors which will be manned by crews of the United States Navy.

In addition to the taking over of the German ships, another speed plan is expected to bring the British liners Mauretania, Aquitania and Olympic direct to French ports to take on homeward bound Yankees.

French, Dutch, Swedish and Italian vessels also are expected to take their places in the line of westward bound transports and, in addition, Army officials were informed this week that the carrying capacities of many ships may be appreciably increased by the reduction of cargo space and alterations to provide additional sleeping space on vessels not heretofore used for troops.

Lists Big Transports

In a statement in Washington recently, General Peyton C. March, Chief of Staff, indicated that 11 vessels now in service as transports can carry more than 42,000 men across the Atlantic each trip. The boats and their capacities were as follows:

Vessel.	
Great Northern	2,750
Northern Pacific	2,192
Leviathan	9,418
Agamemnon	3,521
Finland	2,166
America	4,068
Mount Vernon	3,737
George Washington	5,164
President Grant	4,894
Susquehanna	2,616
Pocahontas	2,260

A total of 27,365 departures this week increases to 220,365 officers and enlisted men the total of those who have sailed for home since the A.E.F. was formed. There remain in France approximately 1,800,000 of officers and men, the majority still in the advance section.

The past week also saw the largest total of departures in a single day. On January 20, 10,124 officers and enlisted men sailed for home, 9,285 of them from France, 839

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EVERYONE TO WRITE—G.O. PRESCRIBES IT

Postcards Will Announce Station, Outfit, Physical Condition

There is about to be a big increase in homebound mail. In fact, every member of the A.E.F., no matter how idle may have been his writing hand in the past, no matter how good his excuses for not writing have been, or are, is going to compose one postcard in the near future and start it homeward. G.O. 15, G.H.Q., out this week, prescribes it.

The order, conforming to cabled instructions from the War Department, will remove the fears of many relatives in the States, who, owing to the neglect of many soldiers to write home, remain in ignorance of the latter's health and whereabouts, being kept, as a consequence, in a constant state of mental ferment.

G.O. 15 states that the postcard will be dated and will inform the soldier's next of kin of his station, physical condition and the organization to which he is attached. The card may contain other information, provided it does not conflict with the censorship regulations.

The postal cards will be furnished to all men serving in the S.O.S. by the Adjutant General, S.O.S., and all other soldiers by the Adjutant General, A.E.F. Organization commanders are ordered to collect and censor the cards promptly, deliver them to the postal department, and immediately submit a report of their action to their next higher commander, vouching for the fact that every soldier in their command filled out one of the cards.

"Postal authorities will make every effort to dispatch these cards so as to reach a fast westbound transport shortly before sailing," concludes the order.

178 BULLETS FOR EVERY A.E.F. SHELL

Ordnance Department Also Provided 74,000,000 .45 Cartridges

It took 623,541,085 rifle and machine gun bullets and more than 3,500,800 shells, including shrapnel, high explosive and gas, to help the A.E.F. end hostilities, according to figures of the Ordnance Department. It also took 74,000,000 .45 caliber cartridges for automatic pistols.

Although there is no announcement of the policy for returning artillery equipment to the United States, it is understood that most units returning will be followed by the guns they used in France. To the Ordnance Depot at Mehun-sur-Yeure are coming as many as 130 cars of artillery equipment a day. Five machine shops and two warehouses are being used to repair and store equipment, preparatory to shipment to the States.

Heavier guns are dismounted, the barrels, wheels and carriage being crated separately after all parts have been greased and oiled. Rifles are also being oiled and greased before being crated for shipment.

PLAN FOR LEAGUE OF NATIONS IS SET BEFORE WORLD BY CONFERENCE

PRESIDENT TO RETURN WITH TROOPS

President Wilson will sail for America on the George Washington at a date not yet announced. His ship is a transport and will make the return trip as such, carrying back between 3,500 and 4,000 troops, or almost its full quota.

There has already been a great rush to get aboard the George Washington for this voyage—dozens of requests having been made by members of the auxiliary services, government workers, war correspondents and others.

Every one of these requests has been turned down, and the President himself is personally checking the list of his own party, in order to satisfy himself that not a single unnecessary person shall take up ship space which might otherwise be used by a soldier bound for the Statue of Liberty.

TRIO OF OFFICER STOWAWAYS HELD AFTER TRIP BACK

Captain and Two Lieutenants Had Already Reached U.S.

NOW FACE COURT-MARTIAL

Three Enlisted Men Also Fail in Attempt at "See America Soon" Game

Because they disobeyed embarkation regulations and went aboard a transport without proper authority, a captain and two lieutenants have been returned to Brest, whence they embarked for America only a short tme ago, to stand trial by court-martial.

The transport on which they embarked last month had been at sea but 24 hours when the officers were hauled before a colonel and requested to produce papers to show why they had gone aboard the vessel without first having been checked out by the port embarkation adjutant.

The papers, it is charged, were not forthcoming and the only answer the offenders could give was that they had gone aboard with orders in their pockets to sail for the United States. These orders they produced, but embarkation regulations require that every officer must be checked out and accounted for at the embarkation office by the port of embarkation adjutant.

To America and Back

The officers explained that they were not aware of this, and had got aboard by employing the services of some friends who took them out to the ship in a small boat. They were allowed to proceed to America, where their case was turned over to higher authorities, who ordered them deported.

They were put on a returning transport and today are back in Brest to await trial by court-martial.

The officers were casuals, and had been ordered home. They were to have sailed the following week.

This is the first case of officer stowaways in the A.E.F.'s records. Two enlisted men succeeded in getting aboard a battleship as stowaways and were within sight of New York before they were discovered. The enlisted men will not be returned to France. They are facing a prison sentence at home. One other case is recorded at St. Nazaire, wherein a buck private tried to go aboard as a stowaway. He was taken off the ship and sent back to port by a Navy boat and turned over to Army officials.

Every Man Checked Off

All precautions are bing taken at the ports to prevent soldiers from going aboard without proper authority. Every man is checked off when he walks onto the gang plank, and he is checked again on board ship. Units going aboard account for so many officers and men, and men going aboard with any unit other than their own are held and checked up on the personnel lists.

By embarkation regulations, all officers at the ports must carry passes, good until 9:30 p.m. unless extended in individual cases. Enlisted men are issued daily passes by their company or regimental commanders.

Hundreds of M.P.'s patrol the port areas day and night, and special police, chosen for the work, are stationed around the docks to be on the watch for AWOL's and would-be stowaways.

SEVERE PENALTIES FOR AWOL OFFICERS

Dismissal and Hard Labor Urged for Offenders in New G.O.

AWOL officers are to be severely dealt with, according to G.O. 15, G.H.Q., and offenders are warned that if they are guilty of prolonged absence from duty, "nothing short of dismissal" will be appropriate punishment, and courts "should not hesitate to impose confinement at hard labor in addition thereto."

Following the warning issued last week to enlisted men who go AWOL, G.H.Q. announces that the strictest measures will be taken to prevent officers absenting themselves from duty without authorization, and that guilty officers will be punished. Every case is to be reported at once to the commander exercising court-martial judisdiction and disposed of by trial.

Where an officer is absent more than 48 hours, says the order, or where the offender is arrested at a distance involving more than three hours' travel from the place where he is authorized to be, the case will be referred to a court-martial.

"Cases of officers arrested at a long distance from their commands will be disposed of by the officer exercising general court-martial jurisdiction over the place of arrest," the order states. "Courts-martial are warned that severe penalties for this offense are necessary."

Allied Leaders Announce Realization of Idea Born of War

PRESENTED BY PRESIDENT

Delegates Take Up Question of German Colonies—China at Conference Table

It was only a scrap of paper, hardly bigger than a letter from home, that the delegates to the Peace Conference sent out to the world last Saturday, but it carried the greatest message that soldier or civilian has read since the Kaiser's mad Uhlans trampled another scrap of paper into the soil of neutral Belgium. It was the message to the world that the foundation of the League of Nations had been laid.

"To ensure the fulfillment of accepted international obligations, and to provide safeguard against war," the League is built upon the firm and united resolve of every nation that played its part in conquering the government whose word was not better than the bond it tore to pieces.

It will be a great clearing house of international opinion, where each nation, great and small, can bring its problems, make its plea and be assured an answer that is not an ultimatum nor an award to be won on a battle field.

Sanity in Settling Disputes

With every eye focused upon him and every ear straining to catch the words, spoken though they might be in foreign tongue, President Wilson announced the League as a realized plan, solemnly assuring his hearers that he was there as a representative, not of nations, but of peoples. When he had finished, David Lloyd George rose and told of the need for the League as a saner means of settling disputes than that of "organized savagery."

Premier Clemenceau struck the keynote of compromise and sacrifice, the harmonious cooperation that means success for the body which is to draft the League of Nations as "an integral part of the treaty of peace."

President Wilson, in presenting the plan, said, in part:

"In coming into this war the United States never for a moment thought that she was intervening in the politics of Europe or the politics of Asia or the politics of any part of the world. Her thought was that all the world had now become conscious that there was a single cause which turned upon the issues of this war. That was the cause of justice and liberty for men of every kind and place.

"Therefore, the United States should feel that its part in this war had been played in vain if there ensued upon it a bond on European politics and it would feel that it could not take part in guaranteeing those European settlements unless that guarantee involved the continuous superintendence of the peace of the world by the associated nations of the world.

Must Be Vital, Not Formal

"Therefore, it seems to me that we must concert our best judgment in order to make this League of Nations a vital thing—not merely a formal thing, not an occasional thing, not a thing sometimes called into life to meet an exigency, but always functioning in watchful attendance upon the interests of the nations, and that its continuity should be a vital continuity; that it should have functions that are continuing functions and that do not permit an intermission of its watchfulness and of its labor; that it should be the eye of the nations to keep watch upon the common interest, an eye that did not slumber, an eye that was everywhere watchful and attentive.

"And if we do not make it vital, what shall be do? We shall disappoint the expectations of the peoples. This is what their thought centers upon. I have had the very delightful experience of visiting several nations since I came to this side of the water, and every time the voice of the body of the people reached me through any representative, at the front of the plea stood the hope for the League of Nations. Gentlemen, the select classes of mankind are no longer the governors of mankind. The fortunes of mankind are now in the hands of the plain people of the whole world. Satisfy them, and you have justified their confidence not only, but established peace. Fail to satisfy them, and no arrangement that you can make will either set up or steady the peace of the world.

Keystone of Whole Program

"You can imagine, gentlemen, I dare say, the sentiments and the purposes with which representatives of the United States support this great project for a League of Nations. We regard it as the keystone of the whole program, which expressed our purposes and ideals in this war and which the associated nations accepted as the basis of the settlement.

"If we return to the United States without having made every effort in our power to realize this program, we should return to meet the merited scorn of our fellow-citizens. For they are a body that constitutes a great democracy.

"We would not dare abate a single item of the program which constitutes our instruction.

"We would not dare compromise upon any matter as the champion of this thing—this peace of the world, this attitude of justice, this principle that we are the masters of no people but are here to see that every people in the world shall chose its own masters and govern its own destinies, not as we wish but as it wishes. We are here to see, in short, that the very foundations of this war are swept away.

"Those foundations were the private choice of small coteries of civil rulers and military staffs. Those foundations were the aggression of great powers upon small. Those foundations were the folding together of empires of unwilling subjects by the duress of arms. Those foundations were the power of small bodies of men to work their will and use mankind as pawns in a game. And nothing less than the emancipation of the world from these things will accomplish peace.

Crusaders in Olive Drab

"I hope, Mr. Chairman, that when it is known, as I feel confident it will be known, that we have adopted the principle of the League of Nations and mean to work out that principle in effective action, we shall by that single thing have lifted a great part of the load of anxiety from the hearts of men everywhere. We stand in a peculiar case. As I go about the streets here I see everywhere the American uniform. Those men came into the war after we had uttered our purposes. They came as crusaders, not merely to win a war, but to win a cause, and I am responsible to them, for it fell to me to formulate the purposes for which I asked them to fight, and I, like them, must be a crusader for these things whatever it costs and what-