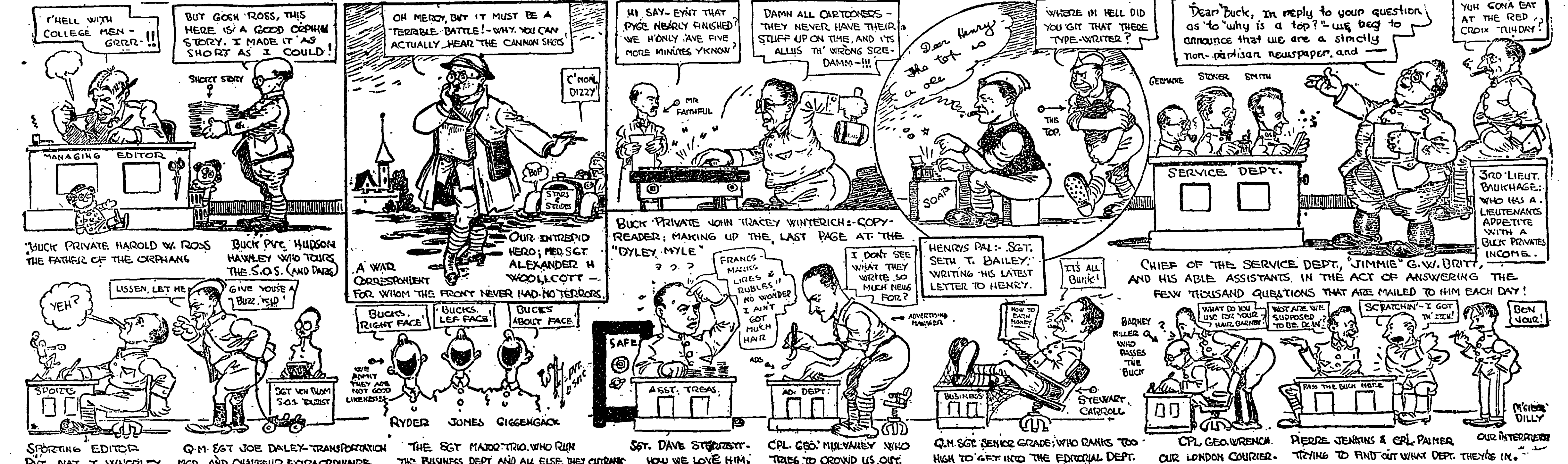
THE REST OF THE OUTFIT —By WALLGREN



ST. NAZAIRE CAMPS PUT COMFORT INTO HOMEGOING ORDEAL

Red Hot Stoves in Bath House, Hot Water for Shaving

ONE DIVISION AT A TIME

Lost Service Records Appear While Men Wait for Boats—Pie Days in Mess Halls

If it were only a question of doing one's own choosing when the final command to face westward is given and the soldier sets out homeward, Embarkation Camp No. 1 at St. Nazaire would shelter the whole returning Army.

For St. Nazaire boasts the model embarkation camp of the A.E.F. It is not only a model embarkation camp, but a model camp in all respects, where the kitchens afford a place where mess kits may be scalded and rinsed and where shaving water may be had at any hour of the day.

Of course, not half—hardly a third, in fact—of the A. E. F. will pass through St. Nazaire on its way back to the United States. The camp accommodates about 18,000 troops and handles a division at a time.

Troops going home through St. Nazaire usually come in by regiments. A representative of the Embarkation Service meets them at the R.T.O.'s office and guides them to Embarkation Camp 2, which is a short distance from Embarkation Camp 1 and about an hour's walk from the R.T.O.'s office. At Camp 2 everyone is examined physically, regardless of all previous examinations at either one of the two embarkation centers—Le Mans or Montoir.

Service Records Reappear

From Camp 2 regiments move out through the circuit, which ends at Camp 1, in bunches of 300 and 400. Casuals without C.O.'s go to the registration office and are registered. Every man without a service record, once he has entered the registration office, is perfectly sure of seeing his long lost history on paper within the next couple of days, for every evening a courier leaves the registration office for Bourges where he procures, if possible, all service records belonging to the soldiers whose names appear on the book at the registration office on the evening of the courier's departure. If a service record cannot be found even at Bourges, a new service record is made out, so that the soldier may proceed on his way.

Commanding officers also report at the registration office, where all the men of their commands are checked up and all obstacles removed from the path that leads toward home.

A soldier having passed through the registration office (which of course means he is free from venereal disease, as he has passed the physical examinations) is well on his way home—unless he has a skin disease, and this will be detected as soon as he enters the bath house.

From the registration office he passes on to the bath house. Arms are stacked outside, and he enters the bath house with full equipment, or with what equipment he has. A check is made of equipment, and if the soldier is shy even a tooth brush, one is issued him. Blankets, personal effects and clothing are then sterilized. Each article is hung upon a rack and numbered.

The soldier goes into the shower bath, comes out and goes to the other side of the large building, picking his way carefully through the rows of red hot stoves, and finds his clothing and equipment waiting for him, clean enough for a prince.

More Red Hot Stoves

From the shower bath the detachments march to their billets, where clean, comfortable bunks and more read hot stoves await them. A corporal is in charge of every barracks and sees to it that fires are kept going and bunks clean. No matter how many first sergeants he happens to have in his bailiwick, the corporal is boss.

Then comes mess call. Everyone falls in line at the big mess shack, which feeds the entire camp in one hour, and marches through to the dining room. If it happens to be pie day the soldier receives pie fresh from the bake shop just at the rear of the kitchen.

The dining rooms are floored, and a policing squad keeps them clean. A major is in charge of all policing, and never a bread crumb is overlooked. And there's one officer—a colonel who is in charge of the camp—who preaches sanitation night and morning. And if anything unsanitary happens to be lying about, somebody gets into trouble.

PHOTO BAN LIFTED

The ban on taking pictures has been completely lifted.

The only condition mentioned in G.O. 8, which removes the restrictions, is that photographs, whether negatives or prints, must not be sent into enemy countries. The order allows "all members of the American Expeditionary Forces, including military civilians serving with the Army and authorized civilians visiting the zone occupied by the American Army . . . . to take photographs and moving pictures" and send them home, or to an Allied or neutral country, "without restriction and without submitting them to censorship." The order is in force during the period of the armistice.

AT THE PORTS OF EMBARKATION

Everything from a music box to a piano has been checked at the St. Nazaire baggage room, which is now being operated by a detail of doughboys.

One of the many odd pieces of property checked since the baggage room opened up for business was a riding whip, which later was lost. The colonel who checked it has written 13 letters about it, and has called several times in person. But the riding whip is still AWOL.

If you are drawing only 33 per, you cannot be expected to exhibit any interest in the fact that the Finance Office, Base Section No. 2, meaning Bordeaux, paid out $2,272,000 last December on a total of 7,000 vouchers.

Since July 1, 1918, between 50,000 and 75,000 soldiers have been paid by this office each month. Until the signing of the armistice it had been the record of the office that no soldier found it necessary to leave for the front without first having been paid. And after that there was no front to leave for.

At present many thousand soldiers are passing through Bordeaux on their way to the States, and an effort is being made to maintain the same standard. For the payment of these soldiers it has been necessary to open a branch office at Embarkation Camp No. 1 and also at Bassens docks. The branches are actively engaged in paying troops and in exchanging American for French funds for officers and enlisted men.

The port of Brest, familiarly known as "Mud City," like many another spot in France in this delightful season, is one of the three bottle-necks through which America is leaving France. During the week that ended January 7, Brest saw 17,167 troops depart. In the week ending January 21, 12,540 sailed. The total during the past month was just short of 60,000.

When part of the 162nd Infantry landed at St. Nazaire 14 months ago a detail of several men was chosen from its ranks to constitute the St. Nazaire Fire Department.

The detail soon organized itself into an efficient fire department with a real brass poole to slide down from the sleeping quarters to the fire engine, and everything was fine. But months later, when the 162nd Infantry was sending men to the front to replace those who had fallen, the fire department of St. Nazaire lost all interest in fires and everything else. Now the war is over, and the 162nd Infantry is on its way home, but the fire department at St. Nazaire sees no relief in sight for months to come.

The Place de Wilson has an unusual attraction for the American soldier in Brest. All the latest inventions for coaxing francs from the pockets of American soldiers are now running full blast within that recently rechristened square.

The old tricks of tossing wooden rings at alluring objects with intent to lasso somethin[illegible]th ten times what it costs to try [illegible] of the main features of the show. Bu[illegible] this case the objects to be lassoed are champagne bottles.

"Quite a task for me, I dare say," said a fat major as he crawled out from under a Ford truck that was stuck by the side of the road that leads from Brest to the Pontanezan barracks. "Quite a task, considering I haven't had any practice for over a year."

"What do you mean—practice?" a lieutenant asked.

"Well," the major explained. "I used to work in a garage before the war. But I never had to wallow in a foot of mud in those days."

A certain aviation lieutenant was recently assigned to a detail at Brest. A few days ago he said to a certain sergeant: "I want efficiency around this place; I want snap—lots of it. Efficiency and snap. That's what counts."

The sergeant saluted and walked out. As he passed a certain buck private, who sits in the outer office and professes to know something about the lieutenant, the private said to the sergeant:

"Efficiency, did he say? Huh! Do you know he was sent down here because he smashed up more planes for the United States Army than the Germans did themselves?"

The motor reception park near Bordeaux put into A.E.F. service 12,935 automobiles and trucks between December 15, 1917, and November 30, 1918—17 transports in the harbor at Bordeaux were unloading new trucks at the rate of 113 a day.

More than 1,500 trucks were being used in Base Section No. 2 alone when the war ended to take care of transport work and other details of housing, clothing and feeding the 250,000 American soldiers quartered in the section.

With so many American soldiers in Brest, these are busy days for the Claims Department. Hundreds of claims from French citizens come in every week. A woman presented a claim last week for 100 francs for a chicken that a truck driver had sent to its doom. "A chicken isn't worth a hundred francs," the lieutenant directed the interpreter to tell the woman.

"This one is," she replied. "It scratched up my vegetable garden."

The claim was marked unjust.

But some of the claims are quite just. A man was accidentally killed by an American truck. His relatives claimed funeral expenses.

On a recent Wednesday the sun shone all day at Brest for the first time in two months. Not a drop of rain fell during the day, a very unusual occurrence.

24 HOURS DAY'S WORK AT BIG GIEVRES YARD

Hump Solves Switching Problems at Railroad Half Way Point

"It's exactly the same kind of work they did in the States, and they are doing it better here than they did over there."

In these words an officer watching the movements in the classification yards at Gièvres last week disclosed the secret of one of the busiest spots in the S.O.S.

Gièvres is a half-way point between the base ports and the divisions located in the training areas, waiting to go home, and that part of the A.E.F. which is in Germany. Into Gièvres come the products from the States to be sorted and classified. Seventeen American locomotives handle and place the vast volume of freight which is pouring constantly into the 140 miles of railroad trackage.

Twenty-four hours constitutes the working day in the Gièvres yards. Trains handled in these yards are not switched, but are classified over a "hump," which term is familiar to every railroader. The cars are pulled or pushed to the top of the hump and then run onto the track for which they are destined by gravity. On each side of the hump are classification yards with a total of 35 tracks.

Previous to the signing of the armistice, for one month, an average of 1,694 cars were handled daily.

COLD? SO IT WAS IN JULY AT GIEVRES

Refrigerating Plant Supplies Whole Army With Beef and Willy

Various soldiers in various parts of the A.E.F. may have something to say about the temperature of their particular locality, but—

The most absolute downright cold job in the A.E.F. these days is held by 300 members of the Q.M. Corps. They work six days a week in the mammoth refrigeration plant which is a part of the great Supply Depot at Gièvres. The temperature there is uniformly below zero, and on the pipes which furnish not heat but coldness for the plant there is always frost an inch thick. It matters not if the temperature on the outside is 20 or 40 or 90 degrees, the frost remains and the temperature is constant—constantly down.

Here is stored the major part of the reserve meat rations of the A.E.F. The five big storage rooms making up the plant—which, incidentally rivals in size and convenience the best in the Chicago district—are capable of freezing 8,000 tons of beef. Besides the quarters and sides of beef, which will soon be steaks and slum, there are cases and cases of canned beef.

An idea of the vastness of the plant can be obtained when it is stated that the total amount of beef now stored there is sufficient to feed one pound to the entire population of New York, London, Paris, Chicago and Boston put together. Every 24 hours, 120 cars are handled, 60 coming in with their loads of beef from the States and 60 leaving for various parts of France and Germany.

The plant was put into operation in less than five months and has been operating steadily. Ammonia is forced through pipes near the ceilings of the rooms, and if these pipes were stretched in a straight line they would reach as far as from Philadelphia to New York.

THERE WILL BE A JOB WAITING FOR YOU BACK HOME

How Good a Job It Will Be Depends Largely Upon You

What is the situation of American business? Are the leaders of the financial and industrial world optimistic or pessimistic?

Is the readjustment from war conditions to peace conditions likely to result in a period of depression?

Are the men of the Army and Navy, as they become demobilized, finding it easy or difficult to secure positions? Have they gained or lost by their absence at the front?

In perfect frankness it must be said that the signing of the armistice with Germany resulted in a slow-down in certain industries. A good many men who had been employed in work connected directly with the war found their jobs completed, and have been compelled to seek new locations.

At first there was some apprehension as to just what the effects of this readjustment might be.

As time has passed, however, a feeling of confidence has spread through the business world. Recent letters issued by the best-known banks and well-informed business men gave voice to this feeling. Business is likely to be good in America for some time, the letters said. The ending of the war will lift an immense financial burden off the industries of the country; the stocks of goods all over the world are low; and there will be an immense demand for the materials of reconstruction.

All over the country there is a concerted movement on the part of employers to find places—and good places—for the men who have so bravely borne the burden of the battle at the front. Men need have little concern on this score; there will be jobs for them. The only question is how good will the jobs be? Will they be better or worse than the jobs the men left a year or more ago?

On this subject the experience of the Alexander Hamilton Institute throws an interesting light. On the day that the armistice was signed a larger number of applications were signed for the Alexander Hamilton Institute, "Modern Business Course and Service," than on any other day in its history.

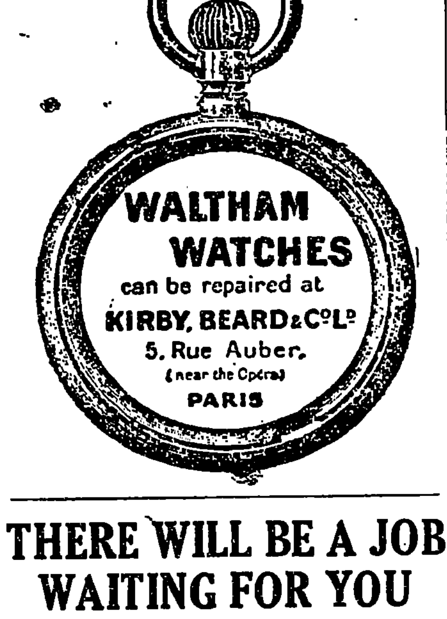
This means just one thing—that the men of America realize, as never before, that in the critical years just ahead the places of power and prestige in business are going only to men who have equipped themselves to handle them.

There is in this fact from the other side of the water an important pointer for the men still on this side. It is worth every man's while at this particular period to spend at least one evening in thoughtful consideration of the questions: "What is to be my future in business? Where shall I be ten years from now?" Any man in whose mind that question rests today will be doing himself a favor by sending for the Alexander Hamilton Institute's free book, "Forging Ahead in Business."

Write Alexander Hamilton Institute, Astor Place, New York City.

JOCKEY-CLUB
Established since 1885
104, Rue de Richelieu, PARIS
CIVILIAN AND MILITARY TAILORS
American new Officers regulation garment's in 4 days.

LYONS
GRAND NOUVEL HOTEL
11 Rue Grolée
Favorite Stopping Place of American Officers
Rooms from 6 to 30 francs



Knights of Columbus Club House
27 Blvd Malesherbes Paris
EVERYBODY WELCOME

AMERICAN EYE CLASSES
E. B. Meyrowitz
OPTICIAN
3, Rue Scribe PARIS
LONDON 1, Old Bond St. — NEW YORK 520 Fifth Ave.

MILITARY BAND INSTRUMENTS
BESSON & CO., Ltd.
198 Euston Rd., London, Eng.

Extra Fine Degla Dates
A two pound box sent to any address upon receipt of Ten Francs (Money order or cash).
RADY FARHAT, Tozeur, Tunisie

Walk-Over Shoes

Trade-Mark.
AMERICA'S BEST
34 Boulev. des Italiens
19-21 Bd des Capucines
PARIS
12 Rue de la République
LYONS

American University Union in Europe
Headquarters: 8 Rue de Richelieu, Paris.
LONDON BRANCH 16 Pall Mall East, S.W. 1. — ROME BRANCH Hotel Royal, via 20 Settembre.
The Union wishes to serve American College Men in Europe in every possible way.

When You Return to New York
STAY AT THE
HOTEL McALPIN or the WALDORF-ASTORIA
A substantial discount and every possible preference and attention to men in the Uniformed Service.

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 now 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 GARANTEE one must have the trade-mark:

MACDOUGAL & Co.,
1 bis RUE AUBER (Opposite American Express Co.)
American Military Tailors
UNIFORMS TO ORDER IN 48 HOURS
Interlined Trench Coats, Embroidered Insignia and Service Stripes, Sam Brown Belts, etc.

FOR THE AMERICAN AND ENGLISH ARMIES
THE BEST DISHES READY FOR USE ARE PREPARED BY

Amieux frères
Cassoulet (Stewed goose and beans) | Roast Chicken
Bacon and Cabbage | Veal with Jelly
Pork and Beans | Veal and spinach
Stewed Mutton | Sausages and tomato sauce
| Beef and Cabbage
| Truffled Pastes
| Head cheese : Branda
| Sardines, etc....
SOLD BY ALL GROCERIES

Absolutely unique in their qualities
STATE EXPRESS
CIGARETTES
No. 555 VIRGINIA — No. 444 TURKISH
Manufactured at
ARDATH PALACE OF INDUSTRY, London

BARKERS
THE GREAT MILITARY OUTFITTERS
KENSINGTON HIGH ST., LONDON, W.8.
FAMOUS 'KENBAR' TRENCH COAT
AMERICAN OFFICERS
Please Note
The "Kenbar" is the officer's great favorite, and the sales are increasing daily. Guaranteed absolutely proof against any weather. Made from our noted trebly-proofed KENBAR-CORD. Lined throughout proofed check woolen and interlined oiled fabric. Every detail so necessary for the most strenuous wear in the trenches is embodied in this excellent Coat. The collar can be worn in four positions. The sleeves are made with reinforced elbows, and the skirt is cut full and fitted with cavalry gusset. The "Kenbar" is the finest cut and best-tailored Trench Coat in London.
Cut with Raglan sleeves and very easy armholes, and can easily be slipped on over a British Warm. Send your order at once mentioning only chest measurement taken over Service Jacket, and a perfect fit is guaranteed.
$26.25
With detachable Fleece lining, or with Fleece Overcoat $37.50. Supplied (as sketch) with Fur Collar of Wallaby, $6.25 extra. With pur collar of Musquash $11.25 extra.
Good quality Fleece Undercoats for wearing under Trench Coats at $11.25.
These are greatly in demand, and very warm and cosy.
ORDERS EXECUTED IN STRICT ROTATION.

The Coat the Officer *will* have
JOHN BARKER AND COMPANY LTD., KENSINGTON, W.8.