

MEUSE-ARGONNE PART OF GENERAL ALLIED OFFENSIVE

First Army Given Task of Battering in Hinges of Western Front

630,000 AMERICANS IN FIGHT

Operation Directed Against Positions Vital to Enemy's Whole System of Defense

In describing the series of tremendous events beginning September 26 and ending November 11, 1918, which constituted the Battle of the Meuse-Argonne, it would be impossible to do justice either to the First American Army or to the armies of its Allies, whose co-ordinated efforts made the final victory possible, without first of all placing the American operations in their proper relation to events in the whole arena of the World War and so focusing them that their significance may be either diminished or magnified in comparison with the struggles by which, along fronts totaling hundreds of miles in length, the other forces of the Allies were, during the same days and weeks, driving the common enemy through other portions of his massive defensive systems and reducing him eventually to the necessity for ignominious surrender.

Had the battle of the Meuse-Argonne occurred before midsummer, 1914, it would have been, in point of numbers engaged, the greatest battle up to that time in the world's history, for in it were employed more than 630,000 American troops and 135,000 French troops under American command, making a total of nearly 770,000 men on the Allied side, against which, as nearly as can be estimated at present, the Germans employed during the course of the battle about 262,000 men. Measured along the line of defense, these American forces broke through on a front of about 45 kilometers.

At the same time, however, on the remainder of the Western front between the Argonne forest and the sea, a distance of about 325 kilometers, the French, British and Belgians were employing simultaneous offensive operations forces largely exceeding 2,000,000 men, while on the 270 kilometers of the Italian front, which, in an strategic sense, is the longest, the simultaneous offensive operations forces largely exceeded 2,000,000 men, while on the 270 kilometers of the Italian front, which, in an strategic sense, is the longest, the simultaneous offensive operations forces largely exceeded 2,000,000 men.

Part in General Offensive

The First American Army, with its great numbers and potent driving power, forced the enemy during the battle to employ numbers of his men, which, in comparison with the efforts the German defensive systems could never have been conquered on other parts of the front. But, conversely, it was the great numbers of men which rendered the American victory possible, because the enemy was obliged to dissipate against the several attacks all the resources which otherwise he would have been able to throw in against the Americans until enough German troops were on the ground to bring the American attack to a standstill.

The grand final offensive, as conducted by Marshal Foch from the North Sea to the deserts of the Holy Land, was, in effect, the opening of a great machine, in which each army performed the part of an intermeshing cog without whose action the whole machine might have stopped.

The Central Powers, in the autumn of 1918, might be likened to a bandit gang besieged by the police in a house which they had fortified. Of the four rooms of the house the main one, which otherwise he would have been able to throw in against the Americans until enough German troops were on the ground to bring the American attack to a standstill.

Only Ringled Left

There remained, then, only the chief of the gang, Germany. His door into Austria's room was now, also, open to attack. That he could have successfully held it until the closing of October 31, had been practically rendered helpless. The inner door between Bulgaria's and Austria's rooms was now exposed to a rush, but before he could be made to open it, on October 24, battered in the front door of Austria's room along the Plave River and in the Trentino, and on November 4 the third bandit was slain.

Continued on Page 8

TO PAY ON AFFIDAVIT

Organization and detachment commanders have been ordered to prepare at once supplementary service records and pay cards to permit immediate payment of all men whose current pay, or pay on discharge, has been withheld because service records were missing or incomplete. These supplementary records will be based upon personal affidavits of soldiers to be paid. The form of these affidavits is prescribed in G.O. 39, G.H.Q. The soldier to be paid must give the date of his enlistment and the previous date up to which he had been paid in full. He must list all partial payments he has received since the last date he was paid. The affidavit also contains a clause by which the soldier acknowledges that he understands that any falsification contained in the affidavit makes him liable to prosecution for making a fraudulent claim.

BATHER BATHES, SHAVER SHAVES, BUT ALL IN VAIN

Inspection Frame-Up Works Fine but Lacks Audience

If cleanliness is next to godliness, as is commonly reported, there is one group down at Bordeaux which will shortly put in a requisition for an assortment of halos, OD, issue, size 7 1/4. They figure that if anybody ever deserved them, they do.

It was this way. At Bordeaux they have an extensive delousing plant, where, day many—and must—get shaved, bathed, disinfected, new underclothes and, otherwise purified. Of course, when somebody spread the tale that General Pershing was coming to town to give the camp the double O, all the attendants at Delousery No. 1 set out to make the best showing in their career.

Now it so happened that at this precise time no outfit was due to go through the delousery. But did that phase the staff of delousers? Never! From the personnel there and thereabouts they drafted a handful of more or less willing subjects, with strict instructions to keep them on the job until the General appeared.

Subject No. 1 was elected to be getting shaved, while the others were distributed liberally through all the departments of the delousery—the place where the soap is applied, the spraying room, the fresh underwear stall and all the rest. The barber's patient protested at the outset that he had already had a shave that morning, but after he had been given the first razor and had come out from under the hot towels his protests subsided.

Great Opportunity for Barber

For the first time in history a barber was given unlimited opportunity to exhaust his repertoire. At the end of the third shave and third haircut the patient was doing well and the barber was proceeding, alternating with clippers and razor with his left eye always on the door and his left ear ranged for general staff footsteps. But General Pershing did not appear. Two hours had passed.

It was the same down through the other rooms. Subject No. 2 in the shower bath determined to protest, but he had been hydraulically engineered out of all the weight he had gained in six months as K.P. A doughboy surrounded by fresh notables collected, was being automatically replenished and reduced by a string of attendants whenever the sound of a motor came from the road was suspiciously determined when the staff was being churged up to him.

General Pershing stepped briskly into the anteroom of the delousery.

"Ten-sion!" shouted the surprised sergeant who turned the water into the shower pipes.

"Sir, the men to be bathed are just coming from the barracks," explained the escorting lieutenant.

LA ROCHELLE HAS 90,000 FRANC JAG

Cognac-Laden Train Emptied by Three Full Nations

Partisan opponents of prohibition have attempted to show its cost in dollars and cents, according to Quartermaster reports from La Rochelle the United States government has a bill for 90,000 francs, which, those who were there declare, is directly attributable to the fact that the States are going dry before the boys in Base Section No. 7 get back.

A freight car, loaded, according to the French, with cognac, was run into a siding at La Rochelle. When examined later it was not loaded. The surrounding community was everybody, from the serious French guards to the grinning prisoners, was filled with a new spirit of cordiality that threatened the existing state and established an entente cordiale that the League of Nations might envy. The police even, for the moment, forgot his revenge. The Americans forgot taps. In fact, the entire incident was forgotten by the French.

Local diplomats are now trying to figure the 90,000 francs into the pocket of those offered and a salary of \$20 a month. The men had to sign a contract to work in France for six months.

CALL OF AMERICA OUTBIDS DOLLARS

Not All of Engineering Regiment Responds to Bonus Offer

What home means to the American soldier, and just how anxious he is for the trip across the ocean, was indicated last week when an American firm, about to embark upon a private project in this country, offered jobs to the members of an engineering regiment on its way to the embarkation camp.

AWOL OFFICER GETS YEAR

Dismissal from the service and one year's confinement at hard labor is the sentence which a general court martial has imposed upon former 2nd Lieut. Raymond G. Shean, 314th Field Artillery, for being absent from duty without leave. The sentence has been approved at G.H.Q.

DRAFT DODGERS' CLUB

"The Draft Dodgers' Club" is the name which has been facetiously given to an organization, the total membership of which comprises four seasoned men of Company D, 18th Engineers (Railway). The company's last assignment was to the front lines of the war and have been in France over 18 months.

BATTLE FLAGS TO CARRY TOKENS OF A.E.F. UNITS' WORK

Silver Bands on Lances of Standards Will Tell Story of War

AS PERMANENT MEMENTO

Every Major Operation and Sector of Front Occupied Will Be Duly Accredited to Troops

When the battleflags of the A.E.F. are carried through the streets of scores of American cities in the last parades before divisions disband and soldiers become civilians, those colors and standards will bear the silver mementos that show just what part each organization took in the fighting in France.

Silver hands will be engraved and placed on each organization's color pole or lance of the standard, and there will be a silver band for every battle counted a major operation and for every sector of the front that the organization occupied. The dates of battles and occupation of sectors will be on the plates.

Temporarily each organization will receive before it leaves France silver ribbons to stand for the silver bands, because there is not sufficient time to have the bands prepared and engraved. As rapidly as possible the ribbons will be taken from the poles and lances and replaced by the bands.

In awarding the silver decorations to organizations G.H.Q. will follow this general assumption, which is given in G.O. 41: "The entire war was in reality a continuous battle. The effect of this premise is that any unit occupying a sector, whether active or quiet, is entitled to participation in battle."

Major Operations List

Lists are now being prepared by the Operations Section of the General Staff showing in detail the battle and operation credits to which each organization is entitled. In general, the silver bands will be engraved following the engagement of the major departments of the S.O.S. The official list of major operations, which, revised to date, stands as follows:

- Somme Defensive, France, March 21—April 6, 1918.
Lys Defensive, France, April 9—April 27, 1918.
Aisne Defensive, France, May 27—June 5, 1918.
Montdidier - Noyon Defensive, France, June 9—June 13, 1918.
Champagne-Marne Defensive, France, July 18—July 19, 1918.
Aisne - Marne Offensive, France, July 18—August 6, 1918.
Somme Offensive, France, August 8—November 11, 1918.
Case-Aleone Offensive, France, August 19—November 11, 1918.
Argonne Offensive, France and Belgium, August 19—November 11, 1918.
St. Mihiel Offensive, France, Sept. 12—Sept. 16, 1918.
Battle of Vittorio-Veneto, Italy, Oct. 24—Nov. 4, 1918.
"Operations for what are officially spoken of as 'other engagements' and 'minor affairs' will be awarded, as these minor affairs will be presumed to be part of the main operations."
In general, the list of operations as given above follows the one previously prescribed in G.O. 4, G.H.Q., to be followed in making the battle flags. Address: MESSAGERIES DES OFFICIERS and enlisted men. A notable addition to this previously announced list, however, is the battle of Vittorio-Veneto, Italy, in which French and American units of the 33rd Division, took part.
The general order also states that the attack of the Fourth French Army west of the Argonne, from Sept. 26, 1918, to November 11, 1918, made in conjunction with the First American Army, will be considered a part of the Meuse-Argonne offensive. Under this ruling, organizations of the 2nd and 30th American Divisions and other units which participated in this action with the French will be entitled to this notation. "Messe-Argonne Offensive (Champagne), France," with the dates of participation added.

"WALLY: HIS CARTOONS OF THE A.E.F."

The light and shade serial history of the A.E.F. that has been appearing on page 7 of THE STARS AND STRIPES ever since it began publication has become a favorite with the boys. "Wally: His Cartoons of the A.E.F." is on sale at five francs a copy for as many copies as the soldier wants. The profits will be turned over to THE STARS AND STRIPES Continuation Fund for the future care of the A.E.F.'s 33rd French Division.

The book contains 50 cartoons. All are printed from the original plates and are therefore of the same size as they appeared in THE STARS AND STRIPES. They are on sale by Field Agents of THE STARS AND STRIPES, and by Army canteens, French canteens throughout the A.E.F. NO MAIL ORDERS FOR THE BOOKS WILL BE RECEIVED BY THE STARS AND STRIPES, and owing to inability of loss, members of the A.E.F. are urged to purchase books through the nearest agent. Mail orders will be filled at the following address: MESSAGERIES DES JOURNAUX, HACHETE & CIE, American Dept., 111 Rue Renanur, Paris.

Orders placed in this manner must be accompanied by a remittance of 51X francs for each copy, the additional franc covering cost of wrapping and postage.

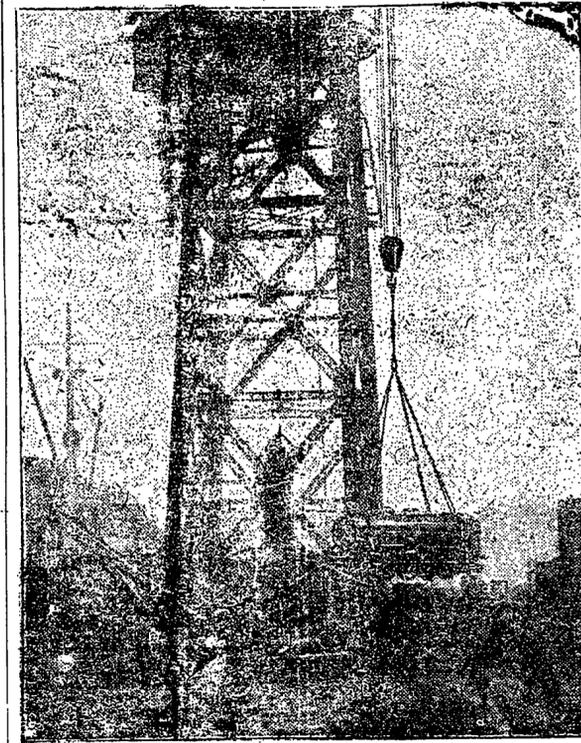
The following Field Agents of THE STARS AND STRIPES, who can be reached at their Army post offices, have the cartoon book for sale:

- Division Agent: 1st Division, Cpl. L. A. Henning; 2nd Division, Sgt. Jos. J. Lawrence; 3rd Division, Pvt. A. Bernard; 4th Division, Sgt. A. T. Gerber; 5th Division, Sgt. Bruce Moran; 6th Division, Sgt. Lloyd Merriman; 7th Division, Cpl. James D. Martin; 8th Division, Sgt. Arthur Pringle; 9th Division, Cpl. J. S. Fitzgerald; 10th Division, Sgt. Roy C. Kousar; 11th Division, Sgt. L. W. Leecliff; 12th Division, Pvt. Joseph Dee.

- 1st Army Corps, Sgt. C. L. Geesey; 3rd Army Corps, Sgt. Edward Weesner; 4th Army Corps, Sgt. Geo. M. Sangster; Bar-le-Duc, Sgt. Wm. H. Murphy; Bar-sur-Seine, Sgt. D. L. Miller; Bordeaux, Sgt. Hugh Grinstead; Brest, Cpl. Ernie Vienu; Biols, Cpl. Ed. S. Hipp; Chateau-Saint-Simeon, Cpl. Duke V. Farry; Chaumont, Sgt. Archie Henderson; Dijon, Sgt. Leland Gilbert; Epinal, Cpl. Saul Goldberg; Givry, Sgt. Claude Bristol; Langres, Cpl. Wm. E. Penland; Is-sur-Tille, Cpl. Wm. H. Heritage; Joinville, Sgt. Harold Sigmond; Langres, Sgt. Paul Corcoran; La Rochelle, Sgt. Harry Bee;

- Coblenz Branch Office, Sgt. Thomas Clary; Trier Branch Office, Sgt. R. E. Mattee; London Branch Office (Goring Hotel), Sgt. Maj. Wm. L. Hooker; Le Mans Branch Office, Sgt. Arthur V. Sweeney; La Valdanon, Cpl. Fred J. Bonnet; Le Havre, Sgt. Clayton Ripier; Marseille, Sgt. Leonard Carroll; Meaux, Sgt. G. T. Ruddant; Mecon, Cpl. A. H. Nichols; Nancy, Cpl. E. J. Beckmann; Nevers, Sgt. John Haggerty; Nice, Sgt. Wm. Hale; Paris, Sgt. Norman D. Huff; St. Alignan, Cpl. E. B. Charman; St. Nazaire, Sgt. G. J. Forn; Soresy, Cpl. Ernest Huggins; Toul, Sgt. H. A. Stanley; Tours, Sgt. Peter C. Walsh;

SHIP TO TRACKS—15 MINUTES



One of a boatload of 36 American locomotives coming down to earth for the opening of its career on the A.E.F.'s Lines of Communication

CAUCUS TO PLAN VETERANS' BODY FOR WHOLE ARMY

When something over 15,000 officers and enlisted men, representing the whole A.E.F., get together in Paris tomorrow to talk over the problem of organizing a national society for veterans of this war, they will start with a clean slate, according to members of the temporary committee which was formed to bring the question to the attention of the whole Army.

The new organization will not be born full grown, the committee emphasized. There are no preconceived objects, no policies, no causes which have been mapped out in advance, it is stated, other than the one object of perpetuating the relationship formed while in the military service.

The sole purpose of the caucus, the temporary committee which is in charge of the meeting explains, will be to take the necessary steps toward the organization of one great association to include the men who have served their country under arms in this war, an association "similar in character to the Grand Army of the Republic or the United Confederate Veterans, and composed of all parties, all creeds and all ranks who wish to perpetuate the relationships formed while in the military service."

Fifteen hundred invitations were sent out to representative members of the A.E.F., asking the recipients to take advantage of their three-day leave privilege to visit Paris and attend the caucus. The initiation of such a movement," says the invitation, "is the difficulty of assembling

LONG, LONG TRAIL OF STEEL LINKED LINE WITH BASES

Continued on Page 3

After-War Association Subject of Paris Meeting Tomorrow

Continued on Page 3

Railway Engineers, 29,000 Strong, Maintained Army's L. of C.

This is the first of a series of articles dealing with the activities of the major departments of the S.O.S. The work of the Motor Transport Corps will be summarized in the next article.

The summer of 1917 saw the beginning of the long, long trail of steel from battle line to port over which has passed the greatest expeditionary force in history, with all its guns, equipment, food and clothes.

Today there are 29,000 American soldiers railroading in France. They move 30 great trains of supplies from the ports daily, carrying about 1,400 tons each, they have built and maintained seven huge terminals, they have set up and operated their own storage depots, regulating yards, ammunition yards and depots and their own repair shops.

The story of these men is the story of strong things freighted. Last month they ran 4,248 freight trains 498,151 kilometers with freight alone. Their tonnage depot at Gievres is by far the largest in the world. While other railroads may worry for coal, they have three of the largest coal piles outside of a mine in existence, two at Gievres and one at Nevers. There are 173,000 tons of coal in one of these piles.

And while the number of troops they have hauled is only known as approximately 2,000,000, there are very few of them who have not had more than one ride, and they are still hugging at S.O.S. headquarters in the motor transport cars.

So, too, it will be in all probability a khaki clad engineer who drives the last train load of homeward bound Yanks rejoicing into port.

SHIP TO TRACKS—15 MINUTES

Continued on Page 3

Continued on Page 3

Continued on Page 3

Continued on Page 3

How and Where Lines Run

The Lines of Communication are the railroad lines over which supplies for the Army and Trenches are delivered to the front through the regulating stations to the railheads.

The first includes the line from St. Nazaire through Gievres, Nevers and Dijon to Reims and Lillole-Grand, the line from Reims through La Rochelle, Saumur and the line from Bordeaux to Bourges. It was estimated that this railroad would be able to take care of 25,000 tons of freight per day for the American Army.

As soon as the daily traffic grew to exceed this amount the second line from Bourges through Comans and St. Florentin to the front was established. This line, Lillole-Grand was to handle the new additional 15,000 tons. The third line, from Tours through Blois, Orleans, Montargis and Troyes would take care of a further daily traffic of 10,000 tons. The fourth line from Orleans to Connaur was still being operated by the French Army at the time the armistice was signed.

Three other important railroad lines were used mainly for the transportation of troops, these being from Bordeaux to Tours, Brest to Le Mans and Tours, and from Cherbourg and Le Havre through Le Mans to Tours, where they joined the main line.

Organizing the L. of C. The first step taken to organize the lines of communication for a great American Army to be sent to France was the sending of a commission to Europe shortly after war was declared. This commission landed at Liverpool May 23, 1917, and included Maj. William D. Parsons, chief engineer of the New York subway; Maj. W. J. Wilgus, vice president of the New York Central Railway Company; Capt. A. R. Barber of the Engineer Corps; W. A. Garrett of the Temington Army Company; and F. De St. Phalle, motive power and rolling stock expert of the Baldwin locomotive works.

The commission at once conferred with the transportation officials of the British and French armies, visited all parts of the front and made a report upon the basis of which communications for the coming American Army were established through Le Mans.

The Transportation Department of the A.E.F. was organized just as a great railroad system would be in the States. Control was centralized and Brig. Gen. W. V. Atterbury, formerly vice president of the Pennsylvania railroad, was made Director General of Transportation and put in charge of all railroads and Army transport serv-

Continued on Page 2

59,209 SET SAIL IN A.E.F.'S BEST GOING-HOME WEEK

30th Division Now on Way to Fit Welcome in Charleston

WILL KEEP UNITS INTACT

Idea Is to Give Separate Status to Change to Their Regiments That They Sent Forth

Last week was the best embarkation week since the A.E.F. started going home. In the last seven days for which figures are available 59,209 officers and enlisted men walked up the gang planks of homeward bound vessels at Brest, Bordeaux, St. Nazaire and Marseille. The greatest number embarking in any previous week was 54,424, in the week ending February 5.

The 30th Division, composed of the National Guard of North Carolina, South Carolina and Tennessee, is now on its way to the States and a glorious welcome.

Last week New York came down to its waterfront to cheer for its own division, the 27th. Next week the harbor of Charleston, South Carolina, is to be the scene of one of the historic events of the war with a purely American setting.

The 30th Division will be the first divisional or regimental unit to be landed in a port other than New York. In many ways it is regarded as peculiarly appropriate that the 30th should follow the 27th home so closely. Those two divisions fought side by side through most of their long stay on the British front, composing the Second Army Corps. The 27th and 30th together helped in the September attack in Picardy that resulted in the breaking of the Hindenburg line. The 27th had hoped to take part in a New York celebration in honor of the 30th.

37th to Be Greeted by Ohio

The first units of the 30th embarked at St. Nazaire Monday, and the whole division is expected to be on the ocean by tomorrow or the day after.

Another division that will soon be marching through the city streets of its native State if the 37th, composed of troops

LONG, LONG TRAIL OF STEEL LINKED LINE WITH BASES

Continued on Page 2

PRESIDENT AGAIN AT PEACE TABLE; SETTLEMENT SOON

Continued on Page 2

Tells America He Won't Come Back Till It's Over Over Here

Continued on Page 2

Special Trains Functioning

A great train-operating machine has been set up in France to handle the great travel increase without overtaxing French passenger trains. The special A.E.F. trains are now carrying 77 per cent of the troops since December 1. Up to December 1 there had been only 74,278 Class A leaves. In December the number of leaves was 190,000, and the average is going right on going up, the Leave Area Bureau promises.

Up to a recent date 273,278 soldiers in the A.E.F. had been given seven-day leaves and the great majority have been utilized to the extent they might have been. Figures show that the leave areas in the last three months received only one-half as many soldiers as they were prepared to accommodate. With accommodations waiting for 32,000 men every week, the leave areas contained an average of only 17,000 men a week.

The Bureau is soundly the sentiments of the A.E.F., believing that the facilities provided in the past have been utilized to the extent they might have been. Figures show that the leave areas in the last three months received only one-half as many soldiers as they were prepared to accommodate. With accommodations waiting for 32,000 men every week, the leave areas contained an average of only 17,000 men a week.

The distribution of permissionnaires, the Leave Area Bureau has adopted a new policy that will not confine troops from any particular Army to a certain area, but will permit them to go to any of the areas. Hitherto different Armies and S.O.S. sections had assigned to them definite areas—the Third Army to Aix-les-Bains and the First Army to the Riviera. There are now three areas, the Riviera, Saint Malo, Dinard or the Pyrenees. All these assignments hitherto have been largely governed by the transportation facilities. The plan of shifting around is made possible by the enlargement of the train service.

Daily Service for First Army

Is-sur-Tille is the clearing station for Third and Second Army trains of permissionnaires. Latest arrangements provide a daily leave train service between Coblenz and Is-sur-Tille. Special trains are run from Second Army railheads to Is-sur-Tille, where solid trains are made up for the various leave areas. From the railheads of the First Army there are now trains a week to leave areas, but a daily service is planned. Paris has a daily service with the Riviera. The Le Mans omnibus service has been changed to leave trains for St. Malo and the Pyrenees.

Amusements in the leave areas are entirely in the hands of the Y.M.C.A., which has leased the Riviera. There are picture shows, established canteens and rest rooms, provided vaudeville, and arranged for dances, hikes and sightseeing expeditions. The Riviera has 350 Y.M.C.A. men at work in the areas. One hundred and sixty-seven officers of the A.E.F. and 1,657 enlisted men are stationed in the areas also.

As one feature of the enlargement of leave privileges, Bulletin 10, Hq., S.O.S., provides that men going on leave shall be paid up to the end of the last calendar month before their departure, proper notations to be made in their pay books.

A.E.F. GENERAL BUSTED

The bust of a famous American general, done in relief on a base of burlap by an ex-member of the now extinct camouflage school, is all that remains in the camp near Dijon where these artists worked. The face of this general is haggard and worn, his features are blurred slightly by contact with the heavy rains in the section and his eyebrows are splashed by mud.

But he remains there—at least the bust remains there—in an ash can near the entrance to the camp, which is now a haven for casuals and soldiers on leave.

Various schemes of camouflage were practiced at this school but now all material has either been salvaged or destroyed.

PLANS FOR PASSOVER

In connection with the elaborate preparations being made for the observance by the Jews in the American Army of the Feast of the Passover between April 14 and 22, it is announced that the Jewish Welfare Board has arranged to have a sufficient amount of unleavened bread for all of that faith to eat that bread and no other during that period.

The bread will be baked at a bakery near Paris and distributed by the Depot Quartermaster of the Army at Paris to all parts of the A.E.F.

200,000 A.E.F. MEN TO ENJOY LEAVES BY END OF APRIL

Concerted Effort Planned to Keep 19 Areas Filled to Capacity

TRAIN PROBLEM SOLVED

Centers to Be Established on Swiss Border, Also Probably in Belgium and Germany

With most of the A.E.F. marking time, the monotony of waiting for a home-bound transport is going to be alleviated during the coming spring and summer by vacations for thousands of soldiers at famous French beauty spots and pleasure resorts.

At least 200,000 soldiers are going to get seven-day leaves in the remaining weeks of March and in April. From now on a concentrated effort will be made to keep all of the A.E.F.'s 19 leave areas filled to their capacity, and if the step is justified other areas will be opened. One of the main difficulties in the way of keeping the areas filled—transportation—has been solved.

Seventy-eight trains are running to and from leave areas, the conditions under which leaves are granted are liberal, accommodations and provisions for amusement have all been made—everything is in readiness for the great spring drive of the Army on the pleasant places of France. All that remains to be done rests with company C.O.'s and with the men themselves.

On Border of Switzerland

In anticipation of the springtime travel and recreation opening, the Leave Area Bureau is practically sure it will be able to open up at least one new area—Lake Geneva, on the border of Switzerland—and it hopes to establish others in Belgium and in the Rhineland. It all depends on how great the volume of permissionnaires will be.

The Bureau is soundly the sentiments of the A.E.F., believing that the facilities provided in the past have been utilized to the extent they might have been. Figures show that the leave areas in the last three months received only one-half as many soldiers as they were prepared to accommodate. With accommodations waiting for 32,000 men every week, the leave areas contained an average of only 17,000 men a week.

The distribution of permissionnaires, the Leave Area Bureau has adopted a new policy that will not confine troops from any particular Army to a certain area, but will permit them to go to any of the areas. Hitherto different Armies and S.O.S. sections had assigned to them definite areas—the Third Army to Aix-les-Bains and the First Army to the Riviera. There are now three areas, the Riviera, Saint Malo, Dinard or the Pyrenees. All these assignments hitherto have been largely governed by the transportation facilities. The plan of shifting around is made possible by the enlargement of the train service.

Amusements in the leave areas are entirely in the hands of the Y.M.C.A., which has leased the Riviera. There are picture shows, established canteens and rest rooms, provided vaudeville, and arranged for dances, hikes and sightseeing expeditions. The Riviera has 350 Y.M.C.A. men at work in the areas. One hundred and sixty-seven officers of the A.E.F. and 1,657 enlisted men are stationed in the areas also.

As one feature of the enlargement of leave privileges, Bulletin 10, Hq., S.O.S., provides that men going on leave shall be paid up to the end of the last calendar month before their departure, proper notations to be made in their pay books.

Daily Service for First Army