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

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of the old Ohio National Guard. This division has been marching aboard boats this week at Brest. It will land in New York. Practically all its Artillery units sailed early in the week, and the last few days saw most of the Infantry walk up the gangplanks.

The 37th won hard-earned credit in the Meuse-Argonne drive, particularly in the taking of Montfaucon, and later, after a swift and dramatic shifting from the neighborhood of Verdun to Flanders, fought out the closing days of the war in the series of battles in Belgium.

The 91st Division, from the Pacific Coast, will move into the St. Nazaire embarkation area within the next few days and will be one of the divisions next to return. The 85th Division is also arriving at the embarkation camp.

212,000 to Sail in March

Embarkation officials expect that the total number of men returning in March will be around 212,000, of whom 125,000 will have boarded ship at Brest. Brest reports sending 241,000 troops home since the signing of the armistice.

Indicating the speed with which embarkations are now conducted, the George Washington, the former German liner on which President Wilson has made both his trips to France, arrived at Brest yesterday, and is scheduled to sail with a full passenger list of troops tomorrow—48 hours after docking.

Of those sailing last week, 2,066 were officers and 56,143 were enlisted men. Casuals won highest honors for comparative numbers, with 847 officers and 20,291 enlisted men, but Infantry made a good showing in second place with 312 officers and 12,850 enlisted men. The Artillery regiments also figured well up in the total, contributing 304 officers and 8,829 enlisted men.

The Air Service, the Ordnance Department and Ammunition Trains all passed the 1,000 mark, and the Tank Corps surpassed all its other weekly records by sending home 225 officers and 4,462 enlisted men.

German Defi No Holdup

Officials of the A.E.F. and of the United States Shipping Board in late statements have expressed their opinions that the refusal of the German delegates at Spa to sign over for delivery German merchant shipping under the armistice terms will not materially affect the rate of departure of the A.E.F. The question is regarded as purely one of details, which will be settled at least by the time the boats would have been available under the arranged plans.

A leader of the Shipping Board said there was nothing to prevent the Allies from going into the German harbors to take the ships by force.

Following the arrival last week of the 27th Division at New York aboard the Leviathan and the Mauretania and the enthusiastic welcome extended to those New York soldiers as their transports passed the Statue of Liberty and the water fronts, it became known this week that the official policy will favor the sending home of divisions intact and closely grouped so far as shipping conditions permit.

Divisions to Be Bunched

From the time they leave the embarkation camps, the policy will be to keep the various homegoing divisions as nearly intact as feasible. They will be sent home, as far as possible, on ships which will arrive in the States within a few days of each other. This will give the nation a chance to welcome, in their present identity, the now famous fighting divisions of the A.E.F., both at the Atlantic seaboard and in the geographical section of the country from which they originated.

Following is a table showing the number of officers and enlisted men of the different services who sailed for the States in the week ending March 5:

	Officers.	Men.
Air Service	38	1,092
Ammunition Train	56	2,023
Artillery	304	8,829
Casuals	847	20,291
Engineers	57	1,935
Headquarters	46	389
Infantry	312	12,850
Machine Gun	43	1,502
Medical	95	1,200
Ordnance	11	276
Signal Corps	20	611
Tank Corps	225	4,462
Supply Trains	12	443
Train Headquarters	3	24
Miscellaneous	2	207
Total for week	2,066	56,143
Previously reported	24,167	383,204
Total to date	26,233	439,347

A Few Passengers

Recent sailings include the following vessels and units:

S.S. Calamares: Det. 348th Inf.; Det. 26th Engrs., Hq. Det., Hq. 1st Bn., Hq. 2nd Bn., Med. Det. Cos A, B, C, D, E and F; convalescents and casuals. S.S. Amamaru: 6th and 8th U.S.M.C.R.; Med. Det. S.S. Espazne: 303th Trans. Co.; casual Det.; 5th Trans. Co.; Det. Base Hosp. 30. S.S. Hollandia: 102nd Fld. Sig. Bn.; Mob. Hosp. 101; casuals. U.S.S. Agamemnon: 102nd Engrs., San. Det., 2nd Bn. Hq., Cos. E and F; convalescents and casuals. S.S. Patria: 306th Bde. Tank Co.; casuals. S.S. Francesca: Casuals. S.S. Italia: Ord. Det., Hq., S.O.S.; casuals. U.S.S. Mt. Vernon: 102nd Sup. Tr.; 102nd San. Tr.; 102nd Am Tr.; 102nd M.T. Co.; casuals and convalescents. U.S.S. America: 104th Fld. Art.; 105th Fld. Art.; 106th Fld. Art.; 52nd Bde. Fld. Art. Hq.; Mob. Hosp. 105; 13th Aero Squad; 93d Aero Squad; 155th Aero Squad; casuals and convalescents. S.S. Argentina: 19th Grand Div. Trans. Qr., Cos. 81 and 104; casuals. S.S. Panama: 49th Art., C.A.C.; F. and S. Hq., Sup., Ord. and Med. Dets., Btys. A, B, C, D, E and F; 72nd Art., C.A.C.; 5th Corps Art. Park; casuals. U.S.S. South Carolina: 5th Aero Park Det. and casuals. U.S.S. Louisiana: Balloon Wing Cos. and casuals. U.S.S. Missouri: 106th M.G. Co.; casuals. U.S.S. Charleston: 27th Aero Squad.; 174th Aero Squad.; casuals. H.M.S. Hereford: casuals. S.S. Giuseppe Verdi: 157th, 6th, 82nd, 115th, 137th Cos. Trans. Qr.; casuals. S.S. Venezia: casuals. S.S. Dakotan: 135th Aero Squad.; 17th Aero Squad.; 27th Engrs., Hq. and San. Det., Cos. A, B, C, D, E and F; casuals. S.S. Santa Teresa: 13th Fld. Art. Hq., Med. Det. and Supply Co., Cos. A, B, C, D, E and F. S.S. Tivierre: Det. Base Hosp. 27; Det. Base Hosp. 1. S.S. Melrose: 317th Tank Co.; casuals.

MARSEILLE, IN RECORD TIME, SHIPS 10,000 HOME

Over 10,000 members of the A.E.F. have recently been sent to the States by way of Marseille. Being a casual is tough at any time, but being a casual at Marseille, or sailing from there aboard the big Italian liners which put in at that port for American troops, is better than being a private in a regularly sailing organization.

Marseille, so the soldiers and officers who conduct the port argue, is better than any of the others. Comparative little rain, usually days flooded with warm, almost hot sunshine, practically no delay in connection with the embarkation and assignment of troops, an ideal embarkation camp, situated less than a mile from the piers—these are the features of the Mediterranean city, which is no longer an American port for supplies and rations, but is rapidly developing into a homegoing port.

When the companies are ticketed from the casual camps to the States, via Marseille, it means the States with no delay. For the United States has no regular port there since the incoming freight docks were returned to the French, and the arrival of troops destined for assignment aboard one of the Italian liners which stop there on the trip from Italy to the States, is usually coincident with the docking of the ship. The loading is simple, for the soldiers are ready for the boats and often they go aboard the ship without any delay.

Different from the homegoing trip from Brest, St. Nazaire or even Bordeaux is the cruise from Marseille. Soldiers leaving the latter place view the rock which made famous an insurance company in the States, skirt the coast of Spain, and then steam in a direct line for New York. The running time of these boats isn't much longer than the average time for American transports and in some instances not as great.

It was planned, or rather anticipated, when it was decided to open Marseille as an embarkation port to accommodate 10,000 troops a month. In the first nine days of this month more than this number were sent through and it is expected in the succeeding months the original total will be more than doubled. There are plenty of casuals still in France, it was explained, and they are ordered to the port as quickly as there are ships to accommodate them.

The embarkation camp near Marseille is ideally located, and without a sign of mud, except of course after an occasional rain. It is operated by 41 officers and 88 enlisted men. This personnel works day and night when the occasion arises, and has succeeded in keeping the port practically bare of soldiers having a homegoing status.

RULES OUT FOR QUICK PROPERTY SHIPMENT

Rules and regulations for the shipment of property in connection with the evacuation of camps, depots, hospitals and other A.E.F. activities, in order that the French railway authorities may better meet the preferential requirements of our Army, have been issued by G.H.Q. in G.O. 13.

Supply bureaus, as a result of this order, must first determine that a cargo can be immediately unloaded upon arriving at its destination before authorizing its shipment. The practice of reconsigning or diverting cars, with the subsequent delay, is to be avoided, if possible, and care taken that an excessive number of cars for use are not ordered.

Among the facts which must be clearly stated when requests are made for freight equipment are the following:

Character of property to be shipped; date upon which loading can be commenced and the rate at which cars can be actually loaded; total number and kind of cars desired and whether or not the shipment of the cargo is urgent.

HOW TO HELP THE 3,444

The War Orphan Campaign of THE STARS AND STRIPES closed on December 16, 1918, with 3,444 French orphans adopted by the A.E.F., and assured of a home and comfort for one year.

Nearly all the members of the family lost their fathers in the war. A few are children of French soldiers so seriously wounded that they will be permanently disabled. In addition many are refugees from the districts of France invaded by the Germans.

A Continuation Fund has been established to provide these orphans with assistance beyond the single year; to help educate them and give them some of the material advantages they would have had if their fathers had not died fighting for the freedom of the world. The extent of these benefits to them will be determined by the size of the fund.

It is hoped to make the Orphan Family of the A.E.F. an enduring monument to the sisterhood of France and America.

French laws prohibit adoptors from taking their proteges to the United States under any circumstances.

S.O.S. ORPHANS IN NORTH OF FRANCE BEING CARED FOR

Pitiable Living Conditions in Lille Alleviated by A.E.F.

MORE TRUST FUNDS START

Advanced Medical Supply Depot and First Division Ordnance Among Heavy Contributors

Before the Germans were forced to withdraw from Lille they divested the city and its inhabitants of everything of value that could be transported to Germany. Food, clothing, drugs, objects of metal ranging from church bells to brass door-knobs and hinges all fell under this category. In many instances that which could not be carted away was destroyed.

The Lemayreux family, 30 Rue Pline, Lille, differs but little from the thousands of others in the reconquered regions. Perhaps it is a trifle larger. Before the war there were 12 children and the father and mother. Three sons gave their lives for France. The other nine children are at home with the parents.

Four who are able to work cannot find employment; the other five are attending school when the latter is not closed on account of epidemics. The father, a cabinet maker, is confined to his bed with grippe and an injured leg.

One of Nine Adopted

One of the younger members of the family has been adopted by an S.O.S. organization and is now a member of THE STARS AND STRIPES Family. The investigator from THE STARS AND STRIPES Section of the American Red Cross who makes her headquarters in Lille, recently gave 10 francs to Mme. Lemayreux as a gift from an anonymous American. The money is being used to cure M. Lemayreux, who hopes to be able to support his family again when he gets back to his trade and the reconstruction work begins.

But 100 francs doesn't go far in Lille with the present prices of food and drugs. The father of one of the S.O.S. orphans in Lille is ill with tuberculosis contracted while he was a civilian prisoner forced to labor in Germany. This man's wife was given 150 francs by the investigator. The woman has submitted an itemized statement accounting for 53.05 francs expended on food for the invalid. The prices: Eggs, 1 franc each; butter, 13 francs a pound; horse steak, 1.25; real beefsteak, for broth, 7 francs a pound; mutton chops, 1.50 each; milk, 2.10 a bottle. The statement shows that for approximately $10 the woman was able to purchase 19 eggs, 1 pound of butter, 4 bottles of milk, 2 horse steaks, 1½ pounds beefsteak and 2 mutton chops.

The 1,000 adoptions being made in the devastated regions for the S.O.S. contributors means assistance to as many families contending with the same problems as those confronting the two mentioned.

Individual Trust Funds

The past week saw several additional healthy individual funds started by individuals and organizations for their mascots. Advance Medical Supply Depot No. 1 sent in 2,000 francs which will cover the expenses of their two orphans for the coming two years.

Capt. J. A. Long and the personnel of the Ordnance Detachment of the 1st Division boosted the general Continuation Fund to 1,050 francs. This organization has taken a lively interest in the kiddies and has never missed an opportunity to collect a fund for them.

Following are the contributions for the week:

Fred B. Noble, Aouze, Vosges	3.00
Lieut. T. W. Scott, Co. D, 302nd Engrs.	500.00
Advance Medical Supply Depot No. 1	2,000.00
M. R. Cate, A.R.C. Evacuation Hosp. 20.	5.50
Ordnance Detch., 1st Division	1,050.00
Lieut. Talmadge Gardner, P.E.S., A.P.O. 717	218.00
Pvt. R.E. Van Meter, A.P.O. 705	20.00
Lieut. F. F. Hanley, T.C., Le Mans	60.93
Previously acknowledged	268,906.33
Total	272,807.76

STEEL TRAIL LINKED LINE WITH A.E.F. BASES

Continued from Page 1

ices. He has under him two general managers, Col. F. Mears of the 31st Engineers, formerly head of the Panama railroad under General Goethals and a member of the Alaskan railway commission, for the S.O.S., and Maj. E. H. Shaughnessy, formerly superintendent of the Chicago and Northwestern railroad, for the Zone of Advance.

Nine Grand Divisions

The S.O.S. was divided into six and the Zone of the Advance into three grand divisions, each under the supervision of a general superintendent ranking as a lieutenant colonel. These grand divisions were in turn subdivided into divisions, each with a superintendent ranking as a major or captain. While it was necessary to have a duplicate organization for the Zone of Advance on account of quick shifts of troops and supplies in advance of regulating stations, the idea of centralized control has been adhered to from the start.

There have been three distinct phases in the development of the American Army's lines of communication. At first the American Army was simply a commercial shipper over the French railroads in French cars operated by French crews. This phase lasted until June, 1918, in which month the base port tonnage, which had been 5,000 tons a day in February and 15,000 tons a day in May, rose to 25,000 tons a day. This threw a burden on the French railroads which they could not handle, and General Pershing sent a hurry call to the United States for priority for railroad men. As a result 13,400 men left the latter part of June and about the same number in July.

The second phase then began—the use of our own personnel in co-operation with the French in operating American trains on French roads. We supplied the engineers and crews, and the trains were run under the supervision of the French.

Wholly in Army's Hand

The third and last phase was well under way when the armistice came. This was the taking over entirely of our own lines of communications. This was not done to any large extent in the S.O.S., but it was accomplished on our main lines in the Zone of the Advance, and the plans were laid and the order ready to be given for the taking over of our main lines from Montoir (St. Navaire) to Is-sur-Tille when the fighting stopped. The lines operated exclusively as American in the Zone of the Advance were those from Lerouville to Sedan, Pagny, through Conflans to Carignan, Verdun to Conflans and the line Six Bis.

There were various difficulties due to different operating methods to overcome. It is well known that the French use the three-brake car system on all freight trains; that is, a car with a hand brake at both ends of the train and one in the middle. When the engineer wants the train to stop he whistles and the three brakemen individually and collectively get busy and the train stops—more or less.

Our American railroaders balked. They demanded the good old American air brake, and after much ado they got it.

Then there were the signals. Our railroad men had to be sent to school at Gièvres and Saumur and taught the French signal system—the checkerboard system—a little slower but vastly more sure than our own.

They also had to be made familiar with the rules of the road, and the rules of the road in France are slightly different from our own, including a complete reversal of of our old proverb, "Always keep to the right."

When all this was done they had to be loaded in cars, 50 and 60 at a time, and carried back and forth up and down the lines until they knew the road. Then they were given written examinations prepared by the French and sent out to take charge of trains.

Dispatching System Different

Our dispatching system was also altogether different. Whereas on the American railroad we have centralized control of the line, the French station master is a czar in his own domain, which extends half way to the next station in both directions. We were forced to accommodate ourselves to the French system, which resulted several times in congestion.

Toward the last, however, we secured permission from the French to use our own dispatching system on the road from Montoir to Saumur, with the result that recently a French commission of railroad and general staff officers, 40 in the party, went to Saumur and watched the system work. They were immensely pleased and will recommend that the American dispatching system, with some slight modifications, be adopted on French railroads.

On the other hand, our railroad men in France mention two outstanding features of French railroading as well worth copying. France is the home of the "hump" switching system, which we use in all our regulating yards in France. This system puts gravity to work and enables one engine to do the work of a dozen. Only the latest American yards have such a system. The French, they say, can also give us many lessons in "safety first"—for instance, they have fewer grade crossing and what they have are guarded by gates.

We were not only up against it in coordinating our own and French railroad methods and administration, but we also found the railroad situation in France frankly critical, for lack of cars and engines. France had 374,000 freight cars before the war. Including all she could build and those lost in the invasion of the Germans, she had only 362,000 when the A.E.F. began to come over.

Knocked Down Cars Come Over

It was decided to make engines and cars in America and bring them to France knocked down. This was done, and 19,143 cars were assembled at the car erecting plant of the 35th Engineers at La Rochelle and 1,522 Baldwin and American Locomotive company engines at the 19th Engineers' plant at St. Nazaire.

There was one branch of Yankee railroading in France which had just safely passed its baby-carriage days when it was nipped in the bud by the order to cease firing. Railroad artillery, although it did not reach a zenith, nevertheless played a not unimportant part in several of our big moves.

In the St. Mihiel drive several batteries of railroad artillery were stationed at Pont-a-Mousson bombing with good effect the railroad yards at Metz, and in the last big Argonne fight railroad artillery followed the lines as closely as possible in still larger numbers and rendered splendid service.

By far the larger part of our railroad artillery was furnished by the French. The A.E.F. received 400 big guns from them, ranging from eight-inch mortars up, while of our own we only had five 14-inch 25-mile range guns and three eight-inch guns. We had in all 186 engines in the service of railroad artillery. When the armistice was signed, however, we had ready for service 112 more big guns for railroad artillery, each with its ammunition car, headquarters car, car for crew, tool and repair car and kitchen car; that is, we had 112 full artillery trains made in America and ready to take the front.

Those "Hommes 40"

Most doughboys are not apt to forget how they got to the front, and they will be glad to know that the Transportation Department promises them a better trip back, with such new improvement as the rolling kitchen.

The great part of the American Army was carried to the front on a type of troop called the "Type Américain." Instead of consisting of 17 flat cars, 30 box cars, two coaches for officers and a caboose, as did the French "T.U." train, it was made up of 48 box cars, one car for officers and a caboose.

This was due to the fact that the greater part of our Army arrived without equipment, and their equipment was carried to the front in separate trains. We did use the French "T.U." troop train, however, in such movements as the shifting of the 37th and 91st Divisions from Belgium to Le Mans and the 27th and 30th from St. Quentin to Le Mans. It took 55 French T. U. trains to carry an American division.

There were many lightning shifts of troops in the Zone of the Advance, but in the S.O.S. the story of how the 84th Division got to the front is a favorite. Last September, just between the St. Mihiel drive and the opening of the Argonne offensive on September 26, the 84th came over from the States to be rushed to the front.

Port to Line, Three Days

On account of an urgent need for replacements, however, due in part to Spanish flu, the division was broken up and 18 trains were sent out from the Bordeaux area to St. Aignan, where the trains were stopped for two hours, while the troops were unloaded, fed, had their rifles changed, were given gas instruction, and then got back into the cars and sent to the front. The entire troop movement of 19,000 men from base port to front line trenches took less than three days.

There were also strategic movements of freight, and in this connection the convoy system should be mentioned. Practically all our freight movements have been convoyed, sometimes even by a major or a lieutenant colonel.

For example, last May the British were in acute need of barbed wire to establish entanglements at a critical point. They called on the American S.O.S. On May 12 the S.O.S. sent 10 cars of barbed wire from La Rochelle to the British front, and a major and a captain went along with it to see that it lost no time on the road. These convoys proved of tremendous value in expediting freight shipments and keeping them from being diverted from their destinations.

American railroad activity in France has been carried on with only one wreck of serious proportions. This occurred January 20, when a train crew passed a signal near Manois and 24 soldiers of the 114th Field Artillery returning home were killed and 30 others seriously injured in the collision that followed.

The Transportation Department has not accomplished all that it had dreamed. It tackled a big job, and there were those who said it could not be done. It was done, however, and with the full consciousness of what the lines behind the lines mean to an Army. It remembered how the remnant of Lee's Army, escaping from Richmond, listened through the night for the supply train which never came. It is easier to recall how in February, 1916, the French before Verdun listened through the night for the food and guns that did come—because a new railroad, the Six Bis, had been hastily thrown up to span the broken line.

The odds were great, and what helped to overcome them to a great extent was the system of telegraph, selector telephone and motor transport that kept every part of the lines in touch with every other—but that is another story.

CLEAN UP WORK FOR M.T.C.

Every day is to be clean-up day for the M.T.C. Under G.O. 12, Hq., S.O.S., immediate steps are to be taken to put all motor vehicles and all parking spaces in first-class condition throughout the whole S.O.S. Salability of motor transportation equipment is to be maintained.

The order directs that vehicles will be cleaned, washed, painted and given all repairs necessary. Drivers will be required to wash their cars at necessary intervals, and driving schedules will be adjusted so this may be made possible.

Officers in charge of groups of vehicles will be held responsible for their orderly parking, general appearance and order on the road, the order states further.

Increases in personnel and supplies necessary to carry out the directions of the order are promised and company commanders and other commandants are directed to see that instructions are executed.

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DIVISION SCHOOLS SOON TO OPEN IN MADE-OVER TOWNS

Instruction in More Advanced Subjects at New Centers

10,000 READY AT BEAUNE

Special Emphasis on Study of Agriculture for A.E.F. in Luxembourg and Germany

The transformation of whole villages in France, Luxembourg and Germany into A.E.F. divisional school centers is one of the outstanding developments of the past week in the Army's educational program. During the last seven days, while trains were bringing in to the university centers their quotas of mobilized students, quiet towns from the Rhine to Touraine found themselves stirring with new life and witnessing scenes that even war-hardened imaginations found novel.

Army divisions and sections of the S.O.S. last week began the work of making their own school centers in tranquil farming communities or busy factory towns. Billeting officers walked about with numbered lists. Trucks loaded with equipment drew up in village squares. American soldiers with saws and hammers worked mysteriously in old factory buildings that had been empty since 1914. Newly named instructors in uniform speculatively looked over their future classrooms in casernes, halls and school buildings.

In a few days the towns will begin filling with the students—there will be schools of tailoring, barbering, baking, carpentry, cobbling, telegraphy and wireless telegraphy, telephone construction, laundry operation, horseshoeing, land surveying and road construction. The division schools will give a wider training than can be given in the post schools, which more than 150,000 men of the A.E.F. are already attending.

More Advanced Training

The division centers also will provide instruction in more advanced subjects than can be given in post schools, either because instructors are few or because the demand for any particular subject in individual units would not be large enough to warrant a separate post school. Such subjects include mechanical drawing, trigonometry, algebra, salesmanship, economics and advanced courses in French, Spanish, German, Italian and other languages.

Surveys are under way in division units to determine the number of men who are enrolling for the various subjects. The men who qualify will be assigned to take the courses at the divisional educational center.

Division schools in Luxembourg and Germany plan to give special facilities for the study of agriculture. Methods of intensive cultivation under which European farmers are able to obtain large crops on fields tilled since the time of the Romans will be taught under the direction of A.E.F. men who have had practical experience in the States, many of them graduates of American agricultural colleges.

German in Demand

A development revealed by early surveys was the number of men who expressed the wish to study the German language. Men in the Army of Occupation have acquired wide practical knowledge of the language of the shopkeepers, and divisional schools in this area are offering German courses, as well as courses in French and other languages.

While the divisional schools are being developed, the A.E.F. university at Beaune is already the home of 10,000 men all set for the opening day, and the new students are arriving by every train. Registration details are being carried to completion.

At the same time students are assembling at Beaune, men allotted to French universities are getting settled in their new surroundings. In Paris last week 1,998 men registered for courses in the Sorbonne, and in Dijon practically all of the 262 men assigned to the university in that city reported for the opening day.

Two thousand men of the A.E.F. are on their way to England and Scotland to take advanced courses in universities. The other French universities that are receiving American students include Toulouse, Bordeaux and Grenoble.

THIRD ARMY STILL RUGGED

Overcrowding in billets, insufficient clothing and food, exhaustion, and improper washing of mess kits all are important factors which have been contended with in reducing the Third Army's sick rate, according to medical officers of the Army of Occupation. The present rate is lower than it has been for some time, the 1st Division making the best showing.

Pneumonia continues the worst enemy of the Army of Occupation, figures showing that between January 1 and February 25 there were 516 deaths due to this disease and only 57 from all other causes. In this period the total number of pneumonia cases was 2,051.

The Third Army still holds its record as having the lowest rate for venereal disease. Its rate for the week ending February 5 was 14.8 per 1,000, while the rate for the A.E.F. in the same week was 32.2. The First Army rate was 20 and the Second Army rate 27. The 90th Division and the Fourth and Fifth Corps each had but one new case of venereal disease in the week.

The total for Third Army troops in the Coblenz area was 19. In the last week there were 70 new cases, all told, in the Army of Occupation.

BOW STREET BATTLE REVIEWED BY BOARD

London Riot Over Yank Crap Game Being Probed by U.S. Authorities

An official report by an American board of inquiry is expected to make clear just what part American soldiers and sailors took in last Sunday's riot, which started when two American sailors were arrested by London policemen for shooting craps back of the Eagle Hut on the Strand. The riot reached its height when a crowd of men in uniform marched on Bow Street jail, demanding that the prisoners be freed.

The American board of inquiry has started examining 150 witnesses. While the board is in session, seven American sailors and four American soldiers are being held by American military authorities.

At the same time four other soldiers, not of the American Army, are being held by the British police in jail on the charge of participating in the street fighting. Two of them belong to the Canadian forces, the other two to the British forces. One is charged with insulting behavior, another with "causing grievous bodily harm," and the other two with obstructing the police.

The American board of inquiry has declined to make any statement on the facts of the street fighting until the investigation has been completed.

The affair, which has been named the "Battle of Bow Street," resulted in seven policemen being injured, one seriously. Eleven Americans also suffered injuries.

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