CORRESPONDENCE COLLEGE OPENS TO A.E.F. ASPIRANTS

21 Courses to Choose From Already Arranged, More to Come

FARM WORK IN ADDITION

Demands for Agricultural Education Leads to Founding of Allerey School

For the benefit of men of the A.E.F. who were unable to enter a French or British university and who could not attend the Army university at Beaune, a College of Correspondence has been established by the Army Educational Commission.

The American Library Association is cooperating with the commission and will provide hundreds of texts and technical books. J. Foster Hill, who is dean of the new correspondence college, has arranged for 21 courses and is preparing others.

The courses of which men of the A.E.F. may now avail themselves are:

Civics and Citizenship, Salesmanship and Personal Development, Gasoline and Automobile, Farm Management, Arithmetic (first course), Arithmetic (complete), Arithmetic (commercial), Geometry (plane), Geometry (analytic), History of the United States, Shorthand (Gregg system), Algebra (elementary), Algebra (intermediate), Algebra (college), Geometry (solid), Trigonometry, Shop Arithmetic, Advanced Shop Mathematics, Steam Boilers, Heat, Steam Engines.

How to Apply for Courses

In applying for correspondence courses, applicants should address their letters to the College of Correspondence, American E.F. University, Beaune, Cote d'Or, France, A.P.O. 909. Those desiring to take instruction should give in their applications their ages and former occupations, course or courses wanted, and a detailed account of their education, so that the college may give proper attention to enrollment. No more than two courses may be taken.

When an application reaches the college, there will be sent to the applicant, in one package, the text books, supplies, and instructions for beginning the work of the course.

Anticipating the opening of the College of Correspondence, several hundred men in the A.E.F. already have enrolled.

That thousands of men in the A.E.F. who formerly engaged in city occupations are planning to get into the country and take up farming, is the statement of Dr. K. L. Butterfield, acting director of the College of Agriculture at Beaune.

The Army Educational Commission plans to give these men every opportunity to learn scientific farming. The Army Farm School, which will open at Allerey on April 1, will fill a real demand in the A.E.F. It will be operated in connection with Beaune University and will take care of students who for any reason cannot qualify for the College of Agriculture. From the number of applicants for admission to the Farm School, a first allotment of 2,000 who have not had farm experience will be selected and ordered to Allerey the end of this month.

Practical Farming Work

About 350 acres of land are available for use by the school. Students will work on the farm a specified number of hours a week under expert supervision.

To meet the needs of agricultural students and practical farmers in the A.E.F. the following opportunities, in addition to the Farm School, are available: The College of Agriculture, American University, Beaune, and French agricultural colleges for a limited number of advanced agricultural students. Students for the college will be provided from the quotas which have already been sent to the university.

Arrangements are now being made for entrance into French universities of a limited number. The spring term at French universities will begin April 1 and continue about three months. The same conditions that now apply to students at British and French universities will apply in the case of the agricultural students, with the additional qualifications that applicants must have a reasonably good ability to understand lectures in French and be competent to carry on work of the junior or senior year, or graduate work.

FIRST CLASS TRIPS FOR A.E.F.'S BRIDES

French Wives of Yanks Sent to New Homes in Sumptuous State

Very frequently these days at Brest, when the sunshine filters through the rain clouds and floods the bay, there come into the offices of the Troop Movement Bureau neat, usually pretty young French women. At least that is what one would thing they were, but they are American citizens.

They are the wives of those members of the A.E.F. who have found opportunities to woo and hatter, and at the same time miss guard detail and K.P. often enough to keep on the job of getting a French marriage certificate properly signed and sworn to. Which is some job.

A dozen young women have gone to the States via Brest. The Government provides first class passage for them, and if their husbands are lucky enough to be casuals, it is usually arranged for the soldiers to be sent home aboard the same boat.

Folks in the Troop Movement Bureau at Brest are mighty accommodating. Take the case of the former Mlle. Jeanne Guignard, now Mrs. John N. Latham, of the U.S.A., wife of Private Latham, Company 1, 153rd Infantry, and later number three in the rear rank of a Blois casual company.

It was some nine months ago that John said the first "bon jour" to his wife in Remiremont, which is located on the foothills of the Vosges mountains. "Bon jour," followed by "bon soir" and several other choice French expressions, for John's vocabulary was limited at that time, soon led John to seek out his C.O. and put the marriage proposition up to him.

And So They Were Married

The C.O. wanted to pass the buck to the chaplain and the latter wanted to be sure John loved his "cherie" before he commenced unwinding those miles of red tape—French red tape—which permit the marriage of an American with a French girl.

But the chaplain, assured of the sincerity of John, worked day and night while the soldier fretted and pacified the future wife. Then they were married. And to take the real romance out of life, John became a casual, through causes which no one seems to know. Anyway his arrival at Brest was almost coincident with that of Mrs. Latham and then they met on the pier. John contenting himself with a single kiss and going immediately to the lower deck of the lighter and then into a third class bunk in the transport "Louisville." Both are sailing toward the States now.

G.H.Q. is taking care of the prompt delivery of all French brides to the embarkation ports. The women arrive with orders, similar to those for members of the Army Nurse Corps, issued either from G.H.Q. or Hq., S.O.S., and are usually quartered at the Y.W.C.A. hostess house at Brest until their ships are ready to sail.

MAJOR CASUALTIES OF A.E.F. DIVISIONS

List Includes Killed, Died of Wounds, Missing and Prisoners

The following tabulation, showing the major casualties of 1½ of the 30 combat divisions of the A.E.F., was compiled from reports issued by the War Department at Washington to a date in January. Statistics for 16 divisions, from the 1st to the 36th, inclusive, were published last week.

The list given herewith is 95 per cent complete. A final revision of the tables will increase the total of those killed in action, due to the verification of deaths by eye-witnesses and delayed reports. The total of missing in action is being materially decreased.

Field signal battalions, ambulance companies, trains and other attached units of divisions are not included.

Thirty-Seventh Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	145	167	81	107	0	355
	146	117	34	63	0	214
	147	119	43	58	0	220
	148	201	98	71	0	370
Machine gun battalions	134	2	0	0	0	2
	135	24	7	2	0	33
	136	22	16	1	0	39
Artillery regiments	134	0	0	0	0	0
	135	1	0	0	0	1
	136	0	1	0	0	1
T.M. battery	112	0	0	0	0	0
Engr. regt.	112	5	4	1	0	10
Total	...	658	289	303	0	1,250

Forty-Second Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	165	435	187	230	27	879
	166	236	132	79	26	473
	167	420	141	55	27	643
	168	437	191	40	5	673
Machine gun battalions	149	11	3	0	0	14
	150	51	18	19	0	88
	151	32	10	3	0	45
Artillery regiments	149	14	4	3	0	21
	150	22	10	1	0	33
	151	14	16	0	0	30
T.M. battery	117	3	1	0	0	4
Engr. regt.	117	27	10	10	0	47
Total	...	1,702	723	440	85	2,950

Seventy-Seventh Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	305	262	150	119	0	531
	306	203	91	173	155	622
	307	320	132	85	71	608
	308	343	105	125	109	682
Machine gun battalions	304	2	3	0	0	5
	305	22	9	5	0	36
	306	42	9	1	1	53
Artillery regiments	304	25	10	2	0	37
	305	15	9	6	0	30
	306	16	10	2	0	28
T.M. battery	302	0	0	0	0	0
Engr. regt.	302	25	24	11	0	60
Total	...	1,275	552	525	336	2,692

Seventy-Eighth Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	309	209	78	260	14	561
	310	242	79	99	9	429
	311	207	77	87	35	416
	312	188	70	38	5	301
Machine gun battalions	307	1	2	0	0	3
	308	13	9	6	0	28
	309	16	6	1	0	23
Artillery regiments	307	8	5	4	0	17
	308	20	4	2	0	26
	309	1	4	0	0	5
T.M. battery	303	0	0	0	0	0
Engr. regt.	303	10	5	1	0	16
Total	...	915	339	508	63	1,825

Seventy-Ninth Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	313	167	76	223	5	471
	314	195	53	266	1	515
	315	217	79	277	6	579
	316	262	115	420	3	800
Machine gun battalions	310	5	1	0	0	6
	311	11	7	4	0	22
	312	15	9	4	0	28
Artillery regiments	310	1	1	0	0	2
	311	1	0	1	0	2
	312	0	1	0	0	1
T.M. battery	304	0	0	0	0	0
Engr. regt.	304	6	10	7	0	23
Total	...	880	352	1,142	15	2,389

Eighteenth Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	317	103	43	4	7	157
	318	87	62	54	2	205
	319	164	86	90	84	424
	320	208	76	112	3	399
Machine gun battalions	313	12	9	0	0	21
	314	3	5	0	0	8
	315	8	5	0	0	13
Artillery regiments	312	2	2	0	0	4
	314	22	20	3	0	45
T.M. battery	315	13	8	9	0	30
Engr. regt.	315	13	8	9	0	30
Total	...	936	327	287	35	1,585

Ninety-First Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	361	277	78	89	2	446
	362	210	64	190	11	475
	363	208	54	101	8	371
	364	142	41	62	2	247
Machine gun battalions	346	2	1	0	0	3
	347	42	15	4	0	61
	348	25	9	6	0	40
Artillery regiments	346	0	0	0	0	0
	347	0	0	0	0	0
	348	0	0	0	0	0
T.M. battery	316	0	0	0	0	0
Engr. regt.	316	28	13	18	0	59
Total	...	934	275	470	23	1,702

Ninety-Second Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	365	26	17	32	2	77
	366	30	13	7	2	52
	367	6	5	0	0	11
	368	44	13	8	1	66
Machine gun battalions	349	0	0	0	0	0
	350	3	0	0	0	3
	351	0	0	0	0	0
Artillery regiments	349	0	0	0	0	0
	350	0	0	0	0	0
	351	0	0	0	0	0
T.M. battery	317	0	0	0	0	0
Engr. regt.	317	0	2	0	0	2
Total	...	109	50	47	5	211

Ninety-Third Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	369	123	45	3	1	172
	370	80	15	3	2	100
	371	100	23	1	0	124
	372	69	22	1	1	93
Total	...	372	105	8	4	489

Eighty-First Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	321	43	25	6	0	14
	322	61	13	27	1	102
	323	19	12	3	0	34
	324	41	12	14	1	68
Machine gun battalions	316	2	2	1	0	5
	317	2	3	0	0	5
	318	5	1	7	0	13
Artillery regiments	316	28	13	18	0	59
	317	0	2	0	0	2
	318	0	2	0	0	2
T.M. battery	306	0	0	0	0	0
Engr. regt.	306	2	1	3	0	6
Total	...	203	86	79	2	370

Eighty-Second Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	325	221	85	76	19	401
	326	140	75	20	8	243
	327	217	67	81	129	494
	328	182	74	81	33	370
Machine gun battalions	319	4	5	4	0	13
	320	15	0	0	0	15
	321	17	5	1	0	23
Artillery regiments	319	1	0	0	0	1
	320	0	0	0	0	0
	321	0	0	1	0	1
T.M. battery	307	0	0	0	0	0
Engr. regt.	307	11	13	7	0	31
Total	...	808	324	271	189	1,592

Eighty-Eighth Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	349	0	4	0	0	4
	350	6	3	5	6	26
	351	7	7	0	0	14
	352	2	8	1	0	11
Machine gun battalions	337	0	1	0	0	1
	338	3	1	0	0	4
	339	0	1	0	0	1
Artillery regiments	337	0	1	1	0	2
	338	0	0	0	0	0
	339	0	0	0	0	0
T.M. battery	313	0	0	0	0	0
Engr. regt	313	2	2	0	0	4
Total	...	20	33	7	6	66

Eighty-Ninth Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	353	221	96	67	1	385
	354	221	95	38	1	355
	355	151	123	98	0	382
	356	166	61	41	2	270
Machine gun battalions	340	5	5	0	0	10
	341	21	12	6	0	42
	342	18	15	3	0	36
Artillery regiments	340	0	0	0	0	0
	341	0	0	0	0	0
	342	0	0	0	0	0
T.M. battery	314	0	0	0	0	0
Engr. regt.	314	22	20	3	0	45
Total	...	838	427	256	4	1,525

Ninetieth Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	357	201	78	45	3	327
	358	247	84	43	6	380
	359	213	77	108	22	400
	360	233	79	77	4	193
Machine gun battalions	343	6	3	2	0	1
	344	11	5	2	0	18
	345	12	13	1	0	26
Artillery regiments	343	0	0	0	0	0
	344	0	0	0	0	0
	345	0	0	0	0	0
T.M. battery	315	0	0	0	0	0
Engr. regt.	315	13	8	9	0	30
Total	...	936	327	287	35	1,585

Ninety-First Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	361	277	78	89	2	446
	362	210	64	190	11	475
	363	208	54	101	8	371
	364	142	41	62	2	247
Machine gun battalions	346	2	1	0	0	3
	347	42	15	4	0	61
	348	25	9	6	0	40
Artillery regiments	346	0	0	0	0	0
	347	0	0	0	0	0
	348	0	0	0	0	0
T.M. battery	316	0	0	0	0	0
Engr. regt.	316	28	13	18	0	59
Total	...	934	275	470	23	1,702

Ninety-Second Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	365	26	17	32	2	77
	366	30	13	7	2	52
	367	6	5	0	0	11
	368	44	13	8	1	66
Machine gun battalions	349	0	0	0	0	0
	350	3	0	0	0	3
	351	0	0	0	0	0
Artillery regiments	349	0	0	0	0	0
	350	0	0	0	0	0
	351	0	0	0	0	0
T.M. battery	317	0	0	0	0	0
Engr. regt	317	0	2	0	0	2
Total	...	109	50	47	5	211

Ninety-Third Division

Units		Killed in action	Died of wounds	Missing in action	Prisoners	Total
Infantry regiments	369	123	45	3	1	172
	370	80	15	3	2	100
	371	100	23	1	0	124
	372	69	22	1	1	93
Total	...	372	105	8	4	489

26,000 M.T.C. MEN CARED FOR 119,928 ARMY CARS

Continued from Page 1

Havre, Brest, Rouen, Marseille, La Pallice and Rochefort; two overhaul parks at Dijon and Langres, functioning in addition to regular overhaul work as clearing houses and hospitals for motor vehicles on their journey from ports to the armies; 64 service parks with the armies and 38 in the S.O.S., and five other overhaul parks.

Struggles of Early Days

At Verneuil was the great reconstruction park for all machines of American make. Facilities here were so complete that any part of a machine could be made that was needed to put a machine back in commission. Machines of foreign make were reconstructed at Romorantin.

For months after motor vehicles began to arrive in France at St. Nazaire and Brest and the other base ports, a great part of the work of assembling, numbering, testing, oiling and greasing and otherwise whipping them into shape for service had to be done out in the open air in all kinds of weather. In many cases hastily improvised shelter was thrown up out of the cratings that came from around the machines. When the machines were fully ready they were placed in what was termed a "ready to issue yard," the headquarters at Tours notified, and finally, when the orders to move came, sent out in convoys along regular convoy routes carefully laid out with reference to gasoline and oil stations. Up to the time of the armistice 35810 motor vehicles had been convoyed from base ports to the front—every one carrying an emergency load of supplies.

All machines for the front went by way of Dijon or Langres, where storage and repair shops rendered particularly fine service in keeping the vehicles fit to leave for the actual front at a moment's notice. It was to one of these storage parks one night that a call went from a hard pressed unit in the lines for 170 machines, and it happened that the entire personnel was enjoying the relaxation of an amateur theatrical performance. The commanding officer suddenly appeared in the midst of an act and said, "Boys, they need 170 machines before daybreak. What do you say?" It broke up the performance, but the machines left that night.

Non-Combatant? Yes, But—

And a motor truck company is generally thought of as invariably a non-combatant affair, isn't it? But listen to this from an Army report:

Throughout the St. Mihiel drive this unit was almost continually under fire, working under handicaps of darkness and mud, carrying shells to ammunition dumps, running their trucks without thought of danger to themselves into place of extreme danger in order to help some battery change its position, towing guns out of the deep mud onto the road and sticking with them until placed in their new positions.

There can also be found the report of the eleven trucks that took pontoon bridges to Chateau-Thierry on a night as black as pitch and unloaded them under a very hurricane of shells from the Germans. Many a time truck drivers laid aside their regular duties at the front and helped to move guns or gather the wounded together. On the night of July 15, during the Château-Thierry drive, 20 trucks were sent in an emergency to Paroy, just east of Crezancy, to get 120 wounded American soldiers who were cut off from all food and relief. The truck drivers had to pull trees out of the way, wiggle in and around and over shell holes, and withstand one continuous attack of both steel and gas. In making this run 17 of the cars were hit by shrapnel and high explosives and 22 of the men were gassed to various degrees. But they got the wounded and carried them to safety.

Members of the 30th Infantry will remember the time in this same battle of the Marne when all their water details had been killed under a hail of shells and gas, and a truck company came to their relief with water and rations. The top of one car was blown off, and other truck received 22 shrapnel holes.

Motor trucks often hauled cannon, still hot and smoking, from one position to another on the battle line; carried battle tanks to where they ran into action, and even carried horses and mules at the front. They carried Infantry and machine gun crews right to the point where they jumped off trucks and deployed for immediate action. And in the S.O.S. trucks worked 24 hours a day, and drivers who were not on the job from 12 to 16 hours a day, seven days a week, were rareties.

Foundations in Mexico

What foundations the American Army had for motor transport when the war began were the result of our little episode in Mexico with a certain Mr. Villa. The "Motor Transport Group" of the First American Expeditionary Force, including four truck companies and a repair unit, organized at Fort Sam Houston, Tex., which disembarked at St. Nazaire on the morning of June 27, 1917, was almost entirely composed of veterans who had plowed trucks over the sandy trails of Mexico with supplies for General Pershing's punitive expedition. These motor transport men actually sailed with the first convoy.

This was the nucleus of the A.E.F. garage. The first reinforcement to come from any source was the voluntary enlistment of 300 members of the American Transport with the French Army. During the months of October, November and December, motor reception parks—the first steps necessary in building up a great motor army—were built and opened at St. Nazaire and Bordeaux. On December 8, 1917, motor transport was made a service of the Q.M.C.

During January and February motor bases were opened at Brest, La Pallice and Le Havre. On February 16, 1918, G.O. 31, G.H.Q., took the motor transport service from the Q.M.C. and made it a part of the newly created "Service of Utilities." By G.O. 74, G.H.Q., dated May 11, 1918, motor transport was more fully recognized as a separate service, its powers materially increased, and motor transport personnel the Q.M.C. transferred to it. Finally on July 11, 1918, just four months before the armistice, motor transport in the A.E.F. was recognized as having attained a sufficient size and importance to be designated as a corps and branch of the Regular Army service. It received its first permanent transfer of enlisted men on October 11, 1918, exactly one month before the end of the war, although, of course, these men had long been doing motor transport work.

Old System Competitive

Undoubtedly the fact that at the beginning of hostilities we had no organized motor transport service worked as a serious handicap to later motor transport organization and work in the A.E.F. Under the system as at first begun of each service of the Army purchasing its own transportation in competition with the other services in the American market, there was no coordination, no system, and no equitable distribution of motor vehicles.

This is in fact responsible for the veritable zoo of cars to be seen with U.S. letters and numerals on them throughout France, Belgium, Germany, Italy and England today. It was also responsible for the deplorable lack of standardization which made it necessary to carry 90,000 different spare parts in stock, and it also caused the loss of a large amount of tonnage caused by the regular epidemic of "special body" designs brought over to France by special organizations for special purposes.

For example, there were in the A.E.F. 8,395 steel ammunition trucks, which were absolutely no good for anything but hauling ammunition, and whose cargo space was lost for the entire period of the war; while the regular cargo trucks were found to be able to carry ammunition just as well as anything else.

FOURTH OF A.E.F. HAS SAILED HOME; BOCHE SHIPS SOON

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the destroyer Aylin, were at Hamburg and other German ports with a commission of United States engineers, who made a survey of German steamers in German ports.

"The German liners will carry food for Germany on their return trips, under the agreement reached by the representatives of both sides at Spa. The United States is to furnish a part of the 370,000 tons of food which the Germans will buy from the powers which defeated them.

Following is a table showing the numbers of officers and men in the different services who sailed for the United States in the week ending March 12:

	Officers	Men
Air Service	51	1,935
Artillery	368	10,031
Casuals	855	18,314
Engineers	284	5,779
Divisional Headquarters	16	69
Infantry	55	3,482
Machine Gun	98	2,860
Medical	120	520
Miscellaneous	1	2
Quartermaster	2	2
Signal Corps	20	555
Tank Corps	1	19
Total for week	1,846	43,585
Previously reported	26,233	439,347
Total to date	28,079	482,932

Recent Departures

Recent sailings include the following vessels and units:

S.S. Finland: 55th Art. Brig., Hq., 1st Bn. Hq., Bty. A; 115th M.G. Bn.; 114th F.A. Reg.; Det. 114th M.G. Bn.; Conv., and casuals. S.S. Princess Matoika: 37th Engrs.; Bakery Cos. 333 and 388; Balloon Cos. 12 and 34; 36th T.M. Bty.; 3rd T.M. Bty.; 423rd Telegraphic Bn.; casuals. S.S. Harrisburg: 147th Inf.; Air Service Construct. Cos. 1 and 2; casuals; Med. Det. S.S. Susquehanna: 17th Ry. Engrs.; Conv., casuals and Med. Det. S.S. Zazapa: Base Hosp. 13; 292d Engrs.; Conv. and casuals. S.S. Polar Land: casuals.

S.S. Rijndam: 133rd F.A., 144th M.G. Bn.; Conv., casuals and Med. Det. S.S. Seattle: 104th M.G. Bn.; Mob. Hosp. 102; Det. 107th Inf.; casuals. S.S. Luckenbach: Hq. 40th Div.; Postal Det., 40th Div.; Det. 106th Inf.; Det. 20th Inf.; Conv., casuals and Med. Det. S.S. Kroonland: 132nd F.A.; Base Hosp. 13; Det. 48th Art., C.A.C.; casuals. S.S. Koniger der Nederlanden: 115th F.A., less Bty A; 105th Am. Tr. Hq. Det., Mot. Bn., Cos. A, B, C and D; Med. Det., Ord. Det.; casuals. S.S. Manchuria: 636th Aero Sup. Squad.; 873rd Aero Pursuit Squad.; 148th Aero Squad.; 142nd Aero Squad.; 80th Aero Squad.; 304th T. M. Bty.; 317th Ry. and Salvage Co.; Base Hosp. 7; 36th Aero Squad.; 182nd Aero Squad.; 340th Aero Squad.; 312th Fld. Sig. Bn., Hq. Det., Sup. Det., Med. Det., Cos. A, B and C; 420th Fld. Sig. Bn., Hq. Det., Sup. Det., Med. Det., Cos. D and E; casuals.

S.S. Alaskan: 346th Inf., Hq. Co., Sup. Co., 2nd and 3rd Bns., Cos. E, F, G, H, I, K, L and M. S.S. Mercury: Hq. 59th Inf. Bde.; 105th Am. Tr. Bn., Hq., Cos. E, F and G; 105th Mob. Ord. Rep. Shop; 118th Inf., Hq., Hq., 2nd Bn., Sup. Co., Ord. and Med. Det., Cos. E, F, G, H, I and K. S.S. Huntington: 134th and 136th M.G. Bns.; casuals. U.S.S. Vermont: 137th and 136th F.A. U.S.S. New Hampshire: 134th F.A.; Det. 135th F.A.; casuals. U.S.S. Connecticut: Det. 136th F.A.

U.S.S. North Carolina: 103rd T.M. Bty.; 139th Aero Squad.; casuals. U.S.S. Louisville: 148th Inf., sick, wounded and casuals. S.S. Noordam: 148th Inf., Hq. and casuals. U.S.S. Von Steuben: 147th Inf.; casuals. U.S.S. George Washington: 125th M.G. Bn., 112th Fld. Sig. Bn.; casuals. U.S.S. Montana: 112th S.T.; casuals. U.S.S. Pueblo: 147th Inf., 112th S.T.; casuals. S.S. Roma: casuals.

FIVE BLANKETS APIECE FOR YANKS AT BREST

Every man in the embarkation camp at Brest must have at least five blankets during his stay. If he carries two in his roll, three are issued him, to be returned when his organization bids farewell to the camp and heads for a boat. If he carries three, only two are issued, but no man can sleep with less than five blankets to his credit. The blankets issued for temporary use are thoroughly sanitary, and after each organization returns them they are fumigated and deloused.

While at the camp the regular Army ration, plus an additional 15 per cent, is served. Seven men out of every hundred in an organization are detailed for K.P., and the feeding is done through the area kitchens. Through this system a maximum number of men can be cared for in the shortest possible period. It is necessary that mess kits be washed and dried before the holder is eligible for seconds.

The camp is divided into 16 billeting areas, each of which is under the direct supervision of an officer and an enlisted staff. These, in turn, report to the camp billeting officer. A systematic check is kept on all organizations, their location and their work, and the quality of police in their particular area is known always in the office of camp headquarters.

For both transient and regimental units the graduate scale of departure is put in vogue. When details are called for, when detachments are being marched along the road, their appearance and deportment, their bearing and discipline is always being noted. For gross infractions of the camp rules troops are penalized, while to well-disciplined, orderly, soldierly outfits preference is given.

Hundreds of tons of rock have been hauled into the camp, board walks have been constructed, and steam rollers are constantly being used in repairing the roads over which the main artery of motor transportation passes. "All that is needed," one casual remarked, "is a little bit of sunshine and a hold-up on this rain."

FIVE CENTS A MILE FROM DISCHARGE POINT TO HOME

First came the news of the $60 discharge bonus.

Now comes the news that enlisted men will be paid mileage from the place where they are discharged in the United States to their homes at the rate of five cents a mile. A cablegram from the War Department contains the news that Congress had authorized the payment of the five-cent mileage under an Act approved February 28.

The travel pay is to be issued to discharged men before they leave the demobilization camps in the United States, the Act provides. Special regulations are now being prepared under which distances will be figured and the necessary proofs of residence and other necessary information submitted.

The mileage provision will apply to land travel only, with certain inland water transportation, sea travel to be paid for under the previously existing regulation which provides for transportation plus subsistence.

CLOSE WATCH TO BE KEPT ON PERSONAL VALUABLES

That most hated man in the Army, the thief—yes, it isn't seriously denied that there are some in the A.E.F.—isn't going to make a harvest of safety razors, pocketbooks, if any, watches and other souvenirs on transports bound for the States. All troops going on homeward bound boats are to be instructed to keep their valuable articles under lock and key at all times, by latest embarkation instructions.

Just before the boat lands there will be a general inventory in which every man will check up his own belongings and make sure he hasn't lost anything. Just what is going to happen when thefts are reported is not specified in the new order.

Personal baggage will be guarded on board boat at all times, by detailing of sentries if this precaution is considered necessary.

800,000 SOLDIERS HEAR C.-IN-C. SPEAK

General Ends Three Weeks' Tour of Ports, S.O.S. and Germany

Addressing 800,000 soldiers in three weeks was the recent accomplishment of General Pershing, who has just returned to G.H.Q. after a trip that took him over much of the S.O.S. and a large part of the occupied territory in Germany.

Almost every day the itinerary of the Commander in Chief included reviews of divisions and other units, and visits to base ports, rail centers and other places. At each stop the General spoke to the men informally after reviewing them. Visits to hospital and scattered units filled in intervals between reviews. Main inspections averaged two a day in the last week of the tour.

In the six days which General Pershing spent in Germany he inspected four divisions, two brigades, two battalions, the Headquarters Troop of the Third Army and some detached regiments.

At Coblenz the Commander in Chief decorated the following officers with Distinguished Service Medals:

Maj. Gen. Joseph T. Dickman, Brig. Gen. Malin Craig, Col. Parker Tyner; Third Army Corps, Maj. Gen. John L. Hines, Brig. Gen. Campbell King; Fourth Army Corps, Maj. Gen. Charles H. Muir; Seventh Army Corps, Maj. Gen. William D. Haan; 1st Division, Maj. Gen. E. F. McGlachlin, Brig. Gen. Frank Parker, Col. Stephen O. Fuqua, Col. W. E. Harrell, Col. Charles A. Hunt; 2nd Division, Maj. Gen. John A. Lejeune, Brig. Gen. W. C. Neville; 3rd Division, Brig. Gen. Fred W. Sladen, Brig. Gen. Harry G. Bishop, Col. Robert McCleaver; 4th Division, Brig. Gen. Benjamin A. Poore, Lieut. Col. Edwin Canfield; 32nd Division, Maj. Gen. William Lassiter, Brig. Gen. Edwin B. Winans, Brig. Gen. Johnson Hagood, Col. Robert McC. Beck; 42nd Division, Brig. Gen. Douglas McArthur, Col. William N. Hughes; 89th Division, Col. John C. A. Lee; 90th Division, Brig. Gen. U. G. McAlexander.

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Soldiers of the A.E.F. who form