

New England's welcome to the 26th Division in Boston harbor. The division headquarters sailed from Brest last week on the Mount Vernon, and the same ship carried the 10th Infantry and the 101st Engineers of the division. The other units of the division are enlisting to follow the vanguard closely. In addition to the parade in Boston, there probably will be numerous celebrations in other New England cities in honor of the 26th.

Of general interest to all members of the A.E.F. is the announcement of a change in War Department demobilization plans, by which officers and men will be sent for discharge to the camp or cantonment in the United States nearest the place to which the individual is entitled to travel upon discharge. This revokes the previous rule under which men to be sent back for discharge to the cantonments or camps where they were mustered into the service.

Under existing regulations men are entitled to travel pay of 5 cents a mile from the place of discharge under these conditions:

Men who enlisted in the Regular Army—or men who enlisted in the National Guard after it had been called into federal service—have the place of acceptance for enlistment.

Men inducted under the selective service regulations—to the place of induction.

Men who belonged to National Guard prior to its induction into federal service—to the home rendezvous of the organization with which they reported for induction.

All men may buy tickets at two-thirds the regular rate for day coaches, between the place of discharge and the place to which they are entitled to go on travel pay.

**Still More Report Forms**  
This change in demobilization plans will necessitate the preparation of new report forms in France by all returning units. The status of the reports required are outlined in Embarkation Instructions No. 18 just issued by Hq., S.O.S.

Upon receipt of orders to prepare for return to the United States the C.O. of each regiment or smaller separate unit of a division or separate brigade will have prepared a report showing the numbers of officers and enlisted men destined for each camp and cantonment, under the rule as given above. This report will be submitted to the C.O. of the port of embarkation, when the unit arrives at the port, and the C.O. of the port of embarkation will give the figures for the different camps and cantonments to G-1, Hq., S.O.S., from whence they will be called to the port of debarkation in the United States. The necessary routing will be made for the necessary routings by the time the organization lands.

The new plan will involve a physical segregation of the units. The necessary routings prior to embarking for the United States.

In addition to the totals which the higher echelons of the command are prepared under the direction of the commander of each company or corresponding unit separate lists or rolls of officers and men, listed by name, rank and other details, for each camp or cantonment, will be presented to the C.O. of the port of debarkation when the unit lands.

**Recent Departures**  
Following is a list of the vessels and units in recent sailings:

Table with columns for ship name, date, and destination. Includes ships like S.S. Orizaba, S.S. Canada, S.S. Arizona, etc.

**DISCHARGE AT EARLIEST PRACTICABLE MOMENT**  
All enlisted men of the Regular Army, except those members of the Regular Army who enlisted before April 2, 1917, will be discharged at the earliest practicable moment after the arrival in the United States from overseas, according to Circular 65 of the War Department, just published for the A.E.F. This will be the policy of the War Department for all returning men of the A.E.F.

Men who are physically incapable to immediate discharge will be discharged as soon as an improvement in their condition makes them fit for discharge, the circular says.

Because of delay arising in United States discharge camps when soldiers arrive unaccompanied by baggage, the War Department has issued a circular stating that a rule has been made requiring that the camp, post or station from which soldiers are sent with incomplete records should forward with such men a report showing the records that are missing.

**HUNDRED DOLLAR NON-DUTY LIMIT FOR SOLDIER BAGGAGE**  
Articles acquired in France not exceeding \$100 in total value, whether subject to usual restrictions or not, may be taken into the United States without payment of duty by any officer or enlisted man of the A.E.F., according to cable instructions received from the War Department. The articles will be admitted free whether they accompany passengers or are sent as baggage.

The same instructions state that officers and enlisted men are exempted from payment of duty on uniforms and other articles of their military equipment provided such articles are a part of the owners' authorized allowances.

All dutiable articles are to be placed in separate containers before leaving France, to avoid delay in handling of baggage at the American ports.

**WHO'S GOT THE THIMBLE?**  
Last week the good ship Colossus arrived at a French port with more than 2,000,000 pounds of candy, consigned to the Quartermaster Corps of the American Army. It had on board 20,727 cases of milk chocolates and fancy candies.

This is the largest single shipment of candy in the history of the world. It ought to bring a pound of candy and a little more to every member of the A.E.F.

"The distribution of this candy will be made in proportionate quantity to all of the various units, and the candy depots will not be overlooked," says the cable.

At the same time records were produced showing that over 1,170,000 pounds of candy had been ordered to Givres and the-sur-Bille for the advance depots during the past month.

# YANKEE NEGROES IN HORIZON BLUE LED WAY TO RHINE

## Two Regiments in 93rd Division Wear Croix de Guerre on Colors

### IN VICTORIOUS OFFENSIVES

#### Shoulder Insignia Exemplifies Alliance of Our Colored Troops With French Army

Blue denim to horizon blue—American pick to French rifle, with lots of use for it from Reims to the Rhine—this is only a part of the story of the 93rd Division, the negro soldiers from New York and points west who fought under the tricolor and in French equipment from the time they heard the first bugle call till the Kaiser took the count.

Despite their strange surroundings, their stranger equipment, their few days in which they learned the French tricks of French veterans, and the occasional blind spots in liaison when it was too late for "no compromise," the 369th, 370th, 371st and 372nd colored regiments came through with two regimental Croix de Guerre and a great deal of honest pride in the shoulder insignia that shows on its black background a blue French helmet as a memento of their very foreign service.

When this division joined the French it was identified as far as the eye could see, than any white regiment could be. Nearly all the German intelligence officers swallowed their whole as they saw the Yankee brand of tin hat was credited in Boche reports as French blacks "equipped with English helmets."

In addition to a friend in need for our ally and in most cases they became friends indeed, with every effort made to put them on equality and the French eating strowed to the utmost to produce a kick-proof crew.

**In the Africain Sector**  
The 369th, whose reports are the most completely worked, was put at the disposal of the 16th Division of the Eighth French Army Corps in the Bois de Monters, where the training within sound of the guns under French instructors and with French equipment was a startling change for men who had had only gas duty in France. On April 8 they were put into a sector, doubled with French battalions, two battalions in the front line from the west bank of the Aisne, and the 369th in the center, and fought with great gallantry by the French and the sub-sector, named "Africain," became veritably their own when it was put under their commanding officer, Art. 23.

While the division in language there were no misunderstandings, and a remarkably efficient support from the French battalions did a great deal to "normalize" the situation as far as the official reports.

It was the fate of the 369th to take an active part in the famous July defensive near Reims, where the mastery stroke of French strategy had the Germans into a futile pounding of empty trenches over whose ruins they wasted the force of the drive that was to take them to Châlons.

While the Germans were treated with ward trenches with tons of high explosive, a screen of men and guns was kept in the front lines and a part of this screen was made of men of the 369th. In the Bois de Monters, the 369th cut off all liaison and runners linked the distance that telephone wires could not weather. Without rest or food, the men were finally withdrawn and watched signposts where they acted as a net for the Moroccans of the 16th Division, sharing in a successful counter-attack.

**"Superior Numbers" of One**  
From this time on they were in continued action in the fighting about the Bois de Monters and the Bois de Messines, from July 27 to August 19. Here a violent German barrage cut off a Battalion and four men were taken prisoner and were being taken back to the German lines when a sergeant appeared and, with nothing but his bayonet and a goodly supply of furore, killed the guard and released his comrades. German reports captured later the affair was described as a "blatant" attack by superior numbers.

In the Meuse-Arzonne drive the 369th was with the 16th French Army Corps, and on September 26 helped the Moroccans in the capture of Dormans. The next day, with liaison with units on their tanks partially destroyed, they advanced through the dark and the unit barbed wire, accomplishing what the French declared was "well-nigh impossible." On the 29th they had a large share in the capture of Soissons.

The regiment was given the Croix de Guerre, its colors were decorated and on November 18 it reached the Rhine in the "marche triomphale" of the first Allied troops, then commander claims, to reach the river. In all their fighting they can boast that they never lost a prisoner or a foot of trench.

The record of the 369th Regiment in France is a long and honorable one. They fought with the French and were attached variously to the 72nd, 10th, 31st and 36th French Divisions, from April to March 1918.

**Often Passed Objective**  
There were difficulties that arose because of difference in language and the regiment only functioned as a whole for three weeks, but on its departure the French complimented the men on the manner in which they fought, remarking that they often went beyond their objective.

In the Oise-Aisne offensive, from September 17 to October 12, they saw action and again from October 21 until the armistice.

On September 22 the regiment held a sector near L'Escluse, and three days fighting in the Bois de Monters. On October 12 the regiment was engaged in the fighting in the Bois de Monters was complimented. On the 15th they captured an enemy battery at Val St. Pierre.

The 372nd was in the Verdun sector from June 13 until September 14, in the Meuse-Arzonne drive from September 27 until October 6, and in Alsace from October 16 until the armistice.

At Verdun they were used as support for the French 65th Division. In the Arzonne they acted as a part of the reserve of the French Corps and captured 550 prisoners on October 12. The next day they took several points, including a railroad station, pushed on, and in a bloody engagement where they suffered heavily, captured Triers farm on the 30th.

**Casualties Exceed Thousand**  
Their entire casualties amounted to 1,063 men and when they left the French command, they were the only unit that they possessed "the finest quality of audacity and bravery which are the attributes of shock troops."

The 372nd spent a period of training in the Arzonne from June 1 until July 11 in the Meuse-Arzonne offensive, this regiment was a part of the French 15th attached to the 10th Army Corps. They were in a brisk and bitter encounter north of Pontaine-en-Dormois, where they reached all their objectives and captured a number of supplies. They contended with the 369th for the capture of Soissons.

They were especially complimented upon their patrol work, and the French gave them the Croix de Guerre and decorated them with the Legion of Honor. They spent from October 13 to November 11 in the Vosges.

**3,000 Bureaus Established**  
Just now there are some 3,000 bureaus for returning soldiers and sailors, home, work, and leisure, in the C.P.E. The principal cities of every State. They do not create jobs, nor do they promise to find a job for everyone, but they do agree to help the man who is looking for a job, three representatives of the organization—Harold Stone of Syracuse, N. Y., Everett W. Robinson of New York City, and George W. Hubbard of New York City, have been sent to France in accordance with the following cable from the War Department:

"In order to facilitate the work of the employment service, the War Department has approved the plan of sending three representatives of the United States Employment Service to the A.E.F. The plan contemplates the receipt in France of applications for jobs and a campaign of education among the soldiers as to how they may make use of the Government's employment service. It further contemplates that application for employment cards shall be made out at the ports of embarkation and at the embarkation center at Le Mans and checked against the man's C.P.E. cards. While it will be voluntary for every man to avail himself of the Government's assistance, all men will be required to fill out the cards and insert with a notation if the man does not desire to avail himself of this assistance. These cards will be considered a part of the man's military papers. In case any man are overlooked, they will be notified by the board transport under the direction of the transport personnel adjutant."

**Named Central Agency**  
So much for how the employment service will do for a little about what it has done. During 1918 it placed 3,600,000 workers in the important war industries, and when the armistice was signed it was officially designated as the central agency to help adjust the men to secure work. Through it army auxiliary organizations, as well as civic and fraternal bodies, are all working together for the same cause.

The national office is informed weekly by telegraph of labor conditions in every State in the Union. In February it was finding work for about 100,000 persons a week, of whom 20,000 were discharged soldiers and sailors.

Finally, the service offers a few suggestions regarding actual conditions at home:

"Keep away from the large cities. Almost every large city in the country has unemployed men walking the streets, many of them ex-soldiers. The cities are trying to find positions for their own men, but placement of outsiders is very difficult.

"Do not be overwise of getting back your old position. The great majority of employers are taking back their men, but some of them can not do so. Many men after discharge blow in all their money, rely on charity to get home, and then find they can not secure their old positions.

# FEDERAL AGENTS' AID FOR O.D. JOB HUNTERS

Continued from Page 1  
company commanders in Le Mans and St. Aignan, the two great concentration points of the A.E.F., and are also to be based at the base ports, for any men who reach there without having been sent through the regular channels.

They are reminiscent of the old-time qualification cards which all had to fill out long before we'd ever thought of winning our first stripe—principal occupation, second best occupation, kind of work wanted and all the familiar statistics—only this time the idea is to get us back to where we belong in civil life, instead of to find our proper niche in the Army.

When the cards are filled out they are turned in to the company commander, classified according to the home town or the town where the applicant desires to work, and shipped West to talk to representatives of the demobilization camp in the States and while he is going through the mill preliminary to getting his discharge, he is given an opportunity to talk to representatives of the employment bureau who are located at every such camp.

The officers of the units are already instructed as to the details of the scheme, but the bureau came to the conclusion that the average enlisted man would feel more at ease in telling his personal difficulties to a civilian.

In addition to its regular service, the organization has a special bureau for technical and professional men which will help to furnish work if application is made upon another form.

Experience showed that in many cases when a soldier was asked by an officer whether he were sure of getting his old job back, he would break into a sweat, but the bureau came to the conclusion that the average enlisted man would feel more at ease in telling his personal difficulties to a civilian.

Men of the A.E.F. who will return to the States to take up where they left off the work of earning a living are to be kept in touch with labor conditions at home. They are also going to be told how they can better themselves and improve working conditions.

The Department of Citizenship of the A.E.F. has this job in hand. Dr. John A. Kingsbury is the head of the department. In charge of the field work and chief of the Bureau of Industrial Problems of the department is Lieut. Col. J. P. Jackson, former State Labor and Industry Commissioner of Pennsylvania.

Persons are being established throughout the A.E.F., which labor conditions at home are to be discussed by the men most vitally interested. Batteries of speakers are to be sent to every unit of the A.E.F. to talk to soldiers about their futures as workers. The Department of Citizenship is to hold institutes throughout the A.E.F. At these institutes the men who attend will be told what industrial problems await them when they go home, how they can cope with them and how they can better themselves. At each of these institutes a committee will be appointed to create a forum at which the men will consider and debate at least once a week labor questions they will be called upon to meet when they are demobilized. The department of Citizenship will see to it that they do not lack subjects, and that they are kept informed on their topics.

**First Institute at Verdun**  
The first institute under this new scheme was held last week at Verdun. Colonel Jackson organized it and addressed some 900 soldiers who attended. And those who listened will be told what industrial problems await them when they go home, how they can cope with them and how they can better themselves.

Three subjects will be taken up by the speakers sent out by the Department of Citizenship to address the institutes and organize forums. They are "Home," "Health," and "The Workshop."

Under the subject of health, the speakers and the men will talk of will discuss the matter of rents at home, conditions in mining camps, factories and other industrial centers, and how home life and working conditions can be improved.

On the subject of health the men will be told to carry out in civil life the rules for health which they have been taught in the Army; to keep themselves in condition to take up their work at home; to be instructed how to improve conditions of sanitation and accustom them to the subject of health in the workshop, the speakers sent out by the Department of Citizenship will inform their auditors of labor conditions in the United States. They will use the program of Bolshevism, anarchy or I. W. W.ism and unrest among men who toil with straightforward facts as to industrial conditions.

**All that you want to know about France**  
JUST OUT  
A POPULAR GEOGRAPHY OF FRANCE  
BY R. VAN VORSE  
Produced by the War Department  
Manufacturers - Political officials  
High - Chief cities and their movements  
57 chapters, 4 maps  
(1 colored). Price . . . 3 francs.  
Already published in  
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A POPULAR HISTORY OF THE WAR IN FRANCE

"When you get a job, stick to it. Many of us have had our minds unsettled by the war, and it is going to be difficult to settle down. You know what his always happened to 'drifters.' What you do in the first few months after your discharge is liable to make or break you for the rest of your life.

"Requests to remain in the Army. The War Department does not desire to discharge against his will the soldier who cannot secure civil employment. Such a soldier may remain temporarily in the military service upon his own written request, pending his securing employment."

"Do not insist on the U.S. Employment Service. Our experience so far has shown that some soldiers believe their discharge may be delayed if they apply for a job. This is not so. Such an application has absolutely no connection with your discharge, direct or indirect.

About 30 out of every 100 soldiers are really sure of their old positions. An equal number need the help of the United States Employment Service to secure these old positions. About 40 out of the 100 need assistance in finding new positions.

"Social agitators. After discharge, many men have become victims of social agitators, whose object seems to be to mislead the returned soldiers. Look out for them.

Further information may be had by addressing U.S. Employment Service, THE STARS AND STRIPES, 32 Rue Talbot, Paris, France.

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**OVER HALF OF A.E.F. CAME TO FRANCE IN BRITISH SHIPS**  
Continued from Page 1  
cent was routed by Great Britain and 60 per cent disembarked directly at French ports.

While the majority of the A.E.F. reached France under the Union Jack, still the United States, for a country whose flag was almost a stranger to the seven seas, played a considerable part in the crossing of her own expeditionary force, even aside from the use of the converted German liners. Nearly 400,000 American soldiers made the trip over on the hastily improvised American built transport fleet.

Of the American built ships which deserve to be mentioned in connection with troop movements, the Great Northern, Northern Pacific, Finland, Pastores, Mongolia and Manchuria have the most enviable records. The Great Northern heads the list with 27,000 troops landed in ten trips, and the Manchuria is last of the six, with 14,300 men transported in four trips. The work of the Pastores might be called the widow's mite. Although well outclassed by a large number of her sister ships of both American and German origin as to size and speed, she beat them all out on the number of trips across, 14.

The Leviathan was the fastest ship on which any Yankee got to France. She is rated at 24 knots. The Agamemnon and Mt. Vernon, two more converted German liners, come next with a speed of 23 1/2 knots. The Great Northern and Northern Pacific, American made, cut the waves at 23 knots. These were the only ships in the American Transport Service that had a speed of over 20 knots.

# OVER HALF OF A.E.F. CAME TO FRANCE IN BRITISH SHIPS

## ARMY NOW RUNNING ALL DRY CANTEENS

### Y.M.C.A. Plans to Bring Wet Total Up to Thousand Mark

At midnight Monday the Y.M.C.A. went out of the dry canteen business in the A.E.F. Beginning Tuesday morning the Army took over the operation of all Y.M.C.A. and other auxiliary organization canteens and will run them as post commissaries exchanges. Practically all the canteen supplies of the Y.M.C.A. have been or are being turned over to the government.

The Y.M.C.A. will open approximately 400 more wet canteens, making the total of such institutions to be conducted by it nearly 1,000. Chocolate, coffee, sandwiches and doughnuts will be sold in the wet canteens, and as soon as the weather becomes warmer, ice cream will be put on. In addition, canteens or moving wet canteens will be operated, going from place to place to serve detached or temporarily stationed troops.

In a statement issued Tuesday, the Y.M.C.A. says relief from the operation of post exchanges was welcomed by it because it will make possible increased activities on its part in athletic, entertainment and recreation in the A.E.F.

**More Women Workers**  
Of approximately 2,500 secretaries who were working in the dry canteens, 1,500 will be serving in the wet canteens. Meanwhile, Y.M.C.A. women workers are continuing to arrive from the States. Many of these will be assigned to the wet canteens. Much of the rest of the Y.M.C.A.'s personnel will be assigned to entertainment work.

Working June 1, 1918, and January 1, 1919, the post exchange department of the Y.M.C.A. supplied 112,520,537 packages of cigarettes, according to a statement given out this week.

In the same period there were disposed of over the counters of the post exchanges 14,509,978 tins of smoking tobacco, 40,205,163 cigars, 22,584,381 bars of chocolate, 441,818 pounds of candy, 3,374,471 packages of candy, 561,707 pounds of cocoa, 1,914,335 cans of milk, 8,231,261 packages of chewing gum, 3,235,212 cases of jam, and 31,634,652 packages of biscuits. In the six months the Y.M.C.A. distributed through the post exchanges, without charge, 65,769,000 letter heads and 34,169,300 envelopes.

**Last July U-boats' Best Month**  
Submarines played a very small part in retarding the movement of American troops to France. The month of their greatest activity witnessed the banner sailing north of the A.E.F. from home ports. This was in July, 1918, when 309,458 men hit the gangplank.

So far as the records show, U-boats did not succeed in getting a single ship that flew the American flag en route to France. They did torpedo the Tuscania, an English ship bringing American soldiers, and they got three American ships returning home.

The Antilles, a small ship, was sunk October 1, 1917. The President Lincoln, a large converted German liner, which had made five trips across with 23,378 troops, was torpedoed two days out of Brest on a return trip home May 31, 1918. The Covington, the former German liner Cincinnati, was sunk July 2, 1918, just one day out of Brest on a return trip home, after having made six successful round trips with 15,630 troops.

There seemed to be a nest of submarines just outside of Brest, lying around in the fond hope of catching the Leviathan or the George Washington, knowing that Brest was the only port these ships could use.

The red letter day in the history of troop movement from America to France was September 21, 1918, when 50,124 Yanks, all fed up on news of the American victories at the front, landed in one day. It cost 2,000 cars to move them from port. What is believed to have been the best troop around made by any ships engaged in troop transport during the war was made by the Great Northern and the Northern Pacific, two American ships that made the round trip to France in 19 days each.

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Finally, the service offers a few suggestions regarding actual conditions at home:

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Of approximately 2,500 secretaries who were working in the dry canteens, 1,500 will be serving in the wet canteens. Meanwhile, Y.M.C.A. women workers are continuing to arrive from the States. Many of these will be assigned to the wet canteens. Much of the rest of the Y.M.C.A.'s personnel will be assigned to entertainment work.

Working June 1, 1918, and January 1, 1919, the post exchange department of the Y.M.C.A. supplied 112,520,537 packages of cigarettes, according to a statement given out this week.

In the same period there were disposed of over the counters of the post exchanges 14,509,978 tins of smoking tobacco, 40,205,163 cigars, 22,584,381 bars of chocolate, 441,818 pounds of candy, 3,374,471 packages of candy, 561,707 pounds of cocoa, 1,914,335 cans of milk, 8,231,261 packages of chewing gum, 3,235,212 cases of jam, and 31,634,652 packages of biscuits. In the six months the Y.M.C.A. distributed through the post exchanges, without charge, 65,769,000 letter heads and 34,169,300 envelopes.