

# YANKS DRIVE ON IN CHAMPAGNE AS MEUSE-ARGONNE FIGHT IS WON

Continued from Page 1

take the hook of the Essen trench, from which point an intense fire rained the left flank and rear of the Marines, now advanced beyond it. The Americans had so far suffered about 15 per cent casualties, but they had taken some 1,600 prisoners and many machine guns. In the afternoon a detachment of the 5th Marines helped the 21st Division to take the hook of the Essen trench, but a German counter-attack recaptured it and it was not until some time during the night that the French finally secured it and established their line slightly to the north of it.

Despite this delicate situation on the left, the American front at 4 p. m. had again pushed forward toward the road from Orfèuil to St. Etienne, gaining about a half meter and a half of ground which was held only with the greatest difficulty because of the French attacks. The last time had progressed on neither flank and the American front projected in a salient from Meudal Farm and the hook of the Essen trench. An additional source of trouble developed by the latest advance was another German center of machine gun resistance in the west edge of the Blanc Mont woods, which as soon as it had been passed, began firing the flank and rear of the Marine Brigade.

The night of the 3rd-4th was an inferno of fire from every direction, except the rear. The German machine gunners, infiltrating into the American lines in innumerable places and causing heavy casualties; but they, themselves, in turn, were annihilated as soon as they advanced without loss. At 1:30 p. m. of the 4th only gained about 500 meters, owing to the fire from Blanc Mont; so next morning at 6:15 the 2nd Battalion of the 6th Marines, in conjunction with the 17th Infantry (French) on the left, after an hour's artillery preparation assailed the strong point in a whirlwind attack and took it, absolutely without loss. The 2nd Battalion had 25 machine guns, 25 machine guns, the direct result was that the French on the left, now the 22nd Infantry, were enabled to advance at once to St. Etienne and to the edge of St. Etienne, the Marines on their flank also coming up near to the latter place, being stopped about one-half kilometer from it by a line of trenches and wire, where many more machine guns were located.

### Hot Fight for Town

At 5:30 on the morning of the 6th, another artillery preparation of an hour's duration was delivered, on the heels of which the 23rd Infantry and the 6th Marines assaulted and overran the enemy's line before St. Etienne. The 23rd Infantry on the right of the place, though their line had progressed beyond it on the northwest, and at about 11:20 in the morning, Marine patrols advanced into the town, and the 6th Marines, which had been placed under the command of the Fourth French Army and in support of the 2nd Division, was in part sent into the town, and the 3rd Division, commanded by Maj. Gen. William R. Smith and composed of

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## 1,324 BOCHE TRUCKS HANDED OVER TO U.S.

### Receiving Commission in Third Army Winding Up Its Work

While peace negotiations go on, and officers and men wrestle with paperwork problems affecting German reparations, the turned over to the Army under the armistice, one branch, at least, is rapidly bringing its affairs to a close at Coblenz.

That part of the American Receiving Commission to which the Boche was handing over motor trucks has accepted 1,324 trucks. The U.S. Army's quota was 1,250. This includes 28 trucks. The others accepted have been turned over to the Allies to help them in completing their quotas.

More than 68 makes were submitted by the Germans, of which 40 were shipped to the States for experimental purposes. Trucks were received at Sigmaringen, Hereschbach, Montabaur and Coblenz, the last one being accepted March 5—the Americans being the first to have their quotas filled.

### Galaxy of Spare Parts

The machines had to be in perfect running condition, and if they weren't handed over in that way they went straight back. They were to be handed over in groups of five but they actually came across in groups of 12, with so many excess spare parts, this also being in accordance with armistice conditions. And, to give one an idea of how thoroughly the Allies had to inspect this spare part business, be it noted that there were shipped to Mainz, spare part distributing point, 35 cartloads of accessories for the American alone.

Most of the machines are of the chain drive type. The Third Army is using 215 of them on road work in the occupational areas. All the trucks are equipped, on front and sides, with glass windows.

Maj. D. E. Patton is in charge of the detachment, comprising two other officers and 40 men, who received, inspected and accepted the German vehicles.

## THIRD ARMY WILL PRINT OWN PAPER

### Amaroc News, Regular Four-Page Daily, Starts Next Week at Coblenz

The Amaroc News, a new Third Army daily newspaper, will be printed at Coblenz, the Army of Occupation headquarters. It is planned to run four pages daily and eight pages on Saturdays, and to be printed on the most up-to-date printing presses of the advanced area on the day of publication.

The paper has been authorized by Maj. Gen. Joseph T. Dickman, commanding general, Third Army, who himself selected the name, "The Amaroc News," out of a list of titles submitted and him. The Amaroc is made up of the two first letters of the words American Army Occupation.

The need for a paper for the Army of Occupation was first brought to the attention of S. Godfrey, who is considered the godfather of the newspaper. Lieut. Theodore E. Damm has been in charge of organization work, assisted by Lieut. George J. Barnes, of the American Red Cross, Lieut. William J. Corcoran is the editor.

The paper will be printed at the plant of the Volkshaus, American soldier printers supplementing the German workmen. Artists are already drawing cartoons and sketches. There will be a daily cartoon strip and a page of illustrations every Sunday.

The paper will come off the presses at noon in order to be delivered to the distant districts of the bridgehead and Luxembourg the next morning. It is hoped to have the paper in the hands of its readers by mass time.

## AROUND THE SIBLEY STOVE

This is the story of the last connection made by Private Champ, who was on duty at a switchboard in a dug-out when the 314th Signal Battalion was operating near Sibley last fall. A gas shell made a direct hit on that dug-out and Champ was blinded. The gas came in and he was groping helplessly when a Lieutenant of Infantry dropped down the steps.

"Lead me to the switchboard," he could hear Champ saying. "It's got my eyes."

A moment later, by the sense of touch, Champ was putting the coil through. He died later from the gas.

The colonel of the 324th Infantry was out on a night patrol when the regiment was in a quiet sector. Suddenly his path was blocked by a gigantic doughboy, who addressed him in a stage whisper:

"Halt; who goes there?"

"Commanding Officer," the colonel whispered back.

"Advance, Commanding Officer, and give the password."

The password was stealthily murmured in the doughboy's ear. Then the colonel whispered:

"How far is it to the trench?"

"Three miles, sir."

You could hear the colonel all over the block as he demanded loudly an explanation of why he had been kept whispering there with the Germans three miles away. "I gotta terrible cold," the doughboy explained.

One negro soldier in the Argonne was as pale as circumstances would permit, and visibly shaken.

"It's de twikin' shells what gits me," he confided to the lieutenant.

"Nonsense, Sam; shells don't talk."

"Don't you talk that way to me. I kin hear 'em talk in my ear. Four dese ole G.I. cans jus' whizzed by and I heard 'em say: 'Nigger, you ain't going back to Alabama!'"

### Passover Observed in A.E.F.

At least 70,000 members of the Jewish faith in the A.E.F. observed the famous Feast of Passover which began last Monday and lasted three days. Many of the soldiers were in the Army ovens and turned over to the men to eat during the Passover period. In accordance with the tenets of the observance, soldiers were held at many centers throughout the A.E.F. and in Germany. Jewish soldiers were given three-day leaves. Those in the Third Army, 3,000 of whom observed Passover in Coblenz, those of the 5th Division, Second Army, in Luxembourg.

## METZ NO HAVEN FOR FOOTLOOSE YANKS

### M.P.'s Also Keep Close Watch Over Villages in Briey District

Although the stronghold of Metz was turned over to the French by the enemy in November, it required reinforcements consisting of the Second Army A.P.M. and a detachment of American military police to prevent the city falling into the hands of tourists from the A.E.F. At least this is the reason the M.P.'s give for their presence.

All approaches to Metz are guarded by M.P.'s waiting to receive Americans bent on entering the city. If traveling by auto, the party will be directed to the office of the A.P.M. There they will probably be told how many minutes they have to get out of town. The railway station is closely guarded. Enlisted men arriving by train are not even permitted to leave the station, and are compelled to take the next train out. Officers entering by the same route are allowed to go about the city between trains only.

According to the M.P.'s, Metz threatened to become a mecca for American A.W.O.L.'s and men on leave or returning therefrom. After several reports had been shut up, the M.P.'s say, the French sent out an S.O.S. for the Second Army A.P.M. and some American visitors in Metz are S.O.L.

Four villages in the Briey mining basin north of Metz are off-limits for the entire A.E.F. Officers and enlisted men traveling through the region are greeted at the edge of the area by military police and speeded on their way—straight through with no stopovers. Such is life.

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PVT. SPIKE RANDALL wears four wound stripes. On the payroll he always has figured as John A., but ever since he first started dispatch riding for C.F.G. in June, 1917, it has been Spike Randall, because of a personal elongation not combined with thickness.

And everywhere Spike went during his dispatch riding days the Germans always seemed to be throwing them up-and-down-ways, rather than broadways. If he hadn't been tall he would have missed out entirely on his first wound—a piece of shrapnel in the cheek. This was east of Baccarat, on January 20, 1918.

In the Champagne sector, six months later—July 14—Randall took aboard a cloud of gas that happened to come floating along high enough to miss most of the stoop-shouldered, short boys near the shell-belt. So Randall went to the hospital again.

On August 27 Randall had his third wound stripe thrust upon him—and it went a Croix de Guerre. Again his fatal altitude figured in the circumstances. He was driving his motorcycle with dispatches from American headquarters to the French post of command when a Boche airplane swooped down on him like a hawk after a chicken. He bent as low as he could over the handlebars of his machine and drove

## THE FOURTH MAN WON

They were having a contest to see who could tell the biggest war lie. "I drew a bead on a Boche soldier with a rifle, wirelessly him 'Hands up,' and made him come down inside our lines," said one.

"I whistled like a 75, scattered an enemy machine gun squad, captured the gun and took the whole crew prisoner," said the second.

"I sneaked a limousine, ran it to a German corps headquarters, told the C.O. I had a message from the Reichstag for him, and brought him back to our regimental P.C.," said the third.

"My spirals never came down," said the fourth.

## ISSUE FLY PAPER HERE

Spring is here by the calendar, the equinox, the trees and flowers—and Bulletin 15, Hq. S.O.S.

The Q.M.C. will provide, says this G.O., six double sheets of fly paper per day for each 250 men at all camps and posts. The Q.M.C. will provide, says the order; but it goes on, "this fly paper will be manufactured by the organizations themselves."

Then follows a formula that sounds like a recipe for Kansas-made corned. One pound of resin, five-eighths of a pint of castor oil, mixed thoroughly and heated until liquid, then spread on 12 sheets of issue Manila wrapping paper—and the job is done.

In the larger camps, kitchens, mess halls, bakeries and hospitals will be screened as far as practicable, the bulletin says.

## PRESENT or former Members of American Masonic Grand Lodges, who are assigned to military units stationed in Paris or other Masonic members of the A.E.F., permanently located in Paris, are requested to forward their names, addresses and telephone numbers to:

The Masonic Overseas Mission, American Masonic Headquarters, 10 Avenue Victor-Emmanuel III, Paris

## PLANT FOR 3RD ARMY COLD STORAGE BEEF

### Gievres and Bassens Have Rival in Bendorf, Up in Germany

All the A.E.F. knows of the 7,500 ton cold storage plant at Gievres which, with the 6,000 ton plant at Bassens near Bordeaux and the 850 U.S.A. refrigerator cars, has made possible the supply of refrigerated beef to the troops of the A.E.F.

The Army of Occupation requires something more than 100 tons of frozen meat daily, which up to the present has been shipped from the Gievres plant direct to Coblenz. But as this required a haul of six days it was decided to ship the meat to a Dutch port and to make shipments by rail in refrigerator cars from that port.

To provide a beef reserve it was decided to establish a cold storage plant in the Third Army area, and as there was no existing plant in the area, due largely to the European prejudice against the frozen meat, it was decided to install an American one. The site chosen was Bendorf, a little town on the river about 12 kilometers north of Coblenz, during the war a busy river terminal, and now twice as busy, because of the fact that it is the Third Army supply terminus of the Yank line of communications from New York via Rotterdam.

Twenty-seven experienced enlisted mechanics and one officer were sent to Bendorf from Ft. Ord, Calif., to install the plant. Unskilled mechanics and one officer from Refrigerating Plant Co. 501 at Bassens. The necessary equipment, idle since the day of the armistice, and work for the insulation of the building in which the beef was to be stored, were forwarded from Gievres—and on March 4 work really got under way. It was considered a three weeks' job, and everyone conceded that the birds going it would have to hustle at that.

### Quick Work in Freezing

Actually, however, on March 21, the machinery was started up and by that night the temperature in the plant stood at ten degrees Fahrenheit. The first shipment of beef from the Holland plant was received March 23, and unloaded into a temperature of zero Fahrenheit at Bendorf.

The capacity of the plant is 800 tons of frozen beef in quarters. The temperature will be maintained during the cool weather at from zero to 15 degrees Fahrenheit, and at from zero to five degrees during warm weather.

The handling of frozen meat in insulated cars, without ice, has to a considerable degree been an A.E.F. development. The U.S. packers did not consider the idea at all practicable. The success of the plan

## Nothing But Gas This Time

By comparison with the other three happenings, the last injury wasn't very exciting—just a shot of mustard gas at St. Mihiel on September 12.

In the course of events of this war, Spike Randall found himself at an embarkation point ticketed for home—compassionate M.O.'s figuring a four-wound-stripe man ought to get a right-of-way or right away if anybody should. But he objected. He said he had a habit of coming back to him, so he succeeded in dissuading his well-meaning friends. He put in a request and had it granted. He was sent to Germany.

## Now he is driving Y.M.C.A. girl entertainers here and there through the Army of Occupation. With his four wound stripes, three service stripes, his A. O. insignia, his Croix de Guerre and his newly-sowed-on Y brassard, he qualifies high in the contest for the most-decorated member of the A.E.F.

It might be added that Randall is 20 and comes from Brooklyn.

has been found to lie in the low temperature of the A.E.F. storage plants. In this manner the beef itself refrigerates the cars and this has resulted in a big saving in the use of ice for cooling them.

In the case of supply to the Third Army it is the intention to make all shipments from the Bendorf plant, which will insure beef arriving at the railroads in perfect condition.

The Bendorf plant was constructed according to design prepared under direction of Lieut. Col. F. Wilson Evans, who was in charge at Washington of plans for the Gievres plant, as well as for a 500 ton plant constructed at Brest. The construction work was carried out under the direction of Capt. John E. Wilson, who also superintended the construction of the Gievres and Bassens plants.

## BAND AND GENERALS AT CAPTAIN'S WEDDING

### Four Hundred Enlisted Men Among Guests, Chaplain Ties Knot

A regimental band played the wedding march, two generals, 60 other officers and 400 enlisted men were present as guests, the regimental colors were among the decorations and the regimental chaplain conducted the wedding ceremony when Capt. J. Bradley Delahanty, of the 308th Regiment, 77th Division, and Miss Margaret Rowland, of Racine, Wis., driver for the American Red Cross, were married this week at Brulon, in the Le Mans area.

The wedding took place on a terrace in front of a chateau and the guests were grouped in a semicircle while the ceremony was conducted.

Captain Delahanty met Miss Rowland in Paris for the first time while he was on leave from his regiment when it was in the advanced area. When the 77th Division moved to the embarkation center in Le Mans, the American Red Cross personnel official attached to the division received notice that "Driver Rowland" was about to report for duty. The personnel official was surprised, however, when the driver who reported was a young woman. Captain and Mrs. Delahanty will return to the United States with the 77th Division this month.

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