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WHEN THE YANKS STRUCK ON MEUSE

American Doughboys Faced Three Fortified Defense Systems.

NOTHING COULD STOP THEM

Interesting Description of One of the Last Big Fights in Which Pershing's Troops Were Engaged.

With the First American Army.—Three fortified defensive systems guarded the German positions between the Argonne and the Meuse when the Americans burst through them.

The advanced line, the enemy's old line, called the Hagen stellung; his intermediate line ran a kilometer or two behind it, according to the configuration of the terrain, hills, streams and woods, and was called the Volker stellung. Behind that ran his main reserve line of defense, the Kremhilde stellung, a continuation of the Brunhilde stellung, which runs through Champagne.

At their first bound the attacking waves of doughboys swept over the first two fortified zones with their barbed-wire entanglements cut to pieces by the preliminary bombardment, and in several points they penetrated the Kremhilde stellung, which pivoted in the Aire-Meuse sector on Montfaucon.

The three-hour artillery preparation between 2:30 and 5:30 o'clock in the morning had driven the enemy to his deepest dugouts and the advanced assault troops were in the trenches throwing gas bombs and grenades down the stairways into the underground bombproof shelters before the Boches could get upstairs.

Reducing Strongholds.

Between the three different lines of intrenched positions the Boches had installed series of strong points, machine gun nests, sometimes emplaced in concrete and steel pillboxes, or else merely set in strong, natural, commanding positions. The system for reducing these strongholds was identical with that already practiced by the enemy in his various offensive operations.

The advanced waves of storming troops going forward in open order, worked their way between the strong points, often by worming along for considerable distances on their stomachs, or by crawling on hands and knees through woods or along ravines. Arriving in the rear of these positions, they established contact with one another and proceeded forward, leaving snipers to work their way back in the rear of the strong points and pick off the Boche machine gunners in many cases.

It was the job of the succeeding waves of assault, with their light machine guns and their little trench mortars mounted on light, two-wheeled carts hauled by man power to reduce these strong points with or without the aid of artillery, tanks, or airplanes. The most advanced waves were entirely safe from the machine gun positions once they passed them, as the Boches usually could not work their guns toward their own rear, the emplacement having been organized with a view to firing ahead or on the flanks only. Furthermore, if the Germans fired toward the rear, they would reveal their presence to the succeeding attacking waves which would put them out of action before they could swing around again.

Why Casualties Are Light.

It is because the attacking waves went forward deployed in extended formation and behind a curtain of fire of bursting shells, a creeping barrage, that casualties among attacking troops were so much lighter than anyone unfamiliar with these tactics might imagine.

The doughboys passed Montfaucon, which was a hive of machine gun nests in their advance toward Nantillois and Cierges, and it was not until the day after the town had been practically surrounded that the last enemy resistance was crushed there. After penetrating well beyond Montfaucon on either side, American patrols of twos and threes began to reconnoitre the town and the chateau which stands on a tent-like ridge commanding the plain in all directions. Those patrols which entered from the north, from behind, worked their way through the ruins of shell-shattered houses right up to the front of the town, where they sniped the German machine gunners in the backs, as they were firing on American patrols advancing from Cuisy. Prisoners were taken from the deep dugouts 50 and 60 feet below the ruined town two days after the Americans had established themselves in the town.

Finds "Funny Man" in House.

St. Louis, Mo.—Peter Fefes of this city was aroused from a deep dream of peace by the elbow of his three-year-old daughter, who jabbed him in the ribs. The child lisped:

"Papa, who's dat funny mans in here?"

Fefes jumped from his bed to investigate and the "funny mans," who proved to be a burglar, fled out the back way. He had taken $221 from Fefe's pocket.

TAKE UP PEACE WORK

Great Britain Ready for Industrial Change-Over.

Huge Munitions Plants Prepared for Switch to Peace-Time Operations.

London.—England has her plans all laid for the great industrial change-over.

There are about 5,000 large concerns which have been engaged in munitions work.

These factories have been preparing for months for the "quick change" and are ready to switch to peace-time operations immediately.

Munitions is by no means the only branch of industry where sharp readjustments will be necessary. But the same statement of preparedness holds true generally.

The ministry of reconstruction, which has been operating for more than a year, and which has made an extensive survey of the industrial problem, has aided manufacturers who have been engaged on war work in the preparations for the advent of peace. And it has worked out plans for converting many government-operated plants into production of materials which will be sorely needed.

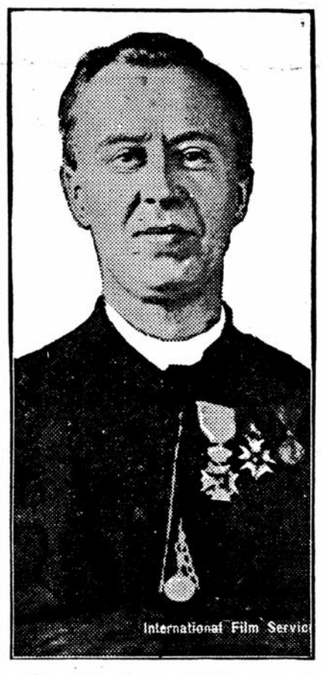
To show how extensively the ministry has worked, 20 subcommittees of experts have completely surveyed as many parts of the neighboring field and have drawn up plans for the change over, which have been placed at the disposal of the industrial chiefs.

Demobilization plans have been given careful study, and, while the official report has not yet been issued, it is known that it provides for disbanding by the needs of different trades, and not by military units. Men with large families will also be released early.

The ministry of reconstruction has dwelt particularly on the possibility of development of industries making articles formerly imported from Germany—such as electrical apparatus, hardware, stamped metal and telephone apparatus.

And it is flatly stated that "Britain is going to make a lot more of these things for herself after the war."

THE CURE OF YPRES



The photo shows Abbe Delaere, the cure of Ypres, who was the last civilian to leave the city. After months of hardships in this shell-ridden hole, during which time he climbed up into the steeple of his church to extinguish firebrands, Abbe Delaere gathered up more than one hundred children, some of them maimed by the Goth's bombs and shells, and took them to a chateau near Ypres. Here, with the help of the American Red Cross, he and some faithful sisters are teaching and caring for the children. Abbe Delaere's charges are called "The Children of Ypres." Their fame is widespread throughout what is left of Belgium.

NEEDS NEW LEG, BUT BUYS LIBERTY BOND

Ridgeway, Pa.—James Reed of this place needed a new wooden leg, but he decided his country wanted the money worse than he did the artificial limb and he purchased a Liberty bond. His act was rewarded. A concern which makes wooden legs learned of his act of patriotism and has presented him with one.

Lays Easter Eggs.

Turning out ready-made Easter eggs of artistic design is part of the day's work for a hen owned by Charles W. Ballou at New Albany Ind. Within a week this "biddy" laid seven eggs that were saved from the skillet for the family parlor.

The most elaborate "design" is a fish more than an inch long, the body of which is red and the head and tail green. Back of the fish stands a deer. Another egg bears the letters "V" and "U." Other eggs are marked with green and yellow spots.

U. S. PROFITS BY ALLIES' MISTAKES

Workmen at Home Do Their Part in Winning War Against the Hun.

FACED A TREMENDOUS TASK

From the Start America Organized War Program on Basis of Highest Efficiency—How Labor Was Mobilized.

Washington.—America's success in the world war has been made possible as much by workmen at home as by soldiers in France.

America was confronted by a tremendous task when the conflict with Germany became inevitable. The supplies the allies had required in the years since 1914 had necessitated considerable readjustment of labor and commerce in the United States, but with actual participation in the conflict much greater changes had to be made. The work of American laborers in producing food, munitions and clothing enough for their own countrymen and the allies as well is one of the greatest performances of the war, or, indeed, in history of all time. It has been made possible largely by careful organization of the nation's man power in order that every ounce of strength could be employed to best advantage.

The United States employment service last June was intrusted with the great task of mobilizing and distributing labor. Something of the kind was absolutely necessary, for without unified arrangements for obtaining the help needed for war production industrial life in America would have been chaotic.

Europe Sets Example.

The experience of European countries had illustrated how essential is perfect organization and co-ordination of labor power toward successful prosecution of a war which places practically whole nations in arms. In the wars of the past, industrial life at home went on without any considerable interruption; the armies in the field were ordinarily not so large that they could not live on the country if they were forced to do so.

With the summoning of millions of men to the colors by all the belligerent nations, however, the world war of 1914 quickly took on a quite different aspect. The withdrawal of all these men from industry proved a tremendous shock to the economic life of every nation.

Germany probably was the best prepared for the great change, for the possibility of summoning most of the man power of the nation into warfare had been considered more thoroughly than elsewhere.

France and England, it soon became apparent, had made serious mistakes. In France large numbers of skilled munition workers were called into the army, and they suffered tremendous losses when the Germans overran Belgium and northern France. Munitions output slowed up, and only by the most heroic exertions were the French finally able to turn back the enemy at the Marne. Eventually the skilled machinists were called back into the factories, where they could be of much better service than even in the first-line trenches.

England had similar experiences. In the patriotic zeal of thousands to enlist, for the voluntary system was retained in England for about three years, little attention was paid to the retention on essential jobs of men whose places hardly could be filled. The consequence was that railway workers, miners and machinists went into the army by thousands and that England's productive capacity was crippled seriously. Only this year England was forced to withdraw 10,000 miners from the army in France, in order that they might maintain the fuel supply of the British isles.

United States Profits by Errors.

America was able to profit by these mistakes of the allies, and from the start organized a war program on the basis of highest efficiency. The collapse of Russia shortly after America entered the war, afforded still another object lesson.

Russia's collapse, it appears, was due more to a weakening of morale at the front than to trouble at home. Breakdown of the nation's industrial life was reflected quickly in the morale of the troops, however. The whole war has illustrated the fact that it is the home army that breaks first, if a quick military victory is not obtainable. Russia collapsed because the Russian people could do nothing more to carry on the war. Italy was in grave danger of disaster because of industrial difficulties. Bulgaria and Turkey quit the war while both countries had large armies in the field, simply because the home front broke. The same condition existed in Austria-Hungary.

Chops Wood at 101.

Delta, O.—Lucius P. Taylor, one hundred and one years old, celebrated his last birthday by chopping wood, "just to show that he could still do a man's work." Taylor was born in Franklin county, Mass., in 1817. In 1843 he settled in Delta on a little farm, which has for the last 75 years been his home. He has a son, four daughters, eight grandchildren and 12 great-grandchildren living.

ALL WILL GET JOBS

To Be No Slump in the Demand for Labor.

Devastated Europe Will Look to United States to Help Rebuild.

New York.—Jobs for all will be had for the asking in the period of the world's reconstruction. There's to be no slump in the demand for labor.

It has been estimated that no fewer than 10,000,000 men have been killed in Europe. The United States, which has not lost 15,000 men, must make good this huge labor loss.

Devastated Europe will look to the United States for help to rebuild. We must finance this big job and supply the materials and tools.

According to M. Tardieu, French high commissioner, it will take two years to get the French coal mines in working order and ten years to put them in prewar condition. To reconstruct private homes alone will require the work of 100,000 men for 20 years.

Prof. Van den Ven of Louvain, now in the United States, says the war losses of Belgium total approximately $4,000,000,000. Before the drive more than 45,000 buildings had been destroyed. Practically all the important factories have been robbed of their machinery, and, in many cases, not only the walls razed but the very foundations destroyed.

The machinery was shipped to Germany. Towns and villages have been wrecked. Farms have been robbed of all live stock. Miles of interurban railroads have been torn up and shipped to Germany.

The problem is first to keep alive the population released by Germany; second, to reconstruct the industrial machine so the people can make a living.

England also will want food, manufactured goods, raw material and machinery in great quantities. So will Italy and the Scandinavian countries.

George E. Roberts of the National City bank maintains that the United States will pass out of the war period with more wealth than she possessed before the conflict began. There has been much scientific development of industry, and agriculture has been stimulated as never before.

There is no obstacle, he thinks, to a continuance of business activity except the difficulty of readjusting business to a peace basis. This obstacle is great but surmountable.

HE SURE IS A BIG MAN AT THE FRONT

Topeka, Kan.—Is a mule driver essential to the winning of the war? This is the problem before the industrial advisory board of the First district. It was the first case to come before the board. The mule driver claims his work is essential to the operation of a Kansas mine.

TAKE PRISONERS IN AIRPLANE

British Flyers Round Up Sixty-Five Huns and Herd Them Into Camp.

With the British Army in France.—Airplanes can be used for capturing infantry. It was proved by the British in the recent advance.

Flying fairly low, seeking parties of Germans or war material to bomb, two officers in one machine were fired upon from a sunken road. The pilot dived and the airplane machine quickly accounted for four Germans. Very quickly the Germans hoisted a white flag in token of surrender.

The airmen were in a dilemma, as there was no British infantry in the vicinity. They descended to 50 feet, however, and ordered the Germans out of the road—65 of them in all. They obeyed. Then rounding up the party, the airmen directed them toward the British lines. They circled over them with the ever-menacing bombs and machine guns until they encountered a party of British, who took the entire lot to a prisoners' cage.

DUTCH TAKE TO BAGPIPES

"Doedeizakspeel" Latest Craze in Holland and People Can't Get Enough.

London.—Doedeizakspeel is all the rage at The Hague.

Doedeizakspeel is Dutch for bagpipes.

Some of the British released prisoners have brought the bagpipes, and their kilties, through Holland—and Doedeizakspeel has become the jazz band of the nation.

No cabaret is complete without it, and highland flings are flung about the restaurants of the white light district with the same abandon Broadway knew when the tango was at its highest.

Near Beer Too Near.

Pittsburgh, Pa.—Near beer that was too near brought warrants to nearly 400 proprietors of drug stores, groceries and soda fountains in the East Liberty section. The warrants charged selling liquor without a license. It was said that the near beer contained more alcohol than in the real article.

CAVALRY PLAYS BIG PART NOW

General Foch Used French Horsemen to Advantage in Big Drive.

PROVE GOOD FIGHTERS AFOOT

Rides 80 Miles in Day and Relieves Hard-Pressed British in Flanders—Makes New Place for Self in Warfare.

Washington.—Skillful use of French cavalry has marked General Foch's tactics ever since he took over control of the allied armies as supreme commander, according to information reaching military circles here. The horsemen have played an important role in the whole battle of 1918, as the struggle which began March 21 with the first German drive has come to be known.

The employment of swift-moving columns in the present counter-stroke from the Aisne-Marne line has been noted in the dispatches. Again General Foch took advantage of the great mobility of the mounted arm to throw it in wherever his advancing infantry units threatened to lose touch with each other in the heat and confusion of the contest. No gaps have been left where the enemy might strike back, for always the horsemen came up to fill the hole until the infantry line could be rectified and connected in a solid front.

The same tactics marked the first use of French cavalry in the battle of Picardy, when the French took over 55 miles of front from the British to permit the latter to mass reserves at seriously threatened points of the line farther north.

Cavalry Fights Afoot.

A French cavalry corps complete with light artillery, armored cars and cyclists arrived first on the scene in Picardy and relieved the British. They fought it out afoot until the heavy French infantry arrived and took over the task.

Three days later the horsemen were on the move again, this time hurrying to the front, where the enemy was hitting hard at the Lys line. The cavalry rode hard as the advance guard of the French infantry columns marched toward St. Omar. In the first 24 hours, despite the long strain of fighting in Picardy, they covered 80 miles without losing a man or a horse on the way. In 66 hours they had transferred their whole corps over 125 miles and arrived east of Mont Cassel.

"It was a wonderful sight," writes the chief of staff of a division. "The horses were in fine condition; the men were cheerful and went singing, in spite of the sufferings and privations they had to endure.

"In truth, our boys looked a little tired, but they were all very proud that such an effort had been asked of them and all were bearing it cheerfully."

The cavalry corps stood in support of the British for ten days in April after the enemy had forced the line held by the Portuguese division. It maintained communication between two British armies and organized the ground from Mont Cassel to Mont Kemmel, while the French army moved up behind it. As the French infantry came into line the cavalry was drawn off to the left in the Mont Kemmel region, and for five days the horsemen, fighting afoot with two infantry divisions, withstood the terrific assaults of the Germans who sought to hammer a way through behind Ypres at any cost.

They stood steady bombardment for days, and when the infantry was hemmed in on top of Mont Kemmel, the cavalry drove forward in counter-attack and held off the shock divisions of the enemy while the French gunners got their pieces away.

Later, at the battle of Locre, the cavalry also shared fully with the infantry, blocking gaps in the line, and the final definite occupation of the town for the allies was accomplished by a cavalry battalion. A sergeant and a handful of dragoons drove 40 Germans out of the town, and at another point a cavalry officer and 20 men backed up the infantry at a critical moment, the officer waving a pistol in one hand and a shovel in the other as he led the dash which restored the situation.

Defend Compeigne.

A few days later the same cavalry, after another long ride, met the enemy advance against Villers-Cotterets woods in the Aisne sector, where the fighting today is waging fiercely, and where the horsemen again are engaged. When the Germans drove forward in their effort to get around the forest to Compeigne, the horsemen blocked the road between the wooded region and the River Ourcq.

In view of this record for swift and dashing attack afoot, the cavalry appears to have established a new place for itself in modern warfare. They are the light reserves; the men who are always hurled first into the point of danger to hold until the slow-moving infantry arrives. They have learned trench warfare completely, and General Foch is making use of them in any move that insures them a glorious chance when the day comes for the allies to drive back all along the line.

U. S. TO FEED FRANCE

Republic Looks to America to Supply Food.

Crops Short, Utmost Sacrifice Urged on People as Winter Approaches.

Paris.—Vast quantities of food products must come to France this winter. All eyes are on America.

Abnormal drought last summer seriously injured the French harvest. A warning has been issued that further sacrifices, more stringent food restrictions, may have to be imposed.

France, facing the winter, is looking to America to feed its people. Approximately 100,000,000 bushels of wheat are needed for daily bread rations.

"The economic situation is alarming," said M. Gomot, a French senator from the Puy de Dome region. "All the harvests have been brought in and we are in a position to measure our needs.

"Production this year has been sadly deficient. Despite our expectations last spring of bumper crops, the deplorable dry weather has ruined many rich agricultural districts of France.

"There has been almost no fruit. Vegetables are few. Cereals are poor. Potato crops, on which we based our hopes last year, are 50 per cent less than in 1917.

"Only the wheat crops have given any satisfaction at all. There has been some improvement in them, thanks to the awakening of the agricultural movement in the abandoned regions.

"But if our daily bread rations are to continue throughout the winter we must obtain—somehow, somewhere—an additional thirty or forty million hectoliters (between 82,000,000 and 110,000,000 bushels) of wheat.

"The outlook is not bright. Something must be done. Something will be done. The people of France must take the initiative. They must be willing to make more sacrifices. They must not be afraid of further and stricter restrictions."

REAL DOG OF WAR

Photo shows "Titus," a real dog of war, who is one of the few dogs in the war who has ridden in an airplane and tank. He is a west highlander terrier and has seen service all along the western front. He has been gassed and wounded. With Titus is here shown Mr. E. A. Stark of the Y. M. C. A., who has been the dog's guardian during his trip across the ocean.

GUM STOPS LEAK IN TANK

Women Motor Mechanics Show Resourcefulness in Emergency on Country Road.

Chicago.—When it comes to resourcefulness leave it to Mrs. Ernest Byfield and Miss Elaine V. Rosenthal, embryo motor mechanics who were fitting themselves for service in the motor supply corps in France. A little thing like a gas tank leak is nothing to them, even if it does happen away out on a country road. So when they were motoring along and had to stop because of it Mrs. Byfield suggested that chewing gum would stop the leak, since they had nothing better. It did, but they had to chew 110 sticks, which they purchased at a nearby store, to get the desired effect. Yes, they could still talk and tell about it when they got back, despite the stiffness in their jaws.

FIRST TO AID IN OTRANTO WRECK

Red Cross Swift and Efficient Help Wins High Admiration.

IRISH BEHAVE SPLENDIDLY

Simple Folk of Islay Sacrifice Themselves in Rescuing and Giving Aid to Shipwrecked Soldiers.

London.—So rapidly are events falling one after the other that the Otranto disaster may be considered an old story. Yet there is a very great deal which has not yet been told about how splendidly the Irish people behaved in succoring survivors and how nobly the simple folk of Islay sacrificed themselves in rescuing and giving aid to the shipwrecked soldiers who were cast, many of them unconscious, upon the wild Scottish shore. And the story, too, of the swift and successful aid furnished by the American Red Cross is one of which the whole United States may well feel proud.

When the survivors landed at Belfast only 12 hours after they had been taken off the disabled Otranto by a daring British destroyer, they were in a pitiful plight. They had been clinging to the deck of the destroyer with heavy seas constantly breaking over them, and with a cold wind chilling them to the bone. To save themselves from being carried overboard many had lashed themselves to torpedo tubes and to the vessel's superstructure.

Because of the loss of the destroyer's wireless equipment, due to her running into the troopship while taking off the men, she had been unable to give notice of her coming. Consequently no provision had been made on shore for the reception of the survivors. The seriously injured and sick were rushed off to hospitals as soon as ambulances could be brought to the dock. The others, wet through, and shivering with cold and exposure, all of them without shoes and many without much clothing, were marched away to the Victoria barracks.

Consul Aids Men.

Meantime the American consul had been notified of the men's arrival. He immediately got in touch with Red Cross headquarters at Belfast. Although it was Sunday night and long past nine o'clock the Red Cross was ready for the emergency. The emergency warehouse, prepared and stocked six months before in preparation for just such a disaster, was opened at once, and a "flying squadron" of automobiles began loading supplies of clothing, medicaments and comforts, which were rushed off immediately to the barracks where the men were being sheltered.

Hunter Sharp, consul, had gone to the barracks as soon as he had learned that the Red Cross machinery was in operation. He appeared before the men, introduced himself as the American consul and cheered them with the information that the Red Cross was on the job and soon would be there with all the necessary equipment.

"Three cheers for the Red Cross!" proposed a husky Georgian. The cheers were given with a will and the men picked up heart. They crowded around the consul, finding comfort in the very presence of an American.

The discussion all around the big bare room had begun to center completely on the question of food when the first Red Cross car, honking cheerfully, rumbled into the cobbled driveway of the barracks. The door opened and a cheerful voice called out, "Anybody want any cigarettes? Here are all the American brands."

There was a rush to the doorway and the men themselves took charge of cigarettes, chocolates, biscuits and warm woolen clothing of all kinds, from socks to blankets.

American Women to Rescue.

There were American women, too, that spoke with all sorts of American accents from pure "Bostonese" to the hearty tones of the Pacific coast.

Meanwhile came the news that other survivors and many bodies were likely to be found on the coast of Islay, off the Scotch coast, where the Otranto had perished on the rocks. It was known that the Red Cross organization in Scotland was trying to reach Islay, but it was doubted whether, owing to the terrific storm, travel by the usual routes was possible. So the Red Cross organization in Belfast decided to send an expedition on the perilous trip from Ireland to Islay. A party of eight, including two physicians, and carrying large outfits of clothing and quantities of medical and other supplies, made the voyage on a small vessel furnished by the British navy.

Here, in Islay, it was found that the greatest loss of life had occurred, for the Otranto had gone on the rocks close to the scene of the Tuscania disaster.

Of her 450 passengers 20 men, including 17 American soldiers and three members of the crew, were the only survivors. These twenty, more dead than alive, were washed unconscious on the rocks, a bleak and desolate spot, and were taken care of by a handful of cottagers who live on this barren shore at a little hamlet known as Kilchoman, which consists of only three houses, a church and a schoolhouse.

Defective Page