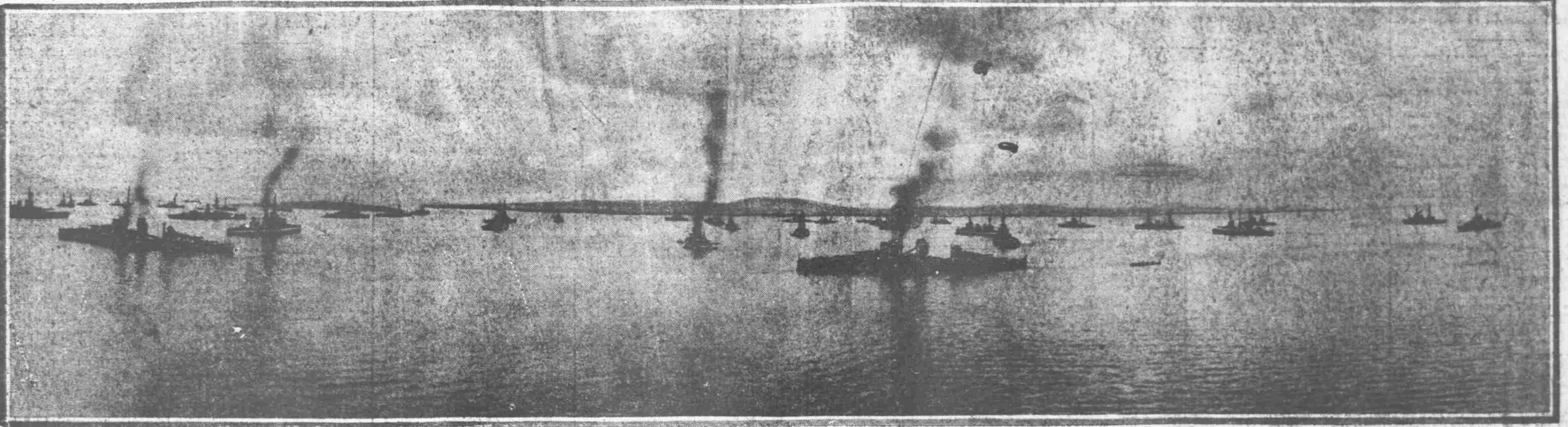


Panoramic View of U. S. Fleet Off Coast of Brittany Before Departure for Home



This is the first picture of the American fleet that performed long and gallant service in European waters to reach this country. It shows Vice Admiral Mayo's command riding at anchor off the coast of Brittany just before receiving orders to sail for home after the armistice was signed. These waters have been the scene of many a desperate naval battle. The great Spanish fleets that set out to conquer Britain centuries ago met their doom not many miles distant from this peaceful spot. During the last war the German U-boats made a specialty of infesting these waters awaiting the transports. The fast American and British cruisers and destroyers patrolled this shore line regularly, while from the clouds fleets of hydro-airplanes maintained an unceasing vigil.

THOUSANDS IN BALTIMORE BOOZE STORES TO STOCK UP

By BILL PRICE.

"I've got all Washington and part of Alexandria on here," grumbled the conductor of the 12:01 Baltimore & Ohio train Saturday, as it pulled out for Baltimore.

"I never saw so many suitcases in my life," he went on. "You can't move for them."

"Well, Cap, excuse me for my grip taking up so much room," said one chap who had overheard the trainman's remark. "But you see it is full of religious literature. I will not be able to go to church tomorrow and so I thought I would trot over to Baltimore today and join those devotedly disposed."

The conductor may not have been altogether right, but that train was certainly chock full of people. Regular

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"Race to Berlin" Won, Brest Is Not Rushing In "Race For Home"

By LOWELL MELLETT.

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BREST, Feb. 24.—While every effort is being strained here to get the boys home as fast as possible, it is not a rush. The reason is that Brest, having outdistanced all other ports in the great race for Berlin, has no serious competitors in the race for home.

The race for Berlin was between Brest, Bordeaux, St. Nazaire, Havre, Marseilles, Boulogne and Calais. It began in November, 1917, and was designed to show which port organization was the most efficient. Brest, accomplished eight weeks' theoretical work in forwarding troops and material in six weeks and two days.

When the armistice was signed 97,116 troops had passed through this port. The first boat, arriving in November, 1917, required seventeen days to discharge its cargo. On May 24, 1918, sixteen boats arrived with 42,152 troops, and were discharged within twenty-four hours. Only July 15, 32,000 troops were discharged in twelve hours.

The Leviathan, on its first trip to Liverpool—the world's greatest harbor—spent forty-two days there, before its return to America. On its second trip to Liverpool it spent thirty days. She arrived in Brest on May 2, with 8,842 troops, discharged them, recoiled, and departed in eighty-one hours. The next day a British official arrived in Brest to see if it were possible for the Americans to better Liverpool's record. He found the ship gone.

Sims Kicks Hat To Ceiling.

Admiral Sims, receiving a message relating to the performance, thought there was a mistake and asked for verification. The confirmatory message was received while he was in the office of a British admiral. He kicked his hat to the ceiling and shouted.

On his next trip the Leviathan discharged 10,388 troops in 29½ hours and recoiled in 49½ hours.

There is the pleasant side of Brest's activities during the trying months when there was just one motive actuating the American army and the American people to get the men to the front. These records were

achieved with totally inadequate facilities, insufficient lighters, tugs, trucks, cars, and lumber, and with roads in deplorable shape.

The Fight With "Flu."

In August the city of Brest suffered an influenza epidemic. There were many deaths among the French inhabitants, but the army's precautions prevented the disease from spreading to the troops working on the docks and at Camp Pontzenet. The same was true when transports began arriving from America, bringing victims of influenza and pneumonia. The first of these ships were the Von Steuben and Louisville, which reached here September 4, 1918, with a hundred dead and hundreds of sick aboard.

One unforgettable night was that of October 12, when the Leviathan arrived with hundreds ill and many dead. Brigadier General Butler, former colonel of the Thirtieth Marines, had just been given command. That night he sent a thousand marines down to the docks. They carried 400 sick men in their arms, four miles to Camp Pontzenet, through rain and mud because there were not enough stretchers. The general himself walked with the marines, carrying the packs of three sick men.

Today he related how he met two marines in the dark, heard a sob, turned on his flashlight, and found both weeping as they carried a limp body. He asked what the trouble was. One replied: "Our man died on us."

Storm Unhouses 1,800 Men.

A terrible storm blew down many tents the night of January 6, this year, unhousing 1,800 men. General Butler ordered all kitchens fired up and dinner served. Engines were started and bands played. A disagreeable incident was thus turned into a lively midnight picnic while accommodations were being restored.

The spirit displayed in these various situations described is responsible for the present efficient organization, which led Charles Schenck a few days ago, to write a personal note of commendation on conditions in the camp. Likewise, it has led dozens of men to volunteer to remain for permanent garrison duty, though they were scheduled to sail for home.

that the Reed amendment is constitutional and legal.

The District courts will have nothing to quibble over when the first arrests are made under the Reed law. The highest court has decided that the law means what it says and that is absolute prohibition so far as bringing intoxicants into this District is concerned, even in small quantities.

In issuing instructions to the police department today as to the Reed law Major Pullman cited the decision of the Supreme Court, which will be one guide of officers in their action.

According to the report, First Chief Carranza of Mexico, working with German agents, is now understood to believe that the time will soon be ripe to consummate the entire scheme, as Mexico, he claims, is the dominating power for all practical purposes in the Central American sphere.

The report points out that "a sham revolution could be begun in Honduras, necessitating the consolidation of Honduras and Salvador, and then a revolutionary movement would be conveniently started on both shores of Guatemala," resulting in the absorption of Guatemala and the consequent consolidation of the three countries.

The court unqualifiedly held that Congress has the right to regulate interstate commerce in this way and

that the Reed amendment is constitutional and legal.

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DEMANDS SOLUTION OF SHIP PROBLEM

What shall the United States do with its merchant marine?

The Senate was urged to consider this question by Senator Ransdell of Louisiana this afternoon, when he pointed out that six months after the

ratification of the peace treaty the Shipping Board will have a merchant fleet of from five to six million tons on its hands without power to operate or dispose of it.

Then the ships now under contract are complete, Ransdell said, the Shipping Board will own 70 per cent of the American merchant marine. It now owns 44 per cent of it.

Nine solutions, ranging from complete Government ownership to complete private ownership, are possible, Ransdell said. After outlining them, he said:

"Those who believe in Government ownership must stand ready to say what form of Government ownership they desire. Those who are in favor

of disposing of the ships to private companies must make up their minds under what kind of arrangement such used programs, not speeches. We need facts, not theories. And we need them soon. The problem is immensely difficult, it is pressingly urgent, and as yet almost no progress has been made in arriving at a reasonable and practicable solution."

JUGO-SLAVS THANK U. S.

The Jugo-Slav government today expressed its appreciation to the United States government for this country's recognition.

ADVOCATES PLAN TO STABILIZE BUSINESS

Industrial conditions will be stabilized, says Senator John F. Shafroth of Colorado, member of the Banking and Currency Committee of the Senate, if the Federal Reserve Board will announce that it will control the discount rate and volume of currency as to maintain a practically stable price level after the needed drop in the present price level shall have taken place.

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