"DER TAG" THAT ARMISTICE WAS SIGNED, SOME C. O.

Split His Features Lined With Grins Most Beatific

AND THEN—HE GOT THIS

Order Out—We Don't Know What It's All About, but Read It—It's Terrific

O.G. No. 111.

HEADQUARTERS PREMIERE ARMEE
OFFICE OF G-WHIZ
Europe, 11 November, 1918.

From 11 H Nov. 11, 1918 to 11:11 H Nov. 11, 1918.

1. Hostile Situation at Beginning of the Day:

Artillery and infantry belonging to the enemy are running very rapidly across the German border. Pursued by Yanks and British tanks, who joined the rush of dashing Franks, Huns ran in great disorder.

2. Information Received of Enemy During the Day:

Interrogated prisoners say they might come back another day and start again their little fray, because they weren't frightened. But information late tonight (not from G-2, for this is right), shows that although they say they might, we know damn well they mightn't.

3. Hostile Movements, Changes and Conduct During the Day:

Boche infantry across the Meuse, artillerymen, machine gun crews got so mixed up they could not choose to tarry any longer. They couldn't see relief ahead, for if they stayed, they'd all be dead, and so they went straight home to bed, where they knew they'd be stronger.

4. Maps Illustrating the Above:

Look it up.

5. Own Situation at Beginning of the Day:

Herewith, behold in full display, the 1st U.S. in grand array on this, its latest fighting day, prepared to make a wind-up. An end run or an on-side kick, a forward pass or any trick would be successful mighty quick with these divisions lined up:

L.E.	L.T.	L.G.	C.	R.G.	R.T.	R.E.
80	89	90	5	79	26	81
		L.H.	Q.	R.H.		
		1	32	2		
			F.B.			
			42			

On the bench—6-77-78-36-29-3-15-D.I.C. 10-D.I.C.

6. Own Changes, Movements and Actions During the Day:

As one division moved ahead, another started back instead, a third walked back and forth till dead and thereby made improvement. For every unit every day came in or out, but didn't stay; they had to shift, and so we say "Considerable movement."

7. Information Received from Neighboring Units:

The army to the left of us put up a most ungodly fuss because we chased Fritz in a bus and landed in their sector. But if we had not gone right through to Sedan, then could we accrue a jag tonight? I ask of you. You answer, "No, by Hector." And on our right the Second stands and stands and stands and stands and stands and stands and stands and stands, and so it is reported. We call them each and every day and ask them what they have to say. "Enemy aircraft getting gay," is what they have retorted.

8. Orders Received:

We've orders, orders everywhere, so many that we can but stare and wonder how in hell and where they were originated. We read them back and forward, too, and then we don't know what to do; though once again we look them through, they leave us agitated.

9. Action During the Day and Orders Issued and Received:

The doughboy laid his pack aside, the iron ration still inside, and opened up his jacket wide and sailed right in, by thunder! He tore them right; he tore them left and laughed while he used all that heft, for every German's bean was cleft, he rent the Hun asunder. Behind him, too, artillery roared, while overhead the big shells soared and into Germany batt'ries bored—my soul, it was attractive! But 'way above them in the sky they looked in vain for things that fly—report on: "visibility shy, aeroplanes inactive."

10. Result of Action, Both Own and Enemy:

A hundred thousand captured Huns, a million more or less of guns, deloused machines and tons and tons of German made commodities. Some cannons, and some cooking stoves, and generals, captains, other coves were chased behind in droves and droves along with other oddities. Our line extends from left to right along the Meuse, thence to the height of Brandeville and out of sight, it really is too long to note. We've captured many a town and wood and hill and vale where towns have stood, we've taken everything we should and tied the can to Willie's goat.

11. Maps Illustrating Above:

See paragraph No. 4.

12. Estimate of the Situation:

This is this! And that is that! And who is who and what is what! Such thoughts are running 'neath our hat in mighty cogitation. To find a phase with which to cope we tried, but now there is no hope; we must announce our latest dope, "There ain't no situation."

13. Plans for Future:

Exit at 32nd Street, a wild, mad dash across the street until, the rails beneath our feet, we'll cross the gin mill's border. We've quite resolved to never think, we only want to sit and drink and drink and drink and drink and drink; "Here, waiter, take the order."

14. Remarks:

The captured roads are poor to fair, supplies are normal everywhere, morale is quite beyond compare, the men are all in clover. The visibility now is fine, there are no Germans on the Rhine, so let's uncork a little wine, THE DAMNED OLD WAR IS OVER.

G. WHIZ, Chief of Chaff.

KEEPING A GOOD MAN DOWN

U.S. Army Official Photograph

Full Length Portrait of a Loud-Voiced Member of the A.E.F. Who Never Had a Chance to Speak

PRISONERS TELL OF REVOLT IN COLOGNE

Civilians Worked All Day, Promoted Rebellion by Night

YANK VOLUNTEERS HATED

Guards Sing America's Praises on Armistice Day and Talk of Emigrating

"The war is over. You're free. America is fine, and we're all going there after the war."

So spoke the German guards in Cologne as, the day following the signing of the armistice, they released three American soldiers, prisoners of war since last April. These Yanks are now at St. Nazaire awaiting a boat home.

About seven days before fighting ceased, the talk of unrest that had been heard came to a head, they asserted, and the soldiers guarding the American prisoners cut off their straps of rank and tied red bands on their arms. According to the ex-captives—Pvt. W. L. Quinn, Company B, 102nd Machine Gun Battalion, Pvt. S. L. Torok, Company D, 102nd Infantry, and Private Lewis Becker, it was the civilians in Germany who first started the revolution.

"They worked hard all day," said Quinn, referring to the citizens of Cologne, "and held their agitation meetings at night. In the wildest days just before the war ended, when German officers were shot dead on the streets for not affiliating with the socialists, the people continued to work steadily. Never was the work neglected.

"As soon as it was over, however, they went mad. Crowds of civilians marched singing through the streets. They were afraid to go very far, for a while, because of the soldiers. The army was still with the government, although many soldiers on furlough forgot to go back and went around agitating.

Navy With Civilians

"Then the navy sided with the civilians and the sailors won the soldiers over. The troops began to desert on the line and came back in droves through Cologne, singing revolutionary songs. They stopped officers on the streets, cut off their insignia and asked their support. Officers who refused to back the revolution were killed on the spot."

The Cologne people, said Quinn, are ready to kill the Kaiser and would do so without compunction if he ever came near the town. The Yankee soldier, in his seven months' captivity, had learned considerable German and could converse with the civilians. This was possible, during the latter days, when the army was demoralized and the care of the men was lax.

The three Americans were taken prisoner April 20 at Seicheprey. Behind the German lines they were relieved of gas masks, helmets, shoes and rubber boots. In their stockinged feet they had to carry German wounded across stretches of muddy frontier and through barbed wire entanglements. The Germans used an improvised shelter-half on poles as a stretcher. After some hours the Americans were taken back to a small town where they were the subject of a demonstration and were led through the main streets preceded by a band. Then they were questioned by an intelligence officer. He wanted to know why the United States was in the war. Quinn told him: "If we had not come here, you'd have come over there."

"They hate anyone who is a volunteer," said Quinn, "and we received much worse treatment when we told the officer we had enlisted voluntarily."

Wounded Prisoner Beaten

Quinn told one story of cruelty to a Yankee prisoner. The soldier suffered from blood poisoning and asked for treatment. The wound was cut open, wrapped in paper and he was sent back to work. His work required both hands and when he refused to keep at it and asked for other work, he was beaten with the butt end of a gun. The beating was done by the guard while the sergeant looked on. However, as the American still refused to do the work, he was given new duties that left his wounded hand free.

The Germans were wildly happy when the fighting stopped, and shouted their praises of President Wilson.

"The United States is the greatest country in the world and Americans the best soldiers. We will see you over there after the war," was their parting word to the Yanks.

When freed, the three went to Limburg by train and from there to Metz. At Metz they were turned loose and told the front was only a "short six kilos away." They found it was 20 kilos and the trip took two days of walking across 'Dead Man's Land." But for their Red Cross boxes they would have starved.

M.P.'S TO PERFORM DETECTIVE WORK

Division for Criminal Investigation to Be Organized in Corps

A criminal investigation division is to be organized from among the officers and men of the Military Police Corps without delay, according to the provisions of G.O. 217. To the number of troops assigned to the new organization may be added a number of civilian operatives at such rates of pay and allowances as the Commander-in-Chief may authorize from time to time.

"Investigation of criminal matters pertaining to the A.E.F." is to be henceforth one of the duties of the M.P.'s, in addition to those with which they have already been charged. The new list of duties for the wearers of the red hatband includes, among other things, command of the Military Police Training Depot at Autun, co-operating with the Allied police authorities and with the Intelligence Section police, custody of prisoners of war, and the general control of road traffic throughout the A.E.F.

It is further directed that the headquarters of the M.P.'s are to be established without delay at Chaumont, to be attached direct to G.H.Q.

BORDEAUX OPENS UP TRAFFIC COP SCHOOL

It Used to Take 40 Minutes to Cross the River, but Now—

Things have changed some since George H. Robertson, speed maniac, won the Vanderbilt cup race in 1908.

For instance, that same daredevil driver is now a major, and, as provost marshal at Bordeaux, is engaged in establishing and enforcing up-to-date traffic regulations patterned on those of New York City.

So successful has the work been, particularly in speeding up traffic and eliminating congestion on the five-eighths-of-a-mile-long bridge forming the main artery between the eastern and western banks of the Gironde river, that Major Robertson has won the complete co-operation of the French. And now, in order that the work may be put on a par with that of any large American city, a school for turning out efficient traffic cops is to be established.

Forty Minutes Cut to Four

It used to take from 15 to 40 minutes for an Army truck to cross the bridge. Today it takes four.

Traffic, particularly that having to do with automobiles, is a hobby with Major Robertson, and he at last secured the written permission of the mayor of Bordeaux to try and work some order out of the hodge-podge of push carts, two-wheeled wagons, automobiles, trucks, dogs and pedestrians ordinarily found on the streets of a French city. Men experienced in the regulation of traffic were placed at all the principal corners of Bordeaux, and 12 stations, in charge of officers and traffic men, were established across the length of the bridge over the Gironde.

French drivers at first resented the interference in their affairs, but when the real value of the regulations was realized this resentment changed to co-operation.

Heavy, slow-moving vehicles were compelled to keep next to the curb in crossing the bridge, and auto-driven vehicles were made to follow the street car line. A law preventing the overloading of French trucks was enforced and also the law limiting the speed of American automobiles. The result was quickly order instead of chaos, more speed and fewer accidents.

Traffic Company Formed

The traffic problem which the Americans were up against can readily be realized when it is stated that, by actual count, during an average nine hours a total of 7,920 vehicles crossed the bridge, in addition to horses, cattle, sheep and pedestrians. The count did not include street cars.

The working out of the traffic problem at Bordeaux has resulted in the formation of a company of 200 men which is known as the Traffic Division. This company is commanded by a captain, two first lieutenants and two second lieutenants. The entire personnel is to be given a course in the traffic school. Every man in the company was selected for this special duty from the hand-picked M.P. organization of 1,000 men.

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From the Minute Man of '76 to the Minute Men of 1918 in France

Comrades:

I wonder how many of you fellows have left friendly, waggly, faithful dogs at home? Most of you, I'll wager, for what's a man without a dog anyhow?

They are taking your places as much as they can, protecting the old place, being as folksy as possible—brightening up dull hours with their comical sense of humor. Carrying on, like the sturdy chums they are.

I must tell you about Tip, that smart little pup of Jim West's. When Jim first put on his khaki, that dog acted like he was the proudest dog in town, strutting around beside Jim wherever he went. He just naturally wouldn't let him out of his sight.

When we all went down to the station to see Jim off, Tip went along, proud as cuffy. Of course Jim made much of him, had him jump up on the old empty express-truck and put him through all his dozen tricks. Made him roll over, play dead, stand on his head, chase his tail and all the rest. It sure lightened up those "goodbyes." And when the train started off Tip stood there and wagged his tail slower and slower and slower, 'til the train disappeared around the curve.

That dog sure moped some for Jim, and day after day he went down to the station and sat looking wistfully down the track toward the bend. Then one morning the troop-trains began coming through. For the first couple of days, whenever a train stopped for a few minutes, Tip would go hurrying about looking for Jim. The third morning he found his range, however. He went straight to the old express-truck and began doing his tricks.

Yes, sir, every morning he goes down and runs a little entertainment of his own for the chaps in khaki. Does every trick he knows—does 'em well, too! I tell you he makes a hit every time.

I call that carrying on!

I salute you,
THE MINUTE MAN OF '76.

Moi aussi!
"Just met a coupla 'birds' I usta know back home," said Pvt. Yank, with a grin.
"So did I," said Corp. Yank, with another, "have one!"
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