

# How Millions of Men In War are Moved, Fed

Work of S. O. S. in France Ex-cels All History of Military Feats.

## QUICK SERVICE IS THE RULE

Army Uses 1,500,000 Pounds of Refrigerated and Fresh Beef Each Day—Immense Supplies Needed to Feed Yanks—Works Like a Machine.

By CHARLES N. WHEELER. (In the Chicago Tribune.) In the S. O. S. Sector, France.—The matter of feeding the army in France is an epic story. It is truly of heroic proportions.

Just now it requires about 1,500,000 pounds of refrigerated and fresh beef to feed the army in France each day, besides the hundreds of thousands of pounds of bacon, mutton, ham, corned beef, canned salmon, and dried and pickled meats and fish. More than 200,000 cans of tomatoes, corn and peas help to make up one day's rations.

Something like 230,000 cans of jam, 6,000 cans of peaches, 5,000 jars of pickles, 3,000 bottles of catsup, carboys of canned lobster and other sea foods, more than 2,000 boxes of chocolate, fresh white bread made of American flour and all the boys want, even the good old corn bread served hot, besides the immense quantities of potatoes, beans, prunes, coffee, sugar, milk, pepper, salt, vinegar, cinnamon, strup, and about everything found in a well-stocked farmer's pantry in the United States are laid before the American army in France every day—and it is all there right on the dot.

Works Like a Machine. It is there in every section of France, from Soissons and Toul to Marselles and from the Swiss border to the Bay of Biscay. All France is a great industrial place and there is hardly a spot in the whole country, including the sections under heavy shell fire, where the S. O. S. is not standing at attention when the dinner bell rings.

Meantime, men and munitions, and all manner of supplies are moving up to the front continuously, and the fighters are coming back for a little rest. The machinery works smoothly—and efficiently. There are side lines of great interest. One of these is the traveling bathroom. An outfit that requires only three trucks is now sent up to the lines to greet the boys as they come out of the trenches and give them a fine scrubbing. Each outfit will wash 500 boys an hour.

Meantime the S. O. S. is filling orders from the front. It may be a few thousand infantry, an artillery regiment or several such regiments, machine gun companies, and so on through the list. They are delivered immediately.

The wounded have to be brought back to the hospitals. The trains and ambulances are ready and they move like clockwork—except that getting back from the first-aid stations at times is not quite as slow as a clock. The wounded are sent to all corners of France and the big machine works on almost faultlessly.

Whole armies of the mobile sections now are transported quickly from sector to sector. It is up to the S. O. S. to see that all this equipment is provided.

Salvage Work Important. The S. O. S. besides doing an enormous business in the manufacturing line, conducts a large salvage plant, or plants, into which flows a steady stream of battlefield wreckage. In the clothing branch of the work alone they are saving the taxpayers back home \$3,500,000 a month. More important than the money saving is the saving of tonnage.

At one station mammoth American locomotives are assembled "while you wait." Six of these leviathans are put together every day and are doing their bit the next day.

It was found advisable to operate a special train for American military men between two widely separated points in France. As soon as the necessity presented itself the train was installed. It is called the "American Special." It is manned by Pullman car porters—negro boys who have had long training on the de luxe tralux back home. They are rated as first class wagon men here. American railway conductors have been assigned to this train, or trains, one running each way every 24 hours.

Of one thing the mothers back home may be thoroughly assured, and that is that not one of their boys wants for a single thing in the way of subsistence and medical and surgical attention. No army ever took the field better provided. And while the appreciations are being passed around it is not out of place to observe that the subsistence division of the war department at Washington is entitled to a decoration for the efficiency it has achieved.

Something over 300,000 enlisted men and about 25,000 women comprise the "help" in the S. O. S. organization. A large number of officers, of course, are required for the supervising positions, but practically all of the workers are men in khaki who have been termed the "ammunition passers."

Employs Army of Women. Of the 25,000 women in the work most of them are French women. A two-fold aim is achieved in the utilization of these women. A large percentage of them would be charged

against the state unless afforded this means of sustaining themselves.

Not the least serious of the problems confronting the war department was the question of distribution of supplies in France. A million men might be landed in French ports, together with the necessary equipment, but how under the heavens was this vast storehouse to be transported to the interior and on up to the lines, with the manifold exactions that would have to be met in doing it speedily and orderly and with the French transportation facilities already groaning under the home load? The German staff agreed it could not be done.

Right here seems a good place to introduce Brig. Gen. Johnson Hagood. He is chief of staff of the S. O. S. He has served in the war department with every chief of staff of the army since the general staff was created by congress. He is a native of South Carolina, a nephew of the late Brig. Gen. Johnson Hagood of the Confederate army and one time governor of South Carolina.

The present chief of staff attended the university of his home state from 1888 to 1891 and graduated from West Point in 1896. He has served as personal aide to Generals Bell and Wood. General Hagood is one of the younger generals of the army. He is small of stature, quick of action, and a human dynamo. His mind works like chain lightning.

"How did you do it?" I asked him. A flicker of a smile flitted across the face of the West Pointer.

"Well, we had to do it—and we did it. That's all.

It was a mere statement of fact. There was no philosophy to it. Just had to be done, and—was done!

"It would be impossible for me to tell you how this plan has been worked out," he added. "Moreover, I am not permitted to give out interviews to newspaper men. But in this case I understand you have been authorized by General Pershing's headquarters to get an interview from me, so I will try to tell you something about it.

### Undeceiving Themselves.

"In the first place, it is the biggest military undertaking in the history of the world. No military authority ever laid so bold a plan on this earth; nothing that Alexander the Great, Julius Caesar or Napoleon ever planned compares with it in scope or daring. The Germans laughed at us when we proposed it, and even those of us of the old army who sat around the war college wondering what we would do in a great war, never dreamed the United States, the most un military nation on earth, could put 4,000,000 men in France. To supply such a body of men from a base 4,000 miles away, to organize them, to fight 'em, and to fight 'em as well as the best soldiers in Europe today—is the greatest military accomplishment of all times.

"So far as my end of it is concerned it is all a matter of team work. The work is that of the bureau chiefs. You might compare me to the quarterback of the team. I give the signals and pass the ball, but they really do the work, and they have done it exceedingly well. We are way ahead on our program. We supply twice as many men in France as the most optimistic of us had expected. And at the present rate it will not be long before we will be supplying in France an army four times as large as that we had originally contemplated.

"As to the character of the work, we have had to build and repair railroads. We have built permanent docks and wharves at the ports, and some of these ports are more prosperous now than they ever have been in their history. We have constructed aviation fields, repair shops, salvage plants, supply depots, hospitals, cold storage plants, water supply, etc.

### Rushing a New City.

"It is rather difficult for one to visualize the proposition of going into an open field and constructing a 10,000 bed hospital. It means in reality a

## ASTRIDE PLANE UPSIDE DOWN; RIDES TO EARTH

London.—A British airman, while flying at a height of 1,000 feet, had the tail of his machine shot off by a direct hit from a shell. The machine turned upside down and the pilot was thrown from his seat, but he managed to clamber onto the bottom of the fuselage, on which he remained astride.

Although the machine was out of control, he managed, by moving forward and backward, to balance it and glide steadily downward. Under a strong anti-aircraft fire he crossed the German lines successfully a few hundred feet from the ground. His machine came down with a crash and he received some injuries, but will recover.

city of 15,000 inhabitants, with all the necessary appliances in the way of water, sewerage, stores, fire protection, lighting system, etc. Imagine all the retail stores in Chicago consolidated into one, and you get an idea of what it means when we say a depot containing ninety days' supply for 1,000,000. Think of a cold storage plant where 20,000 head of cattle, or 80,000 quarters of beef, can be provided for under one roof.

"Of course, we only handle this end of it. Our job over here is to get the stuff off the ships, get it on the trains, and pass it on up to the front. It comes in a never-ending stream.

The problem of the staff departments is divided into four grand groups—transportation, construction, supply, and hospitalization.

"Under transportation," continued General Hagood, "we group ocean transport and inland waterways, all railways, including standard gauge and narrow gauge; all horse and mule transportation, including wagons and pack animals, and all forms of motor transportation. No possible form of transportation has been overlooked.

"Under construction we have to consider the building of railroads, the erection and assembling of cars and locomotives, the building of wharves, docks and storehouses; the construction and repair of barges and other vessels for use on the canals and navigable streams, bridges, and, in fact, everything from the cutting of the timber in the forests to its final assemblage for practical use.

### Their Own Manufacturers.

"Under supplies we include water, food, clothing, fuel, animals, forage, guns and ammunition, airplanes, etc. We have taken over a great many manufactures. We make our own chocolate, and manufacture hard bread, and a number of such commodities. There is one bakery in the center of France from which we send out every day fresh bread for 500,000 men.

"Under hospitalization we include receiving and caring for the sick and wounded evacuated from the front.

"In order to decentralize this industrial institution the zone of operations is divided into nine sections—the advance section in which the armies are actually engaged, the intermediate section, containing the great central portion of France and seven base sections which include the ports.

"The whole thing is like a great network. General Pershing has placed the responsibility for its operation upon General Harbord, the commanding general of the S. O. S. I am his chief of staff. Associated with me are about fifty general staff officers, through whom all the activities of the S. O. S. are co-ordinated. The balance of the staff here consists of about 1,000 officers and 2,000 enlisted men and clerks.

"One of the most important agencies we have is the general purchasing board, presided over by Col. Charles Gates Dawes, formerly of Chicago. This board is charged with the purchase of all supplies that are obtained in Europe, and also represents us in co-ordinating the supplies of the allies in such a way that there is no duplication among the great nations concerned.

## IMPROVED UNIFORM INTERNATIONAL SUNDAY SCHOOL LESSON

By REV. P. B. FITZWATER, D. D., Teacher of English Bible in the Moody Bible Institute of Chicago. (Copyright, 1918, Western Newspaper Union.)

### LESSON FOR OCTOBER 20

#### ABRAHAM GIVING ISAAC TO GOD.

LESSON TEXT—Genesis 22:1-14. GOLDEN TEXT—I will give him unto the Lord all the days of his life.—1 Samuel 1:11. DEVOTIONAL READING—Luke 14:25-33. ADDITIONAL MATERIAL FOR TEACHERS—Genesis 15:1-6; 18:9-15; 21:1-12.

#### 1. Abraham Tested (vv. 1, 2).

God does not tempt men to sin (James 1:13), but he subjects them to rigid tests to prove them. In the treatment of Abraham we have a supreme example. God tested Abraham, not Lot. Sodom tested Lot. God tests the man who is proof against the tests of Sodom. God had promised Abraham an heir through whom blessings were to come to the world. For many years his faith was sorely tried in waiting for its fulfillment. At length, his heart rejoiced in the realization of that hope. In the lad in the patriarch's tent were wrapped Abraham's hopes of the future when his seed should be as the stars for multitude. His was no ordinary expectation. The human affections and hopes were, no doubt, included; but a new nation was to spring from him, and Isaac was the sole link making the connection. Therefore, he saw the coming Redeemer, for "Abraham saw my day and was glad" (John 8:56). It is only as we thus see all that Isaac meant to his father and God's purpose for the future of the world, that we really can appreciate the crucial test that came to Abraham. A test in some sense similar comes to many Christian fathers and mothers. God is calling for sons and daughters to be offered on the altar of his service. The test is something terrific, as some who have given up sons and daughters for the mission field can testify. It is only as God is known to be almighty (Genesis 17:1) shall ability be given to give them up.

#### II. Abraham Standing the Test (vv. 2-10).

1. On the way (vv. 3, 4). Abraham promptly obeyed. There was neither hesitancy nor arguing. God had issued the command. At his call Abraham said: "Here am I" (v. 1). He could not say "No" to God. In the ordinary affairs of life we call a man weak who cannot say "No," who has no will of his own; but the man who could not say "No" to God, we count strong. Early in the morning he was on the way to the place of which God had told him. All who really believe in God will yield themselves to him without question, reserve, or shrinking. Anything short of this is not consecration. We should not stop to ask how or why. It is enough to know that God has spoken.

2. "Abide ye here" (v. 5). This testing experience was too sacred for human eyes to gaze upon. How like this the words of Jesus in Gethsemane: "Tarry ye here." Human sympathy is sweet, and is to be prized, but we need to be alone in times of great testing. There are times when human sympathy hinders us from doing our duty. When Abraham said: "We will come down again to you," he spoke sincerely, for he believed that God would give him Isaac back from the dead (Heb. 11:19).

3. Isaac bearing the wood upon which he is to be offered (vv. 6, 7). This reminds us of Christ bearing the cross on the way to Calvary. Isaac must have been now a young man. He did not resist or cry out, but graciously submitted, showing that he is making a willing sacrifice.

4. The angel of the Lord calls (vv. 8-12). At the critical moment when Abraham's hand had lifted the gleaming blade to make real the offering, God interferred. God did not want human sacrifice as a burnt offering, but he wanted Abraham to give up to him his best, the surrender of his will to him. God is always pleased with submissive obedience. "To obey is better than sacrifice." Many times we are face to face with the test of giving up our fondest hopes and purposes, but when we have met the test as Abraham did, we get back our offering or greater things instead.

#### III. God Will Provide Himself a Lamb (vv. 13, 14).

Just behind Abraham was a ram caught in a thicket by his horns. Him Abraham offered instead of his son. In the words "God will provide himself a lamb (v. 8) we have the whole plan of redemption outlined. God has provided the costly sacrifice of his Son to satisfy himself.

He who has no taste for order will be often wrong in his judgment and seldom considerate or conscientious in his actions.—Lavater.

#### Value of the Bible.

The Bible is to us what the star was to the wise men; but if we spend all our time in gazing upon it, observing its motions, and admiring its splendor and are not led to Christ by it, the use of it will be lost to us.—T. Adams.

#### Truths From on High.

All human discoveries seem to be made only for the purpose of confirming more and more strongly the truths that come from on high and are contained in the sacred writings.—Herschel.

## The Dressier Separate Skirts



The dressier separate skirts are made of supple weaves in silk; their wearers sharing favors among satins, silk poplin and tricolet. Satin, it almost goes without saying, is first in importance—it is used for about all the outer garments of women, from hats to slippers. Tricolet is a novel fabric by comparison, but is approved by the most smartly dressed women, and poplins are tried and familiar to every one.

Besides these silks for dressier separate skirts there are novelties in heavier weaves for sport skirts. The sport skirt, in fact, has reached heights of beauty and style far in advance of anything in its animated and remarkable history. Possibly the restraint and reserve that marks wartime designing has operated to the advantage of sport apparel. But the time is coming when a new class, with a new name, will be formed for many of the smart, informal garments that now come labeled for sport wear.

A handsome separate skirt, to be worn with a dark or light blouse, presents its new style features in the picture. Of course it has panels to make it eligible to the company of fashionable clothes—the panels in a semblance of new apparel. There are three of them, one at the front, one two, shorter, at either side—all finished with fringe. The shaped ends with pointed ends, is of the same material. This particular skirt is in one of the rich shades of terra cotta—which one is called by several new names this season as "mahogany," "rust" and "carole." The last describes it best. But in any of the fashionable colors only needs a blouse of gorgeous match it to place a handsome costume at the command of its owner. Its lighter blouses one has the advantage of variety and it remains a separate skirt.

#### Gold Brocaded Ribbons.

Metal ribbons and emerald brilliant colors such as cerise and royal blue, richly brocaded in gold and in contrasting colors are used for girdles on dark colored black silk dresses.

## Suits Piquant and Plain



There are suits—and suits, most of them plain, some of them piquant but none of them fussy. With the supply of fabrics growing precious no consumer ventures to use more than the regulation allotment of cloth, therefore skirts are narrow and straight and coats cut to conform to this shortage of material. But the ingenuity of designers, put to the test, has triumphed and given us a variety of new models in coat suits and frocks that do them great credit.

Skirts are a little longer than they have been, since they must be two inches below the shoe tops and shoe tops are not as high as they were. Longer skirts were proclaimed early in the season, but women with a busy winter ahead of them have not been inclined to give up short skirts for street wear. Those in the suits pictured are only two inches below the shoe tops; that is, they are as short as the unwritten law allows.

The suit at the left of the picture is in a smooth-shouldered cloth might be duxeyn, wool colors of broadcloth, in deep gray with blue and emplacements in the coat of a son seal. The coat has a diagonal front, fastening with a very large button in gray to the left front. The is extended into points at the front and back. The high collar collar is convertible—the cuffs very deep, in gauntlet style, and finished with small cloth-covered buttons. In coat suits there are combinations of materials, and this model carries the idea out by uniting cloth and silk. A very simple and practical suit having a skirt portion plaited on the body. Very narrow lace home hem collar and rather large home hem tons set on to pieces let into the body furnish it with individual touches.

Julia B. Boring

## YANKEE AUTO TRUCKS ARRIVE IN ITALY



In this, one of the first pictures to arrive in this country of the actual landing of American troops in Italy, is seen a long trainload of automobile trucks belonging to the American forces.