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PETAINE A MARSHAL

Splendid French Soldier Gets Proper Recognition

WILLED THEY SHALL NOT PASS

This is the Man Who Made and Sustained a Reputation as the Best Organizer in France—Great Artillery Expert—Prepared the Splendid Defense of Verdun.

France has a new marshal, the third created since the war—Petain the victor of Verdun, whose extraordinary organizing and tactical qualities, great personality, and gift of inspiring unlimited confidence in both officers and men, writes the London correspondent of the Christian Science Monitor, have been generally recognized and appreciated during the course of the war.

Henri Philippe Benoit Petain is a grave, tall son of the Department of the Pas de Calais. He is a native of Ganchy a la Tour, near Bethune. His father was a husbandman, and nothing seemed specially to designate young Henri Petain for a successful military career. He entered the school of St. Cyr in 1876, when France was still suffering from the wound inflicted upon her by the annexation of Alsace-Lorraine. Some years later he received his commission as lieutenant in the infantry, to which he has ever since remained faithful. For seven years he served as lieutenant in a regiment of Chasseurs Alpins, becoming captain of the same regiment in 1890. It is interesting to note that he did not appreciate his remarkable talents, and deliberately tried to retard them in every way. Neither can it be said of Petain that he benefited in any way from favoritism; he was only promoted to captain when his chiefs could no longer find any reason for delaying his advancement.

In 1902 he became professor at the Superior Artillery school at Chalons, where he definitely broke away from the old official teaching, which the late war has so often proved defective. He defended his views as to the necessity for intense artillery preparation before attempting any infantry attacks, with such conviction that his superiors, who were generally in favor of the traditional methods of warfare, seized the earliest opportunity of sending him from their midst so embarrassing and convincing an opponent of their theories. Petain, however, soon had a splendid revenge. He was appointed professor of applied infantry tactics at the Superior War school, and in this new capacity he won the admiration of his official pupils, and also a reputation for original ideas quite opposed to the generally accepted official methods. He then returned to his former regiment, where he was warmly welcomed by his men and fellow-officers. War found him stationed at Arras, on the point of retiring with the rank of colonel.

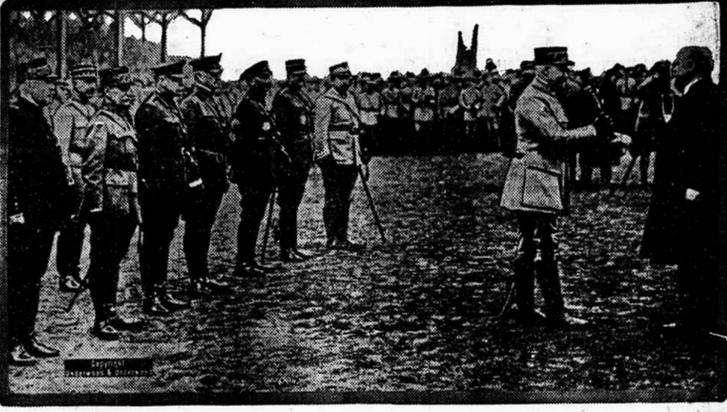
But now the wheel of Fortune revolved rapidly, and in a few months time Marshal Petain had attained to the highest rank in the military sphere. Promoted brigadier at the beginning of hostilities, he at once took part in the most severe fighting. He was at Charleroi, and a few weeks later, having been placed in command of a division of infantry, he succeeded in restoring discipline, energy, and optimism to those men who having been through the fighting at Charleroi and at Gulle, were absolutely demoralized when he took them in hand. In the different attacks which he led during the battle of the Marne he applied his long-cherished theory as to the necessity for an intense artillery preparation, and in more than one case he gave his men an example of falling back, placing himself unhesitatingly at their head, under the most terrific shell fire. It is surprising that the "pollus" should respect and love so intrepid a chief? They never fail to recognize his superiority, and are proud to proclaim their confidence in him on every possible occasion. "On peut y aller! C'est de l'ouvrage a Petain!" A simple phrase. Yet this confidence in the thoroughness with which their chief would have accomplished his "job" reflects the faith he has inspired in his troops, who secure in the knowledge that the powerful pounding of French guns had cleared the way, rushed toward the German lines with that incomparable dash and bravery which has always been characteristic of the soldiers of France.

In recognition of the invaluable services he rendered during this first phase of the war, the French government named him commander of the Legion of honor. His work was mentioned in the official dispatches, which stated that he "organized with remarkable method the attack on the German position, and directed the same with extreme energy, obtaining a magnificent effort from the troops placed under his command."

His successes in Artois will be remembered in the annals of the war. Under his extraordinary thorough and competent direction the third army corps captured all the reputedly impregnable German lines and took 10,000 prisoners. Petain became major-general, and was commander-in-chief of the eleventh army. He then prepared the Champagne offensive of October 1915, and the fine success which resulted from the practical application of his theories designated him to be the defender of Verdun, where at last he had a full opportunity of revealing his unique qualities both as a tactician and organizer.

When he took command of the army of Verdun, at the request of General de Castelnau the enemy held the village of Douaumont. Petain immediately grasped all the measures that were necessary to protect the fort and Verdun; he set to building a network of roads and trenches, which, by assuring communication and facilitating communications, contributed greatly to the help of the men in their heroic defense of the valiant city. For several months General Petain was the very soul of the resistance of Verdun. Thanks to inconceivable sacrifices the enemy succeeded in gaining an advance which momentarily threatened the security of

GENERAL PETAINE MADE MARSHAL OF FRANCE



Before a gathering of the most brilliant military leaders of the world, Gen. Henri Philippe Petain, commander in chief of the French armies in the field, was awarded the baton of marshal, the highest honor bestowed by France. President Poincaré is seen in the background, and Marshal Joffre, Marshal Foch, Field Marshal Sir Douglas Haig, General Pershing, General Gillian of the Belgian army, a Portuguese general and General Haller of the Polish army.

that front. Petain never lost courage, however, and from the very first he was confident in the success of his colossal enterprise. He called up all the artillery he could dispose of, and it is said that he placed cannon-wheel against cannon-wheel, thus forming a perfect barricade of shell fire and steel, through which the surging tide of German infantry was powerless to break. Then he uttered the now famous words which electrified his troops: "Ils ne passeront pas!" (They shall not pass!)

When General Nivelle took command of the "great army" of Verdun he achieved what Marshal Petain had prepared, recapturing the line of forts placed at the head of the Germans of the center, General Petain took a most active part in the last offensive, and recaptured the reputedly impregnable position of Moronvillers. He was recalled from this post by M. Painleve, in order to become chief-of-staff at the French War office, and to establish a permanent link between the government and the supreme military command.

Marshal Petain was appointed commander-in-chief of the French armies early in 1918. He retained this post when Marshal Foch assumed supreme command of the Allied forces. With the liberation of Alsace-Lorraine accomplished, no one was better fitted than Marshal Petain to be placed at the head of the French troops who entered Metz, for, as M. Clemenceau said in his proposal to make General Petain marshal of France:

"At a time when the whole of France celebrates with a noble pride the definite victory of its arms, the government of the republic makes it a point of honor to express the wishes of the army and of the country by conferring on General Petain, one of the most glorious architects of victory, the dignity of marshal of France. To retrace the role played by Marshal Petain in the whole of the war. He had already won fame by the splendid service he accomplished, when, placed at the head of the army at Verdun, he inflicted on the enemy a defeat which will ever remain famous, and which marked the decline of the German military power. History will place General Petain in the very first rank of those great warriors who, in the course of the four years of this long and terrible war, have commanded the Allied armies. Led by chiefs of the highest valor, our incomparable soldiers have imposed upon the enemy the armistice of Nov. 11, which consecrated the triumph of the Entente. They have just reached the Rhine. The moment therefore has come to grant to General Petain the supreme military reward which will honor him as chief of the French army. Surely no praise is better deserved than that awarded by "Father Victory," as M. Clemenceau is lovingly called, to the great warrior whom his pollus have appropriately nicknamed "He who works well!"

WARNS AGAINST BOLSHEVISM.

Official of Military Intelligence Testifies Before Senate Committee.

Testifying before the senate committee investigating German propaganda, Archibald Stevenson of the military intelligence bureau, said Thursday that representatives of the Bolshevik movement already have organized soviets in the industrial centers of this country and that their plans contemplate eventual seizure of the government.

Mr. Stevenson also said evidence exists that Germans and the United States have begun a post-war propaganda with a view to exporting the peace terms which would make the peace terms imposed on Germany less onerous. He imposed on Germany's attention to the recent committee's report in the New York State Zeitung, which he said endeavored to convey the idea that American soldiers overseas had come to regard the Germans in a light other than that of enemies.

Leaders of the Bolshevik movement in this country, Mr. Stevenson testified, included John Reed, who, he said, was the consul general at New York for the Russian soviet government, and Albert Rhys Williams of New York. Schools for the teaching of the Bolshevik doctrine to children have been established by the local organization, the witness said, and lecturers were held. He told the committee that the editor of the New York State Zeitung, which he said endeavored to convey the idea that American soldiers overseas had come to regard the Germans in a light other than that of enemies.

Money for the Bolshevik propaganda work, Mr. Stevenson asserted, was sent from Russia. The element that is furthering radicalism here is the same element that is fighting American soldiers in Russia, said the witness. "They can be said to be the same for Reed and Wil-

liams are their representatives in this country."

Asked by Senator Overman for a remedy for Bolshevism, Mr. Stevenson said he would recommend deportation of alien agitators, punishment under a law specifically drawn for that purpose of Americans who advocated revolution, barring from the country the ultra radical units and counter propaganda of education.

In reply to a question from Senator Overman as to whether Frederic C. Howe, commissioner of immigration in New York held radical views, the witness said he believed Mr. Howe's opinions were "some what radical."

Investigation of the States Zeitung, Mr. Stevenson said, showed that the paper received \$15,000 from Dr. Bernard Dernburg, the German propagandist, after the beginning of the European war. A deposition by George von Sckal, taken by the New York attorney general, he declared, showed that in December, 1914, or January, 1915, a cable message was sent to the Berlin foreign office saying that the States Zeitung had to have approximately \$500,000, "if it does not want to be closed."

The answer to the public affairs committee was that the embassy here would be authorized to pay the money "if necessary."

THE WAR AGAINST LIQUOR.

Story of Dry Movement From Its Inception to Now.

The international, world-wide movement for prohibition, in which the United States has played a leading part and which has now resulted actually by a sufficient number of states to make the nation dry, was brought rapidly into the foreground of public affairs by the opening of the world-wide movement for the prohibition of liquor traffic, and the waste occurring through the liquor traffic was one of the first evils to which attention was called.

The most spectacular blow the traffic received in Europe was the action of the old government of Russia in 1914. The nations fighting for their existence and freedom of the world were compelled to bend every energy to the task, and the waste occurring through the liquor traffic was one of the first evils to which attention was called.

The reconstruction period in the United States following the Civil war witnessed a rapid and wide growth in the liquor business. Immigration from Germany was a factor, German beer being introduced and great breweries for its production in the United States. There was a corresponding effort by the moral forces of the country to stop this menace, and the established political parties having refused to incorporate in their platforms planks against the liquor trade, the Prohibition party came into being in 1869, holding its first national convention in 1872. This move was followed in 1874 by the organization of the Women's Christian Temperance Union, the two organizations becoming the great early foes of the liquor interests.

their example was followed by those of the Pacific northwest.

So many states, in widely different sections of the nation having passed prohibition laws, the problems resulting, especially those of the shipment of liquor into dry states through interstate commerce, brought the matter before the national congress. In 1916 the supreme court upheld the Webb-Kenyon law, which prohibited the shipment of liquor into dry states through interstate commerce, and in 1917 congress strengthened this law by forbidding the spreading of liquor advertisements in dry territory through the United States mails.

The first step toward a constitutional amendment to make the entire nation dry, was taken in 1914, when the house of representatives passed an amendment by a majority vote, but not by the necessary two-thirds. Prohibition sentiment continued to grow and wax strong, mostly locally, until the opening of the world war. In the United States there sprang up then a strong movement in favor of war time prohibition.

War-time prohibition demands then brought matters to a head, the members of congress becoming more and more favorable to an amendment ending forever the liquor business within the whole country. On August 1, 1917, the senate passed the now famous Sheppard resolution, to submit the Federal prohibition amendment to the legislatures of the various states, by a vote of 65 to 20, and the liquor interests could do but to include a provision that the ratification by the states should take place within seven years. The house of representatives adopted the same resolution on December 17, 1917, at the following session of congress by 232 to 123, and there has been a steady procession of states taking favorable action upon this issue, since Mississippi led off on January 9, 1918.

The Troubles of a Consul.—Consuls the world over are likely to have their hands full with certain types of their fellow countrymen, or women, as in the instance about to be described. It occurred when Capt. A. F. Townsend, British consul in a town in Asia Minor. One day, he relates in "A military consul in Turkey," an English lady arrived and was shown in to his office. She was invited to sit down, which she did with caution, after subjecting the consul to a careful scrutiny.

"You are the consul, I suppose?" "I admitted that such was the case. "Well, she went on, "my steamer stays here for six hours, and I want to go to Tarsus to see the place where Saint Paul lived; and as I believe the train has gone, I want a carriage; and you must guarantee me that I shall be back in time for my steamer; and I want an interpreter who speaks English and Turkish, and—"

"Madam," I interrupted, "I must really—"

"My name is Mrs. X," she snapped, with a kind of don't-dare-to-madam-me air. "Very well," I replied, as mockly as I could, but as you have not shown me your passport, I did not know. If I could find an interpreter who spoke English and Turkish, I would buy him for myself, so I fear you can't have that, but I—"

"And you must arrange about lunch for me in Tarsus!" she put in. "But," I continued, deplorably, "I shall try to get you a carriage as soon as possible. Of course we can't call a cab, you know, as if we were in Regent street, but I'll send a kavass for one."

"Rather unsatisfactory!" she growled. "And I'll ask the Turkish governor to send a policeman on the box, so that you will be quite safe. I cannot, however, guarantee what time you may get back. It is sixteen miles to Tarsus."

"Well, I won't go at all," she declared, as if she were inflicting a crushing blow; "but I want to change a bank of England five-pound note, and as I don't know the rate of exchange, I shall have to trust you to change it for me."

"Really, Mrs. X," I said, goaded into retaliation, "you seem to have some very mistaken ideas. Let me tell you that I am neither a cabproprietor, nor a tourist-agent, nor yet a money-changer, and I must ask you to change your note elsewhere."

BELONGS TO THE STATE.

Well Known Columbia Memorializes the General Assembly.

Thornwell McMaster, a well known citizen of Columbia, has memorialized the legislature on the subject of the completion of the Columbia canal. He has had a letter printed and sent to each member of the house and senate which, while rather unimpressive, is quite forcible. He paints a picture of great industrial development and improved conditions generally if the canal is completed and the water powers on the Congaree and other rivers in the center of the state properly developed. The letter follows:

It is clearly up to the 1919 legislature to do its bit to rehabilitate, free its canals and open up its natural and undeveloped resources.

Take back and start immediate development of its navigation and power, the falls of Santee and Broad rivers at their formation of the Congaree, known as Columbia canal.

Appointment of five or three commissioners with power to act and do as we did for 50 years up to 1887, and as New York state has done ever since 1815—build and own its canals and navigation.

Seven years ago a few men in central South Carolina told the legislature that this company, claiming possession, were treating their leased property as "a scrap of paper." They denied and fought with strong, well paid staff of lawyers, politicians and newspapers. We always said to the legislature's committee: Make them show their books. A few days ago the supreme court ordered them to show their books. You will now see that they have used your property as a pawn to sell the bonds of five subsidiary companies.

Right here I will say that I don't believe God in his most wise providence ever intended that such essential far reaching nature gifts to all mankind, such as navigation and hydro-electric power, fall of water, was ever to be turned over to a few men as a private franchise. The weakness of human nature will every time produce the "great rich quick," "damn the public," "capitalize and sell bonds and stock. We can sell a million above the actual investment and get out before the innocent purchaser on the streets finds out that some one has sold him a watered stock or bond.

Since they sold the bonds this property was allowed to go to ruin. They are out. They have made their jack and don't give a damn for South Carolina. Take it back immediately. You can release in the near future 65,000 horse power hydro-electric power. Five thousand dollars worth of coal is lost of the hill west of your capitol building.

It is the opening of navigation to Saluda and especially Broad river valleys. Millions of tons of the only and best granite on all water transportation. Other rock up that river are copper and red hematite iron (iron pyrites) ores and others. All water rate to Columbia. All water rate plus short R. R. rate to Piedmont. The government wants granite in million ton lots at Charleston now to develop Charleston harbor. If you develop these shoals, somebody, either the United States or the state or Charleston, will develop the Santee-Cooper. It makes Columbia and Charleston 75 miles nearer by water. Liberates 35,000 hydro-electric horsepower in 30 miles of Charleston. Destroy or circumvent Charleston at mouth of Santee river. Makes immediately available by bettering its navigation two million acres of the best standing timber on earth, nearest the devastated war zone.

The Water, Congaree and Santee valleys hold the largest, most in demand, great quantity of standing in the world nearest the war zone. You can't log it or ship it out by railroad. The Broad and Saluda rivers hold the greatest in quantity and quality of granite on all water transportation on the Atlantic coast.

It is easily within your power to make our great valley of South Carolina equal to the Rhone of France. The Rhone river has only one-fourth more water than the Santee. The city of Lyons is 240 miles from the Mediterranean ocean, Columbia 218 to Atlantic. France in last five years prevented to the war cut a canal 30 miles, up stream on Rhone over into Marseilles harbor so as to circumvent the troublesome delta at the mouth of the river. A cotton mill in Lyons, France, pays and writes a bill of lading to Rio Janeiro, Brazil, cheaper on a bale of manufactured cloth than Spartanburg or Greenville pays for freight to New York or Norfolk.

Appoint a practical commission, elected by house and senate from practical men—not all lawyers; they have need of lawyers. But you must have a commission that recognizes that there are alternatives in nature's great court-house to appeal to instead of writing statutes. There is the law of credit, gravity, falls of water, navigation, and last but not least, law of self-preservation, the first law of nature, to appeal to now quickly. The world is begging you to "come across."

The development of central South Carolina—the Columbia canal is the center key wedge. You must tap that wedge with a legislative sledge hammer blow and this knotty log will start to split.

All of the irrigating farming propositions are below Columbia. This will make available thousands of the most fertile land on the globe. The advent of the caterpillar tractor, government weather reports and farming companies with proper capital, right now have made the abandoned land on these rivers (opened before the Civil war) a bright, profitable gamble, both for stock and crop, without the old dams being rebuilt. What would they be if dams were built? And now you can build dams, move earth, put cubic yard, by machinery, drag-pans, scrapers, cheaper than at any other time, in the world's history. These lands now are rated for taxes and sell for less than any lands in America except the arid alkali lands of Arizona and Nevada.

Don't deny or turn away these great opportunities for work, employment of your poor soldier and emigrant returning from this heart-racking war, de-

manding fields to labor in. Give them a chance. Let's again, humanity demands that the legislature get busy. "Go over the top," boys.

WITH THE MOTOR TRUCKS.

Monotony Hangs Heavy on the Boys With Nothing to Do.

Correspondence of The Yorkville Enquirer.

Rochelle, France, December 29.—I am still located near the city of Rochelle, with very little to do except work for the time when I can get back to work in The Enquirer office. I used to think that Yorkville was mighty dull and tiresome except when I was at work setting type or feeding a press, or revising the mailing list, or something like that; but I would be entirely content now to swap what I have for Yorkville and give some boot.

The weather here now is about what we have at home in April, only a little more so. We have had one clear day here in a month. The balance of the time it has been rain and mud, and I have a plenty of it.

There is very little to write about here. I might give you a few pages about the city of Rochelle, about the Huguenots, the long siege by Cardinal Richelieu, as well as present conditions; but I cannot bring myself to copying history which is as available to the average reader as it is to me, and I do not see anything in the old city that seems to be of more than passing interest.

As to the people around here, there is nothing good to be said. They are dirty, filthy and as immoral as so many pigs. No, I am not exaggerating. The conditions are simply appalling. If we had such a community anywhere in York county, the grand jury would never have an opportunity to act upon it. The people would see it first and clean it out. I want to give you details, in the first place because, I do not want to and in the second place, you would not print them because they are not fit to print.

It is rumored about the camp that we are going to move in about a month. One story is that we are going to be sent to Belgium and another is that we are going to be sent back to the States. I hope the last story is true; but I am not banking on it, because we have nothing definite. Of course I would like to go to Belgium—anywhere to get away from this place, even though the next place may be no better; but I would rather go back home than anywhere else.

Christmas was like Sunday over here. We had nothing to do, and plenty to eat—good things—that is about all.

The Motor Truck organization has played a big part in the war. It was the motor trucks that got the marines to Chateau Thierry; it was the motor trucks that helped push the Germans north from Verdun, and it was the motor trucks that made possible the winding up of the little ball of yarn in the St. Mihiel sector. Also it was the motor trucks that largely contributed to the success of the work of the Third, Fourth and Eighty-first divisions. Of course, you know it was the soldiers first, those brave, invincible men, who went right on after the Germans and cleaned them up; but it was the motor trucks that brought up the ammunition, artillery, supplies, etc., without which little could be accomplished. But please do not understand that I am entitled to any glory. I made one long trip of about four hundred miles, before the armistice was signed; but after that the flu got me and although I am now all right, I have not done a great deal of driving since up to this time. I have not been hunting any glory or anything like that. I got into this because Gen. Crowder sent my number, and the local command sent me forward. I wanted to go because I knew America needed every man she had, and that those who held back could not be looked upon as men. From the day I went to Clemson I have been trying to carry out every order and discharge every duty to the best of my ability, and I am trying to do the same thing now. If it had been my lot to drive a truck in among the bursting shells, my truck, I think, would have gone there and kept going until a shell got us both, or a bullet got me. And while I still stand ready to do everything I can as long as I am needed, or until I am discharged, the authorities above, saying when, still I don't think you are going to blame me for saying I would rather be back home.

Lewis M. Grist.

The Wrong Ship.—Through a mistaken idea that she was a transport returning with American troops from France, the steamship Chicago, of the French line, received a remarkable and unexpected welcome in port yesterday afternoon. The police boat surrounded the passenger steamship with her siren and the fire boat Thomas Willett accompanied her up stream to her pier, at the foot of West Fifteenth street, spouting forth great quantities of river water for the amusement and, incidentally, to the amazement of the 258 passengers aboard, none of whom knew what the fun was about.

Just who started the reception to the Chicago, on board of which were no more Americans than have arrived regularly on board each French line steamship in the course of transatlantic travel during the war, no one could say.

The din of the whistle blowing, which became general after the patrol began her welcoming shriek, caused a huge crowd to gather at the French line pier, which cheered each passenger as he came out of the main entrance, but found no troops to extend their greetings to. Cap. Brevet, the Chicago's commander, asked what the demonstration had meant as he stepped ashore, and enjoyed the mistake when he was told how his vessel had been mistaken for a troop ship.—New York Herald.

Saved.—Little Harold, having climbed to the pinnacle of the roof of a very steep shed, lost his footing and began to slide with terrifying swiftness toward that point where the roof swept gracefully off into shape. "O Lord, save me!" he prayed. "O Lord, save me! O Lord! * * * Never mind. I've caught a nail!"

HOLDERS OF THE BAG

Men of Camp Sevier Who Serve to the Last

ABOUT QUARTERMASTER PERSONNEL

Not Much Excitement nor a Great Deal of Glory in Looking After Equipment and Supplies; But Nevertheless the Work Has to Be Done.

Camp Sevier, January 25.—Cheerfully continuing to do their bit at Camp Sevier although the war is ended, even as they have done through all the struggle, with never a chance to get in the limelight and the honor of having gone over the top and at "never coming to them," this article will have to do with the men of the Quartermaster Corps and other camp organizations who have been in Camp Sevier and Greenville longer than any other soldiers. They are deserving of praise for theirs, although devoid of the glamour and glitter of the battlefield has been and continues to be a most important work, requiring intelligence of the highest sort and a patience and perseverance that is to be found only in soldiers and all men of the very highest type. They have had in charge the great work of providing for the welfare and comfort of the soldiers of the various divisions who have come to Camp Sevier to train, and who after their period of training have gone across to put the fear of God and Democracy into the Hun. Any thinking man, though, will readily admit that the fellows who were not permitted to go because they had just as great although not so glorious a part in the victory of the Allies.

Talk to the average officer or enlisted man of the Quartermaster Corps about the war and the part he played and he will admit, "yes, I stayed here at home or rather in this camp. Somebody had to stay and because of my peculiar training in certain lines it was decreed that I should stay. I had a part I guess; but to my way of thinking it was a poor part and I'll never get over the fact that I didn't get to go over and see the whole show."

There is not the slightest doubt but that the great majority of them and there are more than a thousand in all, did want to go and made effort to go at one time or another during the past seven months. Many were disqualified because of physical disability; many who were fit were kept from going because their service could be utilized to better advantage on this side. There is nothing yellow about the men of the Quartermaster Corps with the exception of their hat cords. Most of them, had they had their choice would far prefer the line to the war in which they are engaged. It is easier in which they carry such great responsibility. It does not require such painstaking, patient effort. But somebody has to do the Q. M. work. It is no easy matter to provide for the clothes and feeding of 30,000 men daily. It is not the easiest job in the world to look after the transportation of those who are ordered away on a moment's notice. There are easier tasks than taking care of thousands of horses and mules and wagons, and other property of like nature that is absolutely essential to the conduct of a great military organization.

Man's care of the cast off shoes and clothes of these men, their bedding, worn-out military property of every description which still has some financial value. The men of the Q. M. have done all of this, have done the work thoroughly and well.

But all this is by way of explanation of the necessity for a quartermaster corps at Camp Sevier and in explanation of why it is that hundreds although they have been stationed here for eighteen months or more didn't get a chance to have hand to hand engagements with Fritz. There are several branches of this quartermaster corps and in every branch men who have been here so long that they almost feel like old residents of the city and its environs.

The commanding officer of the Quartermaster Corps for the past seven months has been Major D. H. Cotter, who was transferred this week to Camp Gordon, Atlanta, Ga. Major Cotter was of the regular army and during the past quarter of a century had been in service in every branch of the military. He is succeeded by Maj. O. L. Ferris who has also seen service. The constructing quartermaster, Major Cooper, is another old resident of Camp Sevier who has seen the camp grow from a comparatively small station to one of the largest of the tented camps in the entire country. In point of service in the quartermaster corps so far as Camp Sevier is concerned one of the oldest is Major F. J. Hanabergh, who came here eighteen months ago. Major Hanabergh is an old regular army man who at the outbreak of the World War was a non-commissioned officer of the regular establishment. His majority since he came here and for a number of months was camp executive officer. Several weeks ago the officer had the misfortune to be the victim of an automobile accident and is now confined to the Base hospital on account of his injuries.

Capt. H. V. Beneva in charge of the Subsistence branch of the Quartermaster Corps has seen eighteen months service at Camp Sevier. A number of his assistants, especially his non-commissioned officers have also been stationed in this camp more than a year. Among them is Quartermaster Sergeant Senior Grade Jack Weiner who came to Sevier at a time when the pretty camp site was hardly more than a growth of briars and brambles, interspersed here and there with a tall pine or oak. Sergeant First Class Thomas Dortch of the Subsistence branch is also another Camp Sevier old timer. He too, has had about eighteen months service here and in that time has issued thousands and thousands of rations.

Capt. H. C. Kibber, camp property officer has been stationed at Camp Sevier about ten months. The captain

has long been connected with the regular establishment and like Major Hanabergh was a non-commissioned officer at the outbreak of the war with Germany. Lieut. Lewis who is under the camp property officer is also another of the veterans of Camp Sevier. He came here early in the fall of 1917 and has received his commission as a lieutenant since coming into the service here.

Lieut. I. M. Adams of the Finance branch of the Quartermaster Corps has been stationed at Camp Sevier for the past seven months. He has been and is a most strenuous worker and one requiring the utmost care and caution.

First Lieut. L. R. Collins who is at present resident at Camp Sevier for the past seventeen months and in that time has served in various capacities. Capt. H. H. Horner, recently relieved as Camp Sevier officer has been in Sevier for more than a year. Capt. J. H. Slayton, transportation officer has seen more than one year's service at Camp Sevier as have Lieutenants Edmund A. Turner and Louis J. Cauthen of the Utilities division, which unit a few months ago was a branch of the 3rd M. I.

At the Remount station where thousands of animals are looked after, a number of men, especially among the enlisted personnel who have been in this camp from twelve to sixteen months.

First Lieut. T. D. Lamp who serves at present as executive officer and assistant to the camp supply officer is one of the oldest of the old timers. Seventeen months have come and gone since he was ordered to Camp Sevier to assist in the organization of this camp and in that time he has held numerous positions of responsibility. He was for quite a while personal officer of the depot unit of the quartermaster corps and his present position of trust and one which requires judgment and discretion and experience is a testimonial of the high regard in which he is held by the war department as an officer and a man.

There are many officers in the Quartermaster corps whose period of service here extends over a number of months and there are numerous non-commissioned officers and privates who have served eighteen months. Sergeant First Class David H. Williamson is one of the oldest non-commissioned officers in point of service. Sergeant E. B. Clements has seen eighteen months here, having come with the Charleston light dragoon department. Others are Sergeant Stanley Taylor, David N. Lonon, Arthur P. McCloskey, Solomon Grose, Benjamin Sheffer, W. M. Hunt, Loyd B. Prince, Dixie D. Smith, Elton T. Hughes, Max H. Rohde, William Nathanson.

These men with scores and scores of others in camp organizations have served and have served long and faithfully. They still serve. They were "rather" are entitled to gold, silver stripes instead of the gold. But it is through no fault of theirs. In the future they will have no tales to tell of battles in which they were engaged in long forced marches, of life over there amid shot and shell. But they have the satisfaction of honorable service well done and when the discharge of their respective homes will have a right and will be just as proud of them as their brothers and cousins and friends and acquaintances who did the actual whipping of the Hun. Jaa. D. Grist.

MEAT OF THE WHALE

It is Now Estimated as of Great Value.

When a whale-meat luncheon was given in the spring in the Museum of Natural History, the people of the Pacific Coast decided that the diet had sufficiently strong scientific backing to give it a trial. Now reports to the museum, as cited in the current issue of the Journal, show the whale meat has been placed on regular sale in the municipal markets of Portland, Ore., and that its use has been energetically promoted in Seattle, San Francisco and other coast cities.

All whaling factories on the coast, as a result, are becoming equipped to utilize the meat for food, either in condensed form or as a cold storage product. The Victoria Whaling Company has placed the entire output of one cold storage plant and fresh orders for the product of the plant up rapidly. It is probable that the demand on the Pacific coast will be so great that little of the meat will be sent to eastern cities. The British Government is also considering the use of whale meat, and has addressed inquiries to the museum regarding it. Although it is a strange diet for Americans, its use is not new elsewhere. Inhabitants of the Scottish Islands have used it for centuries, as have the Japanese. As early as in 1261 whales' tongues were an important article of commerce in the Basque provinces of Gascony, on the Bay of Biscay.

In Japan the meat is eaten either fresh or canned, a single whale supplying, according to the records, as much as 80,000 pounds. The seven whaling stations on the American Pacific Coast, with the one on the Atlantic side of the continent, have a combined summer catch of about 1,000 whales, making available for distribution in America a yearly supply of nearly 50,000,000 pounds of palatable and nourishing food.

The meat is darker colored and somewhat coarser grained than beef, but has no fishy flavor, and when properly cooked it tastes much like veal. An analysis of the canned meat recently made by the bureau of fisheries in Washington showed its protein value to be 34 per cent, as against from 13 to 14 per cent, in beef, mutton or pork.

Guess Their Country.—Two couples of foreign birth and habit had, after six months' travel in America before the war, returned home. One of the male members of the quartet was thus accosted by a friend the next