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October the 5th. The first sight of Bordeaux was quite warlike and soldierly. Hany uniforms were to be seen; much barbed wire and other military supplies. Of course, the first auto we saw as we tisd up to the dock was a Ford. The Military authorities examined our papers and then we dis-We passed through the Customs with no trouble at all and having several hours to wait for the train to Paris, two of us took a carriage and drove around the town, the driver showing us the various points of interest. Several of the large Hospitals and Public Buildings have been turned over to the Hospit-Is, and we learned this was the case throughout all the larger Cities in France. At noon we left for Paris and dined on board the train. All along the way we passed guards at every Bridge, Tunnel and culvert. At one place, we passed a squad of German prisoners at work in the fields. There were women porters on the train. We passed through the Chateau section just before dark, seeing Chaumont, Amboise and Blois, arriving in Paris where there were more Military authorities to pass before we were free. Paris was quite dark and we went straight to the Hotel. Had supper in our rooms and went to bed."

October 6th: At 8.30 I left for Neuilly and the Hospital of the American Ambulance. This is a large building of four floors which was built for a school and was near completion when the war broke out. It was turned over to the American Ambulance for asmall rental and has served admirably for a Hospital. There are seven hundred beds and most of the worst cases that come to Paris are sent here. We have been very fortunate in the low

Oct. S. (Con't)

percentage of deaths. The Staff of Doctors is ever changing as they come for a term of three months mostly. are American, English and French. On the top floor (the attic) the large room is fitted up for a dormitory for the drivers. In the basement there are two dining halls for two services of meals. Breakfast 7.00 to 8.30; luncheon 12.00 to 12.45; dinner 6.00 to 6.45 and midnight supper for those on duty. The Ambulance department is quite separate from the Hospital in organization. There are several offices, a guard room and a garage for repairing. In Paris there are twelve to fifteen Ambulances as well as a service of touring cars to carry the Doctors and Nurses between the basks and Metro station at There are several French drivers in the Corps; Port Maillot. a couple two young to be at the front and others assigned by the authorities. Among the cars are four Fords, the type used at the front, fitted up to carry three stretchesecases, two below and one above, -or five sitters, four behind and one with the driver. There are other cars fitted up for four stretchers. There is a bird cage carrying ten sitters and the jumbo carrying eight sitters and six lyers. On each car there is beside the driver an orderly.

October 7th. Took first step towards getting the necessary papers to stay in Paris and France. There are five papers one must have with him always. Passport, permitde sejour, matriculation papers, drivers liscence and identification card written in three languages, - English, French and German. I had my first Ford lesson in Bois Boulonge, which appears to be

Oct. 7. (Con't)

just the same as ever.

October 8th. - Drove out to Versailles during my lesson today. There is a large Hospital there in one of the big Hotels, - in fact all over France many of the big Hotels are turned into Hospitals. In Paris alone there are over two hundred and fifty Hospitals. About 10.00 P.M. a call came to go to La Chapelle, the station where all the wounded arrive in Paris. As they were short of orderlies I borrowed a coat and hat. my uniform not having arrived as yet and went along. There were three trains expected during the night, - at 10.00,12.00 and They all came in, but at 1.00, 3.00 and 8.00, each three hours late. We got to the station at about 10.30 and waited for the first train. The station is an old Traight shed Archives of Ars fitted up for the present need with a plan something like this:-

At last the traincoame in; all the bronchardiers jumped up and lined up along the track, stretchers were placed along the walls and blankets too. As the train stopped, two bronchardiers helped with the two men on each car, one a trainman and the other a sour-officer. As they were a little short of bronchardiers, two of us helped in one of the cars. There are eighteen berths in each car, upper and lower, five sets on one side and four on the other, the door side. In some cases the berths were arranged so as to swing in case the train

Oct. 8th Con't.

should come to a sudden stop and thus reduce the chance of hurting the wounded. We held the stretcher close to the berths, so the men could get out of it easily by himself, or with help. He was then covered with one blanket and carried on to the platform where two bronchardiers would be stopped. lift him up and carry him off. Thus we helped unload one car. It was time to get our loads now. As I walked down the platform towards the pffice, I noticed the Stars and Stripes on a couple of the cars. Upon closer examination I found they had been given by some American. There were others given by French people and other private individuals. I met my driver just coming out of the office with a list in his hand. The chief officer had alloted the wounded to the different cars and each man got a sheet. We now went in search of our men, found two in cabin "D" and two in "E". With some bronchardiers to carry the stretchers we got them all out and into the ambulance and off we went. Our destination was written on the list and we headed for 135 Champs Elysee Hospital #167. We were fortunate to have all the men destined for ene Hospital, and that Hospital near our headquarters at Neuilly. We drove through the dark streets of Paris where the Ambulances are the only machines allowed to use head lights and with the aid of a couple of Gendarmes, which we picked up near the place found our destination. We woke up the door-keeper, who very sleepily drew on a pair of trousers and summoned the nurses, of whom five came down to look us over. " Finally, two men appeared and they carried up the wounded which the Nurses and driver

Oct. 8th Con't.

who was French, conversed. The last man was so badly wounded that the Hospital man, the driver and I carried him up three flights of winding stairs into the ward, where there were already ten or twelve others. Our stretchers and blankets were carried down and on the way the head nurse very kindly offered us a hot drink. We finally departed from the Hospital, arriving at three A.M. for two hours sleep and a light supper.

October 9th: The next call came at 5.00 A.M. to meet the third train. We were excused from the second and we went thru the same process. While waiting, six of us went off to get a bite of breakfast. It seems that each day, each Hospital reports to La Chapelle what number of empty beds they have, so that the officials know where they can send the wounded.

As the wounded are carried out, you are impressed with the calmness of most of them, smoking digarettes and looking around. They come in there in every sort of condition, either direct from posts de Secoms near the front or are evacuated from some Hospital back from the front. Once in awhile a man will die enroute, but seldom. As the men are put into the cabins awaiting removal in the ambulance, Red Cross women distribute hot coffee, bread, oranges and digarettes to them.

After our two trips we returned to the Hospital and I went to bed and slept from noon to breakfast.

October 10th - Sunday: - Four of us started off for a walk down the Ave. Bois du Boulogne, the Champs Elysees to the Invalides across the Seine. Here we encountered a hugh crowd and waited in line for thirty minutes before There was a collection of German getting to the place. guns and aeroplanes in the square, taken only recently in These caused much interest. We then went Champagne. on to Napoleon's tomb where there were also crowds. From here we walked on to the Latin Quarter, pausing for a glass of beer at one of the Artist restaurants, then through the Luxemburg gardens, past the Eoole des Beaux Arts, across the Seine again and through the Louvre Gardens, to the Place de la Concorda from where we metroed to Neuilly. It was a great and impressive sight to stand in the Louvre Gardens and look up through the Arch shere the Brandenburg Horses once stood towards the Arch de Triumph at the head of the heautiful Champs Blysees.

October 13th. After driving from one side of Paris to the other, we arrived at the house of the officer in charge of driving licenses. The three of us took our tests, and all passed. In the evening I dined with Mrs. Hill and two Doctors from the Hospital at Hotel de Crillon. The work at the Hospital was talked of a lot. The new sejrum for gangreen etc. Mrs. Hill talked of work she was doing in connection with refugee children from Belgium and Northern France. There are three institutions which carefor such children, who will be

Oct. 12th Con't.

kept there until the end of the war, when they will be sent back to their families if it is possible to find them, otherwise they will be placed in Belgian or French families.

At ten thirty, four of us left the October 13th. Hospital for the station in one of the Ambulances. We got our passes filled out and after all the red tape had been gone through left Paris at noon for the front. We went at once into the dining car where there were many officers and one At one table there was a General and Colonel, and General. the head waiter had left the two seats opposite empty. A young officer came in looking for a seat but the head waiter said there were none. The General then called him in and asked him to sit athlis table. He said he was in company with a Private, so the General asked him also. All during the meal the Private sat with his hat on as it is a custom that a Private shall not take his hat off in the presence of a General unless requested to do so. He was probably very much excited at dining in such high company. We passed through very pretty country all the way. Here and there were scattered small wooden crosses showing where the tide of battle had once been, in the early days of the war when some Prussian Catalry succeeded in cutting the Railroad. They were soon driven out however, with small loss of life, having done practically no damage.

Oct. 13th Con't.

At Vitry le Francois two of the party got off to go to the tent squad section four. At Nancy two American Mabulance men met my other companion. The four of us took supper at a Cafe near by. They were bound for Pont-a-Mousson while I took an 8.50 train for Epinal. I ran across a couple of French Officers in a corridor who were talking English and when I asked them why, they said, merely for the practice of it. At Epinal I had a two hour wait from 11.30 to 1.30. I got in a train for Bu sang and slept in one of the compartments. At five o'clock, just as day was breaking got off at St. Maurice.

From the station I carried my duffle bag and blanket roll to the Hotel, outside of which I read until the time Marie, as I afterwards learned her name to came to open up. be, was the one to welcome me in the new place. and ordered chocolate and eggs when Madame Lebouef, the good wife of the Inn keeper appeared with smiling face, - then one by one the drivers came in, those I knew and those I didn't. given a billet across the street from the Hotel. good size, but of course had no heat and the only light was a candle. It seemed hard to have to come down to a wash bowl after having used a lage twelve miles by seven for washing all summer. Was then assigned to car #55 given by Mrs. H. P. Whitney of New York. It was one of the many given by her; one of the original Whitney unit. Where were other

Oct. 14th Con't.

cars in the section given by Wellesley, Dartmouth, Gloucester, St. Paul's School, Pomfret School, L.Y.S. Ambulance, two other Whitney cars and a couple given by W. K. Vanderbilt, etc.

A call came for a contageous car and as I was to be on that service for a couple of weeks. I went with Graham Carey, a sous-chef to show me the way. We took the man from Wesserland to Lethillot. The following is the process by which a man is carried from one Hospital to another.

If it be contageous, they telephone to our headquarters for a special car, if not, the car stationed at the Hospital is used. The man is put in with his sack and gun and the driver given a paper telling where the man is to go, what disease or wound he has and all about him. three "couchees" in back and one sitter in front, or four sitters in back. Of course, the contageous car is usually only one, unless there be more than one with the same sickness. would not consider putting two men with different diseases in the same oar, although is one man can stand it, they will put him in front with the driver if they don't think the fresh air will do him any harm, while the other man is put in back. This man went to Bussany, which is the clearing Hospital through which they all have to go. Being contageous, he was sent on at once to Le Thillot, 10 kilometers further. is received, areceipt given and the car disinfected. Corporal at this Hospital speaks English quite well.

Oct. 14. Con't

arrive there in the day time you drive the car around behind the Hospital and a soldier with a bucket of water and sulphonapthol sweeps out the inside of the car and sprinkles and top and sides as well as the stretcher. They keep the blanket for disinfection and give you another. If however, you arrive there at night, the Corporal disinfects the car by means of a small bottle with a spray attached to it, which he sprays in at the back of the car.

We then returned to St. Maurice for luncheon. The food is regular Army food which we obtain daily at four P.M. from a cameon "truck" section #408 to which we are attached. In the afternoon I went to Kruth, another of our posts for another contageous case. I followed directions given me at headquarters and succeeded in arriving without any trouble. As I was turning to leabe the Hospital at Bussang I ran into . a truck and bent the radius rods. I telephoned for another car to take my load and proceeded home on very low speed. country and nature are beautiful, the leaves are just turning. The colors are all shades of red and yellow, mixed with shade of Pine, as glorious a sight as nature can show anywhere. All the mountain sides are dressed in these brilliant colors. The roads wind up the mountains along the valley to the tunnel which used to be the border between Germany and France. was with a very queer feeling the first time I came out of the tunnel on the other side and realized I was in Germany. This

Oot. 14th Con's

is a very small corner indeed. Down on the other side, the road winds to the valley leading through Thann to the Rhine River. Across this valley are other ranges of Vosges mountains before one gets to the plains of the Rhine.

October 15th: My car was repaired in short order. Soon a call came for Thomansplats, where there was an attach at Hartuannsville kopf. The Germans took a French trench by burning oil. The French retook the trench later, driving off the Germans and capturing fifty prisoners. I afterwards learned that this hill was once covered with a thick wood, but now it is entirely cleared of trees - all cut short by artillery fire.

All the cars went on the call. Mine was the only one left. I slept on guard that night; one stretcher in the atelier - work-room, with a lantern outside the door to guide any messenger that might bring in telephone messages. The attack and counter attack took place on October 14-15-16.

October 17th: I got a call today to go over to Alsace and carry civil typhoids from St. Amarin to Orderu. Both Hospitals are run by German sisters. I made two trips carrying old men and young girls. Each time a sister went along. One old man offered me a franc for carrying them. I wish I had taken it now and kept it for a souvenir. Carrying the sisters back to St. Amarin I had

Oct. 17th. Con't.

a puncture which I succeeded in repairing with the aid of some passing soldiers. They are always willing to help one.

October 18th. There was an evacuation at Bussang this morning. The hospital is a large group of barrack buildings; six or seven in all. We evacuated to a hospital train which carried the men to the interior.

October 23nd. There was a call today which took me almost to Thann; almost the farthest place in the French lines. Just before arriving at Thann one comes to a large factory which is a military headquarters now. It covers about ten acres, only a small part is still used as a factory, troops are quartered there. In fact, in many of the large factories one finds troops or Red Cross stations.

October 24-26. I learned all the intricaties and state secrets of the Ford by means of taking it down, cleaning it, tightening up all bearings and putting it together. I say I, but I was only the on-looker a good part of the time, while the French mechanician from the Paris Ford Co. and our section mechanician did the work. When I did work, it was on the dirty jobs, under the car loosening bolts or cleaning pistons and engine covers etc. with gasoline.

Now that she's up and aired it is almost impossible to crank her, she's so stiff. The supply car towed her away to get her going and limbered up a bit. I start her now by pushing her down hill.

October 27th: If you want to have some fun, just take a chance on putting on a new French shoe about a half inch small on one of your wheels. These of us worked all the morning, then naturally the tube was pinched, so off it came again. I then swapped it for a perfectly good old shoe which worked much easier.

October 28th: The order has gone forth to have all the cars lined with green semi-canvas so as to make them warmer. I worked all morning on one car, All the incide fixtures have to be taken off and the cloth stretched tight along the sides and front. Them the fixtures are replaced. It is a good half day job for two men, pulling, stretching and tacking.

October 30th: Left the contageous service, having been on it for two weeks and become familiar enough with the Ford car.

I went to Trek. One stops at Kruth to see if there are any orders etc. before going up the hill. Leaving the valley at Kruth, the road goes directly up the mountain, passing the station (lower) of a new aerial in process of construction from Kruth to Breit-first to carry up ammunition, supplies etc. and save the slower mule traffic. It is similar to the aerial which is to join the railroad extensions from Wesserling and Bussang over the "Col de Bussang". All the way one goes on high, it is very steep and the road narrow. The road has been built only since the war began. It is very pretty, however, through pine forests and glades lined with forms, through which run little brooks.

Oct. 30th Contt.

All along, the road is lined with mule convoys or ox carts or horse teams carrying up ammunition. It is hard passing, but by both squesing it can be done. All along one edge of the road falls off to a deep ravine, the trees being the only thing to stop one from going clear down the mountain side. As on all French roads there is a bank about a foot high on this side of the road.

At last one comes up beyond the tree line to the post at Treh. There is a group of buildings here made of logs, mud and boards, hastily built. There is a mule station here also. Behind the small office is a dormitory of about ten beds, one of which the driver on duty occupies. The broncheddiers sleep here too. The wounded arrive here by mule wagons or on foot and are relayed down by us or by other wagons.

Targived just before luncheons which we had at 10.30. We eat out of tin plates; soup, meat, vegetables and all. By special favor we eat at a table with the cooks instead of standing with the other men. Great caldrons are brought out and the men dip in and help themselves. Your jack-knife is your table knife with which you cut bread and meat or even eat at times. It's all the same; a piece of bread will clean it for the next meal. Red wine is supped-very poor stuff usually- and I don't like it anyway. The food is coarse, but eadable, either potato or maccaroni(gaskels) always a soup, meat bread and coffee.

Oct. 30th Con't

I made two trips down the mountain to Kruth. The last one was after dark and I had to go pretty carefully, being unfamiliar with the road. When going down the mountain one has to travel in low speed most of the way. This serves as a brake, with the engine throttled down and seves the break bands from wearing, otherwise we would be burning our break bands continually and having to change them often; no easy job either.

I forgot to bring my blanket and so slept under "blesse" blankets, which I had in my car and my heavy coat. I succeeded in keeping fairly warm

October 31st: I walked about the place - I could see Urbesland, the road leading over the "Col" There is a cemetary at
Treh. As I came over the brow of a knowl I saw a lot of mules
picketed. They all of one accord began tossalute me with their
braying. They sound exactly like a tug passing through Martha's
Vineyard Sound in a fog- one long blow and two or three short ones
to tell the number of tows. It struck me at once. There was a
heavy frost and the roads are slippery before the sun comes out
well. After dejourner I left for Mitlack, passing through Breitfeist.

Just before getting to Breit-feist, I came across a lot of barbed wire entanglements, the second line of defense runs along the top of the ridge here. Then I came to the upper end of

Oct. 3lst Con't

the aeriel and further on some trenches being dug and battery positions. All the buildings here and elsewhere near the front have pine boughs on the roof so that scouting aeroplanes cannot see them.

I then descended through forests to the valley of Mitlack and Metzeral. This road is very narrow with sharp turns. There is little traffic here, our service being the most that goes over the road and eccasional convoys. There is another road into the valley. At one of the turns, there is an enlarged place labeled "garage Poincare" a resting place on the hill. As one descends to the bottom of the valley following along the stream, one places many army buildings, shacks built for the soldiers etc.

Our place here is covered by a roof, but no sides or back. The Lieutenant Gates is rather disliked by us. We sleep in our cars here rather than with the bronchardiers over a stable with a stove and all windows closed. We eat in the open with the soldiers.

Metzeral is just below. There is nothing left now but ruins. The Germans were bombarded out of the place. Last April the Germans were in Mitlack or Erbersel, the name of the town, and several companies of chasseurs came down the mountains there on skies at night and attacked so suddenly that the Germans ranglesving everything behind; horsesm carts, guns etc. There

Oct. 31st Con't

was little fighting, in fact it was so quiet that in the morning many of the inhabitants didn't know the French were there.

Sleeping on a stretcher in the cars is not too comfortable, but might be a good deal worse.

November 1st: Still at Mitlack. The man who came down today brought my mail and the first clippings of the World's Series Games. It seemed good to read Beseball gossip again. It rained all day. I made one trip over to Kruth. On the mountains at Breit-feist there was a blizzard; a lot of wind and snow. I seared one mule in a convoy so by blowing my Klaxon that he broke loose from his driver and started on the run ahead of me. Every time he slowed down I'd sound my Klaxon and off he'd start again. I guess I played with him for two or three kilmmeters, where he came to another convey and stopped. He was so far away from his driver when I first caught up with him that I thought a little more would'nt hurt.

Two of us slept in one of the cars. We turned in about six and read for awhile. It was quite cozy.

November 2nd. At eight they routed me out and gave me one sick man and the Catholic Priest who had been in the trenches for a week. He alternates with a Protestant Minister. It was very muddy and snowy on the top. I picked up another man at Treh and

November 2nd Con't

stopped at Kruth and Wesserling. At Bussang they had six men for another Hospital three kilos distant so I made two trips before returning to St. Maurice for luncheon.

Novamber 3rd. I left at 7.30 for Wesserling where they have a Hospital in a large factory. The work here consists in carrying men who come in from Kruth and Mosch westly, over to Bussang. They have built a dormitory in the cow yard and we sleep there with the brancardiers and some invalides. There is a large dining-room scating about 100 men with a small one off it in which there are also six beds. We cat here with the malades about six or seven. The men in the office are very agreeable and we go in there to read or write, which is our occupation when there is no "rolling" or work on the cars to be done.

November 4th. From Wesserling the men always go on to Mosch, when relieved. At Mosch the Hospital was run by German sisters who are still there. Now a very nice Hgalon Medicin is chief there. We have a room on the third floor with electricity and heat, sharing it with a young "sous-officier." We eat at a very good inn near by where the German Inn-keepers gave us very good flood at very good prices. Two of us had breakfast here this A.M. for forty cents a huge omelet, coffee, milk hot bread and butter; not bad.

November 4th Con't.

During the morning, three German aeroplanes at different times, tried to cross from France to Germany. Evidently they had come over in the night. The French guns fired many shots at each, over thirty. It would take from ten to twenty seconds after we could see the shell burst before we could hear the report. A French plane was up at the same time that the last "books" plane was, but it could not hope to catch it. It had too much of a lead and above.

November 5th. I journeyed back to St. Maurice, stopping at
Bussang to deliver a load. The force there has just been changed
and everything is slow. Ithad to wait for an hour for the
destors to see my men and have them delivered before I could get
my "bronchars" back. Then they gave me an order for six men for
the Louice, a large Hotel Hospital two kilos away. I made two
trips and got back late for lunch.

November 7th. I left for Kruth, another one of our posts.

The Red Cross is located in a part of a large factory here as at Wesserling. There is a dormitory, operating room, mees hall, shower room and waiting room. Things are fixed up pretty well and we have a garage for our cars. There is a young volunteer, who speaks some English named August located at Kruth. He is practically the valet of the A.A; gives us food when we come back late atc. We get very good treatment here.

Nov. 7th Con's

There is, of course, a German Inn in the town, where we often go for food.

All day, it was very foggy in the Kruth valley but clear at Bussang. Over the Col. and above the clouds at Treh they could see Mt. Blanc.

November 8th. When my relief came an hour later I learned that the whole section was to leave St. Maurice for Mollan, a little town back of Urbest and Wesserling. I hastened back and found we were to leave at 10.30. I fixed up my things and got ready to leave. There were ten oars that all left in convey, over the Col. to Mollan. At Urbest we felt the main road and went about two kilos into the countryside. We rolled up to the church and backed our cars up to the side of it. A school room has been assigned to us for sleeping quarters and we have secured a hotel "salle-a-manger" to eat write and sit around in. We are to have a soldier cook of our own.

We had to sleep on stretchers until some beds arrive. There is running water, a stove and electricity. It is pretty comfortable, but not as nice as each having an individual room as we had at St. Maurice.

The town is small, with many soldiers quartered here #en repose\*; a small stream runs through it and is

Nov. Sth Con't

surrounded by fields, running up into the nearby hills

November 9th. There was an evacuation at Bussang so I drove my car to St. Maurice so Walker, who was working on his car there, could take part in the evacuation. I had a bully driver with Mr. Bierbux and Laboue, two Frenchmen with us and then I drove Laboue to Remisement in his car.

We followed along the Moselle through two or three small towns, down the valley to Remirement.

It is the largest town around. We did some errands and Labous saw about a cook. Found out score of H.P. game 10-6.

November 10th. Today I left for Thomansplatz, the sixth of our posts. This is a two night stand. The road leading up to it is very steep and narrow; the worst road we have to use. The road was filled with mule trains and supply wagons which made the going much more difficult. The pine forests go right up to the top where the war colony is located. It resembles a logging camp more than anything else, and might as well be. The men sit around stove fires talking and joking just as if war was 3000 miles away or so. There are two or three alleys or streets between log houses and plank shanties where the different groups of men eat and sleep. We sleep in the house with a young doctor who spent thirteen months in Germany as a prisoner. He was at

Nov. 10th Con't

Colmar with another doctor in advance and when the Germans came back the sisters run out into the street and told the "bochss" that there were a couple of Frenchmen in the Hospital, so they were taken prisoners instead of being able to escape at night. Among other things he said the bread was so hard that it wouldn't dissolve or loosen up in soup.

Was up there so I couldn't see anything. They say the Rhine and Mulhouse are visible on clear days. Just below: Themansplatz is Bain Douche about six kilos and Heirenflue three kilos. It is at Bain Douche where we get nearest to Harturannsvillerkoff, where the big attack was on Oct. 14-15-16. There, at one time there was nothing between the Germans and the Ambulances. I did not go down to Bain Douche and shall have to wait until my next trip for a description.

We take our meals here with a very congenial group of "bronchardiers" who do not understand me because I don't drink wine or coffee and don't smoke. It is the one place where they give me water to drink at meals.

The young doctor here is about 23 or 24 years old. He is a jolly fellow and we have a good time while up there. He is like an equal; does not walk around as if everyone were a dog as some of the men with one galon

Nov. 10th Con't.

do. With this Bergeret there are three bronchardiers; one from the Mich. It is interesting to hear him talk. We sleep in pens with straw for matresses. The beds are better than at Mollan where we have mattresses stuffed with ferns. I think I got flees here; I find a couple of suspicious bites on me. Next time I come up here, I hope it will be better weather so I can walk around a bit and see some things. I leave here on the 13th.

This is my second day off. Bill Emerson November 14th. Last night we had a regular schoolboy roughleft for home. house. It opened with a bombardment by Matter and Jennings of the Alkali Ike; Moore with tobacco packages. Then Ike's trenches were undermined by L. Hall by tying a rope to the foot of his bed unnoticed; then Hall and Cate pulled and down came Ike's bed. The head came down later. Then Ike started out on the war path and Lewis' bed Then with the lights out I could watch Ike against the window. He would advance, someone would strike a match and five of us could be seen poised on the edge of our beds ready to ward off an attach. Things quieted at last and all dosed off peacefully. About 5 A.M. Ike tied a rope to Walters bed but went to sleep before pulling it.

November 15th. I spent the day at Wesserling and made five trips to Bussang. The latter merely to fetch an officer, then I helped evacuate Kruth by making four trips to Wesserling; round trip in about twenty five minutes.

The weather was great and no one on the road to hinder. We finished about 10.30. It snowed some during the day but cleared by evening.

November 16th. My birthday. I celebrated by having a

November 16th. My birthday. I celebrated by having a bully breakfast at Mosch. Two of us had a big "confitue" omelet, hot bready butter, milk and coffee for two francs, forty cents. All the morning I spent ciling and greasing my car. In the afternoon I had a lot of work. On my first trip to Bussang I had a blowout. The shoe I put on was no good and went flat about half way up the Col, but I rode it all the way over, and then fixed it at the Hespital. Just as I finished a hard job, Jennings came in and I decided to go to St. Maurice for dinner with him, against all rules. I left my car behind a building and went along. He had to on to be Thellot with a contabeous so I dropped off and ordered dinner for two. We had a fine four or five course dinner for 5.50 francs.

On my next trip over, quite late, I came

Nov. 16th Con't.

back rather faster than usual and made the trip in thirty
minutes 21 kilometers, not at all bad, especially for a

Ford and over the Col. I never came up the Col so fast,
but I wanted to catch the man shead of me. The road was great
It was empty and light, just right for fast travel.

November 17th. It snowed all night and on top of the snow we already had, made the Col very slippery. All the roads in fact. We had one axel broken and much skidding and sliding. The heavier comeons had a hard time of it. There were many "au pan", slid of into the ditches. It was dangerous and exciting. About two or three cameons would hook onto the one in distress and pull it back onto the read. It was extraordinary the positions they would get into by skidding.

November 18th. From Kruth I made three trips to Bussang.

One by way of Mosch. On one trip I carried an officer who wished to get his things at Rossbach, two kilos beyond Wesserling. While waiting there a company of 68th came by, back from the trenches. A crowd of Alsacian girls and boys gathered around to look at the "malacles" I had in back.

I carried over a little boy of thirteen who said he was a Belgian whose parents were both dead; father

Nov. 18th Con't.

killed in the war. He had been brought here by the 27th which had come from Antwerp or thereabouts. They go to the trenches tonight and so he is left alone. He has been selling post cards among the soldiers. After my last trip over I overstepped my rights and went to St. Maurice for supper. The night was wenderfully clear, with a bully moon.

November 19th. On the way back, from a Bussang trip I met a comrad "au pan" and took his load on towards Bussang. About a kilometer from there I had a blow out owing to chains being tied on. The men changed again to an empty car and I repaired my car. The young Belgian was brought back here and will stay for awhile till I can communicate with Mrs. Hill in Paris.

November 20th. Much football talk all day. At 7.00 P.M. 2 P.M. in Cambridge. Someone called "Are you ready Harvard" and the game was off. We sat around after dinner talking over many of the old games, there being several old players among us. A couple of days ago we sent a telegram to Haughton from the Harvard Club of the Vosges.

I made a trip from Thann to Oderu with a typhoid woman. Before entering the town it is necessary

November 20th Con't.

across the street. It is a quaint old town with stone paved streets and old houses, many of which have been bombarded by the Germans. I finally found the street and house. All was dark, but I heard voices in back so I went through and found a couple of young women bringing in wood. Out the back door one looks across the river to a hill, beyond the top of which are old ruins of some early chateau.

reached the second floor where they showed me a room which had been bombarded. The walls were broken down and the ceiling had all fallen in. In the third floor I found the patient and got them to start dressing her while I went in search of Bhotor Winter who told me where to take her and asked me a bit about the service. I referred and escorted the woman downstairs amid the sobs of her children and put her on a stretcher in the car. At Odern I turned her over to the civil hospital run by sisters. The Belgian boy disappeared and did not return for the night.

November 21st. Off for Treh. At Kruth I stopped and put on chains for the mountains. In the afternoon I made two trips down to Kruth. After the last I stopped for

November 21st Con't.

supper at the Hotel Joffre where they serve very good meals, even if you do have to wait an hour or so.

When I got back to Treh about nine, the moon was well up and the stars blazed forth brilliantly. Below in the valley, in fact all the valleys as far as one could see, there were clouds, a white sea with here and there mountain peaks or ranges showing through. I walked up the hill behind the Posts de Lecones to get a better view all around. It was a marvelous sight. I had never seen anything quite like it before. It was glorious and the air was warm too. As soon as I came up out of the fog I could feel the difference.

November 28nd. When the relief man Doyle came he and I took a walk around towards Markestein to get a better view and then up one of the knolls of Tukkppf. The clouds still hung in the valleys but there was not one above. Off to the South loomed the Alps on the dim horizon. We could make them out all the way from Mt. Blanc on the Western end to the Eastern ones. It was a glorious sight, these great statues of nature lowering across this sea of white clouds. The sun shone brightly and the thermometer registered about 60° which was remarkable.

After luncheon we took another walk and came

Nov. 33nd Con't

across some secondary line defence, with a couple of observation trenches. We also found some of last years artillery placements which were being shoveled out by a couple of territorials. There were two guns to this battery in covered dug-outs, with connecting funnels and side tunners where they kept the ammunition. It was quite interesting. In the evening I played a little bridge with some of the brenchardiers.

November 23rd. About 8.00 A.M. my companion Doyle returned having spent the night at Kruth after giving five hours to changing tires. To put an undersized tire on a new French one, is no fun at all. Itsis a good three hour job for three men, and then you're apt to pinch it and have to take it off again.

After a little probing, this comrade, an Eli finally told me he was ashamed to tell me the news he had learned at Kruth; thus I knew the score was pretty big. At last he finally got it out of his system, 41 - 0. How I wished I had been there to see a bit of it! He also brought me five letters and I sat out in the sun and read them. I was in a happy mood.

After luncheon I descended to Kruth, into the fog again. In the evening as the telephone was broken,

Nov. 23rd Con't

I went to Wesserling as messenger.

November 34th. An early start took me to Bussang for an evacuation. A train got across the road and blocked the morning traffic, which is always heavy. For about half an hour everything was held up; cameons, haywagens, ambulances and all. Then finally they set the brakes and broke the train to let us pass. It was just like a city block; it quite reminded me of city driving.

In the afternoon a call came for two extra cars to Wesserling and I went as one. Made two trips to Bussang.

November 25th. Thanksgiving day. The morning was spent by two of us shelling chestnuts for tonight's dinner. In the afternoon I went over to Bussang in the Staff car to get some geese, brandy, cakes and the doctor from the Lource, Mr. Pichard. Returning, I helped clean the geese for dinner. Then I aided in setting things on the table and arranged the dinner a bit. We had an excellent meal; as soon a one as we could have desired in the U.S.A. Our guests were Mr. Piquard, the lieutenant of our section and Mr. Biertux. The dinner was as follows:-

Pinee soup

Sardines Salmon mayonnaise Sausage
Goose and Turkey
Cranberry Sause Mairon dressing

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Salade
Plumb pudding w. hard sauce
Cheese-coffee-crackers-pies-cakes-candles.

November 36th. Left for Thomansplatz. Passes the whole
13th between St. Amarin and Mosch coming back from the
tmenches. Many new men are going up as well as more guns,
75's and 150's. I took a narrow short cut on the way up
and in consequence, hadto follow behind a convoy of mules till
we got to the main road again. At one place the road is
so steep that I couldn't make it and a bunch of passing
soldiers had to give me a hand. I arrived just about time
for dejouiner.

which sticks up out of the forest and took some pictures of the valley by Mosch and Wieler. About one I took a load to the valley. I went over to the hotel and ate a bit of pastry before returning. After the afternoon "loup" I had to go down again. Not having any tubing for my head lights I hung a lantern on front of the radiator and made the descent. At Mosch I borrowed some tubing so that I had good lights going up. At the difficult corner, I was aided again by four returning soldiers from "pericussion" one of them being a little the worse for wear. With their aid I finally made the grade.

In the afternoon I ascended and was stopped

Nov. 36th Con't.

three times. Once I slipped my side wheels about six or eight inches off the road, where the snow looked solid, to give a passing team plenty of room. As a result one of the horses was unhitched from behind and put onto the Ford and with five or six men pushing we finally pulled the machine back onto the road.

Next I ran into a convoy of mules and as passing one he took most of the road and I landed in the ditch opposite leaning against the bank. I waited to let my engines cool ambit before going on. At the sharp steep curve I encountered a wagon coming down sideways across the whole road and had to stop. In consequence I had to back down and get a start for the grade and made it without further trouble.

November 27th. In the morning Hennings and I walked to Bain Douche and beyond, passing through Heiteuflue. The road is not good, very steep in parts, and narrow. A great deal of the way there are small pine trees tied along the road so that the Germans may not be able to bocate it or see what passes over it. No lights are allowed at night. At one place, a great deal of wood has been cut down by the boches so that the Germans could see if the French crosses the section, but these transferred pine trees cut off view of the road from the Germans and besides they have lost the

Nov. 27th Con't

positions from which they were able to watch this place.

Herrenflue is merely a collection of huts, gathered around the "Paste de Lecouis" where the bronchardiers and other men of the "service caintane" live. Two kilos beyond is Bain Douch. Along this road and just below it is a trench, built to guard the road in case of an unforseen retreat by the French. Pine trees line the road and hide it from view of the Germans. This section is open to the view from the famous Hartenannsvillerkopf, where there has been so much fighting. It was not possible to see this battle scarred hill.

During the attach of Oct. 14-16 when the Germans captured the French trenches for about one hundred meters and drove the French away, there was nothing between our cars running to Bain Douches and the Germans. If they had had sufficient reinforcements they would have been able to capture a great deal of territory. As it was, however, the French reinforcements came up and drove off the Germans taking a small part of their trenches.

We walked on beyond Bair Douches and came to a boyo, which is a connecting trench leading to the front.

Just beyond there is a sigh "defense de passes" because the boches can see the place beyond. We stopped in at a cabin dug in the hillside where a sargeant holds forth.

Nov. 27th Con't

Nearby is a cemetary among the shell and shrapnel torn trees. Here, one gets the first real glimpse of the waste of war, other than human. It was a striking sight of barrenness.

We returned for dejourner. H111 came up with the new lieutenant to show him our posts. I got a wall to go to Bain Douche for a sick captain and set out in the Ford. Trip back was hard with two besides myself aboard and the engine not doing its best I failed to make three of the grades. I had the captain out oranking my motor as I stalled it and the other "Malade" pushing with a orowd of territorials. It was convenient to have the captain there to direct the work, he had sense enough, more than can be said of many, and to crank the motor. when I'd get started, I would run onto the nearest level space before stopping to take on my passengers again. They certainly worked for their passage this time.

The trip down from Thomansplatz was uneventful and I had dinner at Mosch. It showed one thing, however. The stupidity of the average mule driver. This turns up everywhere. I scared a mule who broke from his driver, but none of the men around would think of grabbing the reins, because he did not belong to them. Finally after

Nov. 27th Con't

yelling at them I did persuade one to take him and lead him to the side of the road while I could get by.

November 28th. Not content with yesterday's walk, Lewis and I decided to go to Bain Douche in his machine and take a walk out to the same place and get a look at Hartai-annisvilleskopf. We went as far as allowed on the road; a real old Maine logging road beyond Bain Douche. We met here a group of men inhabiting one of the dug-out huts. I took their picture which always pleases the Frenchmen. They will come from almost anywhere to have their picture taken.

I happened to ask one if it was forbidden to go into the boyes and he said no. He conducted us to a telephone station near the road dug in from one boye. The only light the operator had was two or three candles and a couple of cracks in the wall. They suggested going up farther and the operator telephoned to see if it would be possible. At first the answer came "no". Then, just as we were leaving the 'phone rang and they asked if we had our Red Crosses on. We had no brassends, arm bands but had crosses on our collars, so that was enough. Then we got permission and put on the French metal helmets and gas protectors were tied onto us. Our guide led us through a labyrinth of trench until we caught up with a "service saintaire" man who was taking in the "loupe" for his group.

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This man led us to the doctor in charge, who after inquiries detached a quide to take us to the front line.

All along the trenches there are covered places, bomb proofs, ever so often so that men passing back and forth may seek shelter under them if necessary. The trenches are about six or seven feet deep in most places dug through what was once forest but is now merely a network of trenches and tree stumps. The trenches are wide enough to pass in.

We had not gone fifty when our guide spotted an aeroplane and refused to go farther. He watched it for ten minutes and then seeing that it still hovered above he decided it too dangerous to proceed. The truth was, it was just meal time and he was hungry. Fortunately, however, another red cross man happened along at that time and he offered to take us, so off we set again.

boyau "H" and followed it to the front. All along are little dug outs in the side, often below the level of the boyou where the men sleep and sit when off duty. They are hung with a canvas curtain door and are quite warm. It is like an underground city. Then as you get up towards the front there are little raised places where a soldier can stand and a peep hole where he keeps watch of the enemies

Nov. 28th Con't

trenches. They stay on duty at these ports for stretches of two hours. Most of the men took us for singlish soldiers and were quite surprised when we told them we were of the American Ambulance. A sous-lieutenant acked us if we had permission to go up there and when we told that a lieutenant had said yes, he was quick to apologise for stopping us.

The trenches became narrower; we were in the front line. There were hand grenades bytthe peep holes and the soldiers kept watch in block houses. Above were acreens to keep off the grenades of the "boches". We looked through a peep-hole and below sould see the outside of the German trenches. Between the two was a great mass of barbed wire all tangled up.

whispers. There was a look-fut with two holes. At night there are two men located in it. Behind the men is a canvas screen to keep off the light. The place is covered over and sand-bagged for walls. Through these walls are the peepholes, small, so as not to be visable to the enemy. They said that the Germans were but two meters away, six feet is not a great distance. Hence the wispering. Some sharp eared Germans heard us and fired a chance shot. Of course, we soon ducked which must have greatly amused the soldiers

Nov. 38th Con't

because they didn't move a bit, reassuring us with a "ce n'est rein". There was the difference between a man hardened by months of war and a couple of sightseers.

shown a trench blocked with sandbags. This trench combinedd right through to the Germans. During the attach of Oct. 14-16 when the French recaptured their trenches, they also took a part of the German Lines, hence this connecting trench. There we were within a few feet of the Germans. Only one shot was fired the whole time. Men were sitting in their dug-outs chatting or writing letters while others slept or watched. That was war. There are occasional attacks, but between them, everything is quiet.

Ourious heads popping out to see us pass. This one was more open and we had to crouch down as we walked. It had evidently been somewhat shattered during an attach. As our guide left us at the sanitane headquarters we have him a couple of france for wine or tobacco and started down the hill by ourselves to find the telephone station when we would swap our helmets and gas bags for our own hats and coats. We missed the side entrance and without noticing went under the road and on up the hill in back until the trench came to an end. We found we were lost among some deserted camps. After

Nov. 28th Con't

wandering about a bit trying to locate ourselves, we decided to retrace our steps through the trenchasgain, looking into allthe side alleys. In this way we discovered the road and soon were at our telephone post.

We hastened back to Bain Douche and picked up a Malade here and another at Heneuflue. I then took my machine and descended to Mosch and on home to Mollan.

I shall never forget this trip which was entirely against our orders, although the French gave us permission to go. It is a chance few men have and one for which we were were grateful to those who made it possible.

November 29th. My day of rest was broken into by two calls for extra service; one from Urlest to Bussang and one from Wieler to Mosch. The latter was absolutely needless because it is but but a kilos and the Mosch car could easily have done it, but no, that is not the way the French wish; they believe in doing things the longest way.

One thing I did see however, is worthy of mention. It was a horse-shoeing party. There were six or eight men connected with the work. One had a noose around the horses nose; another a stick to hit the horse in the head to make him stand still; two were on a rope pulling the horses leg; another held the foot, while a sixth did the shoeing. The rest looked on. The scene

Nov. 29th Con't

usually takes place in a field where there is plenty of room. Wouldn't those men be astonished to see an American village smithy do the whole thing all by himself? I have seen them take three days to do one shoe. The first two they had to give up because the horse was terrified to such a state that six men couldn't manage him. To shoe a bull or ox, they put him in a vice and stretch his leg backwards so he can't possibly move.

It rained in the laterafternoon. The roads will be bad if it greezes tonight.

November 30th. Lewis and Moore left for home. It is still drizzling disagreeably. I am at Kruth for the day and tomorrow till 5.00 P. M.

I made one Bussang trip and a Mosch trip.

There is a lot of talk about an expected attack; lots of guns are coming over the "Col" and going to Thomansplats. There are also endless convoys of hay wagons, said to carry concealed ammunition.

ammunition is being stored in the dug-outsand along the roads near the posts. The guns are of the "75" "155" and "230" variety, real ones. One man was heard to say that in two weeks or so the French would be in Mulhouse; that remains to be seen.

December 1st. At 7.30 I left to get a rehumatic on the Huss road. There was little to do all day. One Bussang and ending with a St. Cenarin.

flash light to see things. I passed a cameon which in the dark without headlights had misjudged the road and was on its side in the ditch. On returning to Mallan I learned that we may all be moved. It is rumored that they want to put all the American section together somewhere near Pont-a-Mousson. We hope it won't be until after the attack. We hate to leave this country but there's no going against the Military.

Two new boys arrived today; Osgood Perkins and Dawson.

December 2nd. Doyle and I lined his car all the morning, finishing up the job in record time. I thereby lost a chance to go to Lemberg below Thann, about the farthest south we get.

In the afternoon we took a trip from Wesserling to Bussang as one of the extra cars sent.

In the evening we had a musicale. Rice officiated on the oldest plane in existence and the rest of us sang every song we ever knew. Three Frenshmen came in to be amused.

December 3rd. It still continues to rain, - about five days steady now. All along the roads the fields are flooded and the rivers overflowing. I go to Treh today. All up the road the water has been drained at places to keep it in the gutters lest it wash out the road. The wind is blowing hard.

I made one trip down to Kruth. About half way my brake band gave way; my hand brake is no good. I had several narrow escapes, almost running into mules and wagons before they got out of the way. My low speed was somewhat of a brake, but not always enough. My Klaxon is no good and I had to use a whistle to make the men hear. They never seem to be able to hear the ordinary hand horn. I repaired my brake and fixed my head lights, had supper and returned to Treh at 8.00, five hours after I left. The rain has stopped and it looks as if the wind would clear things up.

December 4th. The rain began again and today it is at it just as hard with a high wind blowing. I didn't get up until 10.00; thirteen hours in bed sleeping. Read and wrote letters. Made only one trip to Kruth.

December 5th. When the relief car came (Putnam) he told us that we would probably leave this section on Wednesday. This news has been in the air for some time.

Dec. 5th Conit.

We expect we shall be transferred neartto Pont-a-Mousson, but have had no official notification as yet.

I descended to Kruth after luncheon and after waiting half an hour came home empty. I officially changed cars, going over the belongings of each, old and new. The new one was loaded for moving.

The head of the English Section which expects to replace us came over from Rupt, where they are now. He took over the town etc.

At 5.30 news came of the Kruth car "encoute" for Bussang was in distress, so I went over to relieve him of his load, which the mechanician went to fix him up. From Bussang I went to St. Maurice for dinner and to say good-bye to the LeBollefs. It was a great night; warm and clear. A great change from the rest of the week.

On the way over and back I passed a large convoy of big 330 mm. guns. There were 115 vehicles in all, including cameons which towed the guns and carriages; two large tractors, staff cars, red cross cars and a cameon section with supplies etc. The whole thing stretched a long way, either side of Urbest and falled the town. It was guarded by soldiers all along. It certainly looks more and more like an attack. The man who came down from Thomansplats reports about 15,000 men thereabouts and much activity.

December 6th. The English came to town again. It seems we are to leave on the eights. The morning was spent in packing the cars and belongings.

At 2.00 e'clock a bunch of us went down to Hiesserin to witness the descration of Hill and the section. It took place in front of the church there, where there were three sides of a square made by bronchardiers of the posts near-by. They told us; four of us, the other two being photographers, to line up too, so we took our places on the end of the line facing the open side of the square, back to the church. After a little talking, Hill and the French lieutenant lined up beside us, every one stood at attention as the Divisionaire came up the street. A Captain unsheathed his sword and advanced to meet him. After saluting the Divisionaire inspected every one.

Then Hill and the Trauffault went out in from of the Eanks with us four behind him. He was decorated and M. Trauffault received the Croix in his name of the section.

Before decorating Hill the Divisionaire, Colonel H. George, read the citation which was as follows: December 7th. I was scheduled for Treh but Jo. Mellen wanted to go as it was his last change and I had just come down from there.

There was a Bussang evacuation at 7.30 so I unloaded my car and went over. It was a big one, taking several hours. I alone carried forty men and there were seven We evacuated about two hundred fifty men. While waiting to carry back the stretchers L. Hall and I went into the station to look over the train. It was quite different from the red cross trains which one sees in Paris. There were third class cars with the compartments fixed up to hold two stretchers and five sitters in some cases, or in others, four stretchers. Chains being suspended from the roof to hold the one side of the stretcher while the other rested on a place out out in the arm of the seat. the men recognized me as the driver who had carried them from one place to another when they had just come in from the front.

The last German from the attack of Got. 14-16 was aboard. We talked to him a bit in German; he seemed smiling and happy, glad probably that we was alive and out of it for good.

We visited the kitchen car which was neat and well kept. Sandwiches were being made for the men; not delicate one, but good husky ones, made of course, from

Dec. 7th Con't

army bread, good and thick. Half the car was given up to sleeping quarters for the two cooks; quite a palatial place it was too. The train was destined for the Mich Lounwhere probably stopping a couple of times during the course of the two days to let the men out.

After an hour we got the stretchers and L. Hall and I took a little trip to St. Maurice for chocolate with Betty Armould to say good-bye.

Orders came not to move at present, so we unloaded the cars which had been filled up and prepared to resume regular service again. The posts had all been covered during our moments of uncertainty.

December 8th. We are all much pleases at not having to move because that means we shall stay through the attack. General Lunt of the Division kept the wires hot to Paris to get the orders held up and then changed.

I went to Wesserling, took my first bath, then made four trips in quick succession. On one of these I had to go to the station to get the bags and sack of one man who insisted on giving me a 50 centime tip; Emile Manfield of the 8th Artillery, 60th Division 7th Army. I tried to refuse but he forced me and I shall keep it as a souvenir of the war. This is my second tip.

December 9th. A call came for two extra cars at
Wesserling after dinner so I went and made two trips.
It is almost a daily occasion now for extra cars, because
so many come in from Mosch and Kruth instead of going
direct to Bussang.

December 10th. Off for Thomansplats. The rain continues so I stayed inside and read all day. Towards evening it cleared up and at eight, I made a trip to Mosch with four On the way back I was held up in the road by cars I got out to see what was going on and found three flat cars loaded with 370 mm shells for a battery near Colbach. There were about sixteen on each car. Besides there were two large traction engines and a staff car. These two engines straddled the track, which was in the middle of the road, their steering wheel between the small rails and the caterpillers on each side. two engines hooked onto one car and off they went, very slowly. That it took these two engines to draw sixteen shells shows the weight of the shells, and also how steep the road must be.

December 11th. After a late rising, Rice and I went out to an old observation post where we could look over the Dec. 11th Con't.

Rhine valley. It certainly did not look in the least bit warlike. The heavy rains had flooded the valley. We could see several small towns, roads running between them and the forts where the Germans are said to have much artillery. Way beyond topping some clouds we could see some Alpine meaks. We couldn't pick out Mulhans but it is there somewhere in the valley.

A little later I stumbled on an old boundry line with stones marked from 301 to 207, about every five meters apart. The 205 one had a date 1786 on it and towards Mulhans a "V" while the other side towards Bitcheviller had an "M" on it. It was an interesting line; an old stone wall all moss grown.

At seven I took down three men to Mosoh.

December 13th. We had hail both morning and afternoon, as well as a thunderstorm; quite odd for December. Shortly after luncheon I had a trip down and came by a new road into Bitcheville, which we shall use for down work during the attack. There is more level running on it than on the other road but the descents are steeper; it seems broader too. At many places one can look off towards the Rhine Falley, down the Valley by Thann and the road is screened here by fir trees. It will be impossible to use the lights here because it is exposed to the view of the

Dec. 13th Con't

Germans. It is somewhat longer than the other way, but will make just one thing less to pass when the attack comes off.

About four I got a call to Bitcheville for a wounded man for Mosch. At Mosch the cars had been off from 1.30 and 3.00 PM and had not returned by 5.30 so I took four trips to Wesserling finishing just as the cars came back from "pane" at 7.15.

Our mail finally came back from the first army where it had been sent with the expectation that we were going to move. It was sent for about a week and we were mighty glad to lay hold of it again.

December 13th. Took an extra Wesserling in the A.M. The car had been there forty minutes and was still unloaded when we, two of us, arrived. Then they had only eleven to go over. All seemed needless for an extra car as there was no one left to go over after the first trip, but they figured that some would probably come in during the day and wanted to clear all out early.

In the afternoon I went over to Bussang with Hill. We brought some cysters each with us for dinner. More mail came, including first detailed account of the Harvard Yale Game.

December 14th. Today was the first day for two weeks since Nov. 28th that we didn't have some rain. More mail - I have received twenty letters in the last three days.

All the morning we were getting our cars all fixed up greased, ciled, etc/ I took carbon out as well.

Dec. 14th Con't

In the afternoon I went for rations. We get our food from tickets; vegetables, bread and meat all at different places. The bread is all piled in one large store room from where it is doled out to the many "cameons" and wagons carrying food to the different sections. The meat is obtained in a different town, where the slaughter house is situated. It is quite interesting seeing how the food is distributed from the centers at Wesserling and Fellering to the army nearby.

The English are on duty nearby in the valley from today on, so we have cars at Treh and Thomaneplatz only. It looks as if something were coming soon. The English cars are bigger than ours and can't do the mountains work as well, but carry more in the valley work. There are two men on each car, gentleman and chauffeur. They have two Fords just acquired, one given the French by the students of Eton.

December 15th. Only one car out now daily, at Thomansplats.

The petrol throwers passed through the valley today. They
have been brought in for the attack. We hear rumors of ninety
train loads of Germans recently arrived in the Rhine Valley;
also notes thrown across from one trench to another by the

Dec. 15th Con't.

Germans, asking when the big attack is coming off.

December 16th. We all went to Husserin to get these new French helmets. We look real military with them. Gas bags are to be added.

on the Thomansplatz roads. The names of places are also changed. Thomansplatz, Emenaflue and Paslettemplatz are now,—Tenenre, Hosch and Pyramids respectively. During the attack wesare to have three cars at Frennelstein, seven at Thomans—plats, two at Henenflue and one at Pyramids, the other seven at Mosch. We have a room there where our cook will serve us food as we pass to and fro. There has been talk about the attack, but we still are waiting. The latest is, that the English and us are going to move on the 24th. Who knows?

December 18th. I went along on a car to Huss for an extra call to get a man. There used to be a post there until along in September when the wind blew off the roof of the house they used. The road is a fine one; like a boulevard, broad and with very little traffic over it. It passed through a bully forest of huge trees and emerges again above the tree line running through snow covered, wind blown fields.

From the Post Galatti and I walked up on

Dec. 18th Con't

one of the knokls to get a view. The summit was covered with trenches, second defense lines.

From here we looked down the Unitlach Valley. We could see both Unitlach and Untzeral beyond. then the town just behind the German lines Munster. On either side, the hills rise to great heights. To the left there is a hotel on the top of a hill, which has all been shot to pieces. Below are three smaller knolls which were taken in the last attack. On the right, hill 955, where the trees are all shot off - this was also captured in the last attack in June. The hill is lined with tranches. Some of the men have visited these shortly after they were captured and tell of finding much plunder; new uniforms, personal letters, much ammunition, etc. Behind this is the Petit Ballon which is German. The valley beyond was filled with mist, but on the horizon the mountains of the Black Forest . were easily seen. We were all the time in sight of the Germans, and so stood behind brush so as not to be seen.

Coming down, we got a fine view of the Kruth Valley all the way along. At Ocleru, we passed the whole seventh regiment of chasseurs on their way towards Thomansplatz.

December 20th. Our gas masks came. They consist of a pair of goggles with a wire at the bottom, which is pinched to close the nose. Then the chemicals are tied on over the mouth so that the air when breathed in, is purified before getting to the mouth. They certainly make good disguises.

I went to the Military dentist at Wesserling this afternoon. He is a Paris dentist with am office in one of the factory buildings; he does pretty good work. Being military, he is free.

On the way back I passed about twenty men all strung out along the road, making maps. Maybe they were getting practice for when the French advance.

no sign of an attack.

Dec. 21-23nd The attack.

Last night about 9.30 Lieut. Trauffault came to the barrack and told us that all cars would be needed today. At breakfast we were distributed as follows:-

l at Pasletenplats; 3 at Frenndstein; 3 at Henenflue and 7 each at Mosch and Thomansplats. At eight all except the Mosch cars left at 9.30 the rest of us.

Last night the books shelled Bain Douche getting about eighty men. I was at Mosch and at noon I was sent up in place of some of the men that had come down. I

Dec . 21-22 Con't

I went straight to Henenflue and got a load at once. I rolled steadily all day; Monday and Tuesday. Tuesday night I got four and one half hours sleep in two snatches of two and two and one half hours. Finally, on the 33rd I got a bit of sleep in the evening to make up for the lost time. Perkins was hit by a piece of stone from a bursting shell on the 31st.

The first night of working, the French had attacked and so we had many wounded, both French and Germans. All our cars and some of the English worked steadily.

On my second trip, it had begun to snow and the down road was terrible; almost sheer ice. For some reason I started down without chains and had not gone far before I was sliding from side to side. The poor man beside me almost passed out. Finally, when I came to a stop across the road I put on my chains and hugging the inside as much as possible, continued on my way barely moving.

One horse wagon with fifteen assis aboard went over the bank, but the men got out alright. A little farther on there was a wagon across the road which we finally moved enough to get by. About half way down I stopped to tighten my brake bands which weren't holding at all. Finally I reached the bottom and took my load freto Mosch.

As I was starting down from Thomaseplatz, on my third trip, Luckley came up the Bitcheville road

Dec. 21-28 Con't.

saying it was impassible and that we should have to go down by the "up" road to Willu. This road was slippery but nothing in comparison to the other. The Mosch hospital was getting growded, not being evacuated quickly enough and we had to wait to be unloaded.

On my way up after this trip, I ran into a huge block at the worst turn on the road; about fifteen cars coming down and five cars and many wagens coming up. There was, of course, no one directing anything and people tried to go both ways at once, so the situation was blocked for a long time. I finally succeeded in getting through and when I got below again most of those cars were still waiting to be unloaded.

The work continued all night steadily; as quickly as a car came up it was loaded and sent off again. I made one trip to Bain Dauche and several to Henenflue during the two days. On one trip the second night I was held up for three hours at the Mosch hospital, so I took the opportunity to look through the hospital. It was sort of hard on my "blesses" to have to wait out in the rain, but it couldn't be helped.

The "Beneanid Entrees" is in the back of the hospital where there is floor space for about nine stretchers and sitting and standing room for about faventy-five or

Dec. 21-22 Con't

eighty, and they were there, Germans and French crowded into this room, not able to move out. Some were trying to sleep leaning against the walls; others just looking around. The hall leading from here to the front of the hospital was lined on both sides with stretchers and the larger corridor running agross the hospital was filled on one end with about twenty five stretcher cases and on the other with innumbrable "assis" sitting around the room or crowding around the door of a doctors room where they were to be attended to.

In the front hall were cases waiting to be evacuated to Bussang. This process was slower than the arrivals, and so the hospital became terribly congested. I heard one man tell about having both feet wounded and managing to crawl along by himself to a "passe de Secoms" where he was loaded on a stretcher and carried back. He seemed very cheerful and waslaughing and joking with another cheerful soul who had had the top of his head shot off.

The sisters who run the hospital brought some soup and I helped them distribute it. One man had his face so done up that his mouth was all that showed and so they hamling get him a "bud" to drink his soup with. After this I got tea for some of them and

Dec. 21-22 Con't

cigarettes. They were not grumbling at all or complaining. Those occasional ones who did were at once taken away and seen to.

This second night I got two anatches of well needed sleep, - one of two and the other of two and one half hours.

All during the night, German prisoners were going down into the valley in large convoys. In all, I think there were 1317 taken not including the wounded. This shows that the French have advanced a good deal to have the prisoners and wounded on their side.

December 23rd. There was a slight let-up in operations today, but still many wounded to be carried. Today Doyle was wounded by a piece of "eclat" in his right arm and forced to retire from the service. Douglas when going to Bain Douce to get him was held up by a bombardment of the road; one shell coming so near as to knock him over with its concussion.

The Germans made a counter-attack with some success. The French 7th and 23rd held on the sides of Hartmansvillecopf, the ground they had taken in their first attack down on the other side. In the middle, however, where the 152nd were, the best French troupes in this district, the Germans came up through an underground passage

Dec. 33rd Con't.

and surrounded the 152nd taking all but about 200. That is, unless they are able to hold out until help comes to them,

There was little doing during the night and I got a good sleep.

December 34th. Today I only made one trip, which shows comparative quietude or German action. The French seem to have stood well, however, except for the 153nd which seems to be lost now.

We had quite a gay little party the night before Xmas with 313 bronchardiers, singing etc. A lot of Xmas mail came in too.

December 25th. Christmas morning dawned rather sadly for us. We learned that last night about 10.00 P.M. a German "obus" had landed in the back of Dick Hall's car on the way up and killed him instantly with a wound behind the ear; one in the abdomen and a broken leg. The rear of the car was all blown to pieces but the front assemblage remained intact, even through the whole was thrown about fifteen yards off the road. He was found by two other of our men about four A.M. and his body carried to Mosch where he will be buried. It must have happened at about

Dec. 25th Con't

10.00 P.M. last night because Cahey heard rumors of it at midnight in the valley.

Tire trouble has overtaken me and I have had much trouble with blow-ups and punctures. The Germans bombard the towns in the valley daily with little effect.

The roads are very muddy, quite a lot of rain having fallen for the last few days. We have had several minor accidents and now only about fifteen cars are in working order all the time. Two men are out sick.

Two French sections are now in the valley, as well and they have cleaned out the Moosch hospital. After today we carry our loads to Wiellr only, there they are relayed on to Moosch and Bussang.

In the evening the 313th bronchardiers had a Christmas celebration; there was wine, which they always have in great quantities, buying extra in the valley; a plum pudding which we have them and song. They lit little candles and sang their quiet simple little Khas songs, lead by the Sergeant who is the life of the group.

December 26th. I went out onto a nearby roaks where the valley can be plainly seen. The French were bombarding a wood below where German batteries are said to be located. It was a wonderful sight to see these shells

break, and the clouds of white smoke and dirt fly up.

They kept up the bombardment for quite a time. We also

saw one German shell land on a hill up the valley, but no

damage was done. Terney could easily be seen below us

and far off the chimneys of the Mulhans factories could be

distinguished plainly.

The French and German shells went whiszing over-head. We could make them out by their whistling.

Two trips a day and none at night is about my schedule. There isn't much night work and I happen to be so far down on the list each night not to have to roll.

December 37th. Hall's funeral was today. The Divisionaire Medicin Chef at Mossch and Trent, Truffaultall made very nice remarks at the sexvice. The English section attended and many others who are friends of the section. Louis Hall and Walter left for Paris immediately after.

The French have attacked again, but found little resistance from the Germans whose morale seems to be pretty low. One story is told how a cook of the 152nd while carrying soup to some of his men lost his way in the trenches and found himself surrounded by about 125 Germans, all of whom surrendered to him. I guess the smell of soup was stronger than the gun.

Dec. 27th Con't

I carried one German on front with me and tried to talk to him a bit in my broken German. I enquired as to the German feeling towards the United States and found him quite better. He couldn't see why we should sell munitions to the Allies and not Germany. He didn't realize that for some time we have been selling to Germany and that we would still, if Germany were able to buy. She can buy, but cannot collect He couldn't see that it would be unnatural to stop selling to one just because the other couldn't buy.

I have changed ten tired. Not a trip for four days without a change; nails etc.

December 88th. Gen. Levett was wounded and had to have his leg amputated. Enley brought him from B.D. to Thome, with a lot of trouble.

I changed my brakk bands after my second trip. Things are about the same; bombarding by both sides somewhat and of the valley by the books.

I asked a Frenchman about the rumors of killing the first few prisoners taken, but he denied it. Also
said that he didn't think the Germans did either. He said
that probably some soldiers lose their heads and kill right
and left, but as a whole they do not, and have no orders to do

December 31st.

For the past two days things have let up a bit. There has been a slight bombarding but no important action.

Today, however, it was fine and clear and more action. At Henenflue I was kept in an abri with about one hundred others for over a half hour while the Germans bombarded the place. I found several pieces of shell near the machine. I saw the smoke of one little 77 just after it arrived, but was beaten to the freeecop by a Frenchman. The whistling was loud and the crash terrific. Most of the shells landing mearby.

After it let up I went to Moosoh and there saw four German and one French aaroplane up in the air. The Germans were signalling by little balloons and star bombs to their lines. Three times the French and Germans got near enough to bring their machine guns into action, but no serious damage was done.

At five o'clock, three of us started up to Thomansplats and took three hours on the road, because there was a convoy of 150 wagons ahead of us who were held up because the Germans had bombarded and blocked the road with trees. Upon arrival, we learned that two other ambulances had been held up earlier owing to bombardment.

Dec. 31st Con't

January lat.

As I tried to mount after an evening trip I failed and turned home to Moosch, spending my first night there. There is something wrong with the machine.

During the attack so fax, Dec. 21-31 I have travelled 654 kilos and carried 97 men. I celebrated the advent of the new year by sleeping in pajamas and undressing for the first time in ten days; my blanket roll being at Moosch.

I found upon examination that my commutator roller is bad and 80 changed it. After luncheon I mounted. All along the way, trees were scared by yesterday's bombardment. I could see how the road had been blocked by fallen trees and one stable was struck, killing a couple of mules. From three to about four the Germans bombarded near Thomansplats, probably the road again. They have never struck it before.

The French welcomes in the New Year at Thomansplatz by shooting off 70 75 shells at twelve. I changed my 13th tire this morning.

January 2nd. Starting at 5.30 I made three trips before luncheon, then there was nothing in the P.M. We all sat around and talked.

January 3rd. Arrived in Moosch for gasoline about two.

Jan. 3rd Con't/

There was no rush so we sat around for awhile. Had chocolate at the hotel and after a good supper at our house Hill told me I could go back to Mollan, for the night. He told me I could use his room so I went back full of expectation. I took a bath; first chance since the attack and then got into sheets for a bully sleep.

January 4th. Had a good day of rest, who to letters and sat to have lay-offs.

January 5th. Stopped at the public dentist at Wesserling. He is a Paris dentist in the "avil" and does very good work.

Went to Henenflue but there was nothing to do at all. I finally raked up one "assis" by evening for Thomaneplats.

January 6th. General Luret died today. Could not stand the strain of the amputation. Nothing else doing; two trips. We had a party in the evening; the English men brought up champagme and we had songs and music. They are very nice chaps.

January 7th. I went to Henenflue in the morning with

Jennings. During the morning the Germans bombarded the place.

We were sitting in the bureau alone when two burst right over

us, the pieces falling on the roof of the building. Everyone

Jan. 7th Con't.

made a quick rush for the "abri". On the way Jennings picked up the shell head-time fuse, outside the building. On the way down the steps to the "abri", which is below the room we were in, we heard a man yelling and everyone stopped to look back. Shells were liable to drop at any minute. We pushed them shead however, and just after I entered the "abri" I turned around and saw the "yelling "man come in. It was just as one might see in an illustration. I crowd of men looking towards the open door, a man with arms outstretched and drawn face burst in through the door with a terrific yell, more from fear than pain I guess. The bandaged him up and after the bombardment was over, I took him down to the valley. About four men were wounded during the "barding".

The shelling continued for about half or three quarters of an hour while we all sat safely in our shelter.

When it was over I went out to the cars and found that one shell had hit within five feet of them and covered them with loose dirt and stones.

I took my load up and all along the road there were traces of the shelling; trees fallen here and there. I came back to Mollan when I had two days off.

January 8th. General Leven's funeral this morning. I didn't go but they say there were several Generals there, to say

Jan. 8th Con't

nothing of high officers.

After luncheon Walker and I went with Hill to Bussang to see Doyle and do some errands. It was pretty nice to see the old places again.

A shell lit in Thomansplatz, right where we park our cars but fortunately the cars weren't any of them there. No serious damage was done, other than breaking windows.

January 10th. I went off to Thomansplatz with Pierce. The road all along shows signs of shelling. Trees cut off about three feet from the ground, just as neat as one could wish; great holes by the side of the road where they had landed. A little farther down, there are depressions in the middle of the road where shells have found their mark and the "geine" have filled the holes up with rocks and earth. There is a smell of newly cut pine which is quite agreeable, but the associations, thoughts and broken and scared trees, are not as pleasant as might be. On the way up we could hear shells whistling and landing below us. We didn't know but what one might land near us somewhere.

We stopped at the place where Hall had been killed and put a stake up by the side of the road and a few stones so start a cavin.

Jan. 10th Con't

After luncheon we were sitting in the room of the 213th when a shell came whistling in and lit somewhere near Thomansplatz. There was a mad rush for the "abri" which is about three feet by twenty. Pierce and I stuck near the outside, and every time we heard a whistle we'd duck for the entrance.

I was sitting just outside when there was a terrific grash, which blew us off the seat. The door on one side blew open, ripping off the wood to which the hinges were fastened; the window on the other side blew open and the stove pipe toppled over. The room filled with smoke and for a minute we thought of the possibility of a gas bomb, but water soon put the fire out and we saw it was only good old wood smoke.

to look out at the front room. Peeking around the corner from the bunk house we saw a great sight. The front of the house was all blown in; the shell having struck three feet from the corner. The poor old horse tied out in front was wounded, and had to be killed. The stove pipe was down and consequently there was much smoke here too. Everything was in a heap on the floor, from graphophone to medical bottles. Pieces of shell were sticking into the bunk sides. I more complete ruin I never saw.

Jan. 10th Con't

We soon heard the noise of a Ford and running out found Rice plowing through with a load of wounded. Just below the 313th abode is a clearing in one corner of which was a shelter. A shell lit directly on this, killing the two men who were in it and throwing the tin roof pieces across the road. We tried to move these, but decided it quicker to run the machines over the mass. Wires were all down and tangled up in everything, but we finally got the machines over and off he shot so as to get out of range as soon as possible.

last and put the fear into everyone. I went to Henenflue soon after and was glad to be safely away.

On the way up from the valley later, Pierce Carey and I all waited under the shelter of a cliff while the Germans were bombarding the road below. At eight o'clock a few shells whistled over Thomanne and all the "poilus" beat it for the "abris". However, nothing came of it.

Manuary 11th. At six thirty there were three shells which

Jan. 11th Con't

went overhead and again everyone was scared. There were only two trips the entire day and at evening four cars went down empty. During the day practically everyone left Thomansplats. The Släth have gone to France for a rest. There was great activity in "abri" building. When everything is underground, they are going to move back.

We ran our cars about two kilometers down the road to a broad place where they would not interfere with traffic. We sat all the afternoon in the back of one of the cars with occasional "promanadis" to warm up a bit.

Mo Maught and I slept at Thoms while the the others prefered their cars and slept cold. The place was practically deserted; the few people left, slept in an "abri" where the rain leaked in and spent an uncomfortable night. We slept in the Davisionaire Post and had a good night except that men kept arriving all through the night; some to sleep, others to move on again.

January 12th. Went down to Henenfluk but didn't get a trip till three P.M. We had an excellent meal, served in one of the bunk houses where we are to sleep now. Four cars are to be at Henenfluk and two at Pasteten-plats now that Thoms is deserted.

Jan. 18th Con't

over the hills in back. German shells were whistling overhead and dropping into the valley. They are looking for batteries there. We ran across an unexploded German shell lying in the dirt; there was not a scratch on it. Potter wanted it but discretion kept him from attempting to unscrew the head and empty the powder out.

In my load was the man who used to cook for the section wherethey were at Huss; he died on the operating table this evening.

packed with troups going up and cameons coming down. The 140th and 75th with all their soup kitchens were on their way to the front somewhere, while the 57th was piling into cameons going back. From Willis to Mosch the congestion was worse and it took a long while to pass between the two halted lines of vehicles. There were several stafficars ahead of me and they finally cleared out the road. I came back to Mollan where I shall have a couple of days or so rest.

January 13-16. A good deal of rain as usual. During these days I relieved my conscience by getting a bath and hair out. Letters were written in an attempt to catch up and quite a bit of bridge played.

Jan. 13-16 Con't

The Belgian boy sho was with us in November hastreturned after spending sometime in the Bitcheville hospital with a bad knee. On the 18th he left with Auley and Galatti for Paris where he will be taken care of in one of Mrs. Hill's depots for frontier children. Auley goes back to New York and Gallatti to Paris for six weeks to work at Neuilly.

January 17th. Get started late; about 8.30 having a couple of things to do, such as chains etc. At the steep turn, I found MacManagle in trouble. We finally got him around the turn and left him for Fenton to rescue. In the meantime Exauffault tried to get up with no chains, but skidded back down the hill until we pushed him into the bank; almost on top of a mule convoy. Finally, two horses towed him up. I got by O.M. and from Thomanaplatz I telephoned to Fenton.

At Henenfluk there was absolutely nothing to do. I took a walk with Brown and ran across a soldier who offered to show me Hirtzstens where the French had attacked. Looking over an "abri" we could see the "roche" where there had been such fierce fighting and the little plateau over which the armies have flowed back and forth; the tide having finally carried the French across it, beyond

Jan. 17th Con't

the "roche" and over the crest. The Germans, we were told, are down on the plain in a wood we could see. There is from one half to one kilometer of plain between the trenches.

French 65 m.m. gun; the first gun I have seen in position.

It was indeed most interesting to see the workings of a battery. It was located in an abri with the front, of course, open to the Germans. Just behind it was the shell "abri" and down in front an "abri" for the men themselves. Their sleeping quarters are just below, a sort of semi-abri but a shell burst through it during a German bombardment and destroyed practically everything inside. The men were in the "abri" at the time. All around were shell holes, and an exploded shell had a little wire baracade around it.

The men were at work on rings of aluminum; made from German fuse heads.

We were shown the shells both shrapnel and percussion, together with the timing machine which was most interesting. The shells are set in a copper base, which contains the explosive powder for shooting them. On the other end is the cap, around which is wound the fuse with time marks on it. The marking apparatus has a wheel marked with kilometers which they set, then they press a lever which

Jan. 17th Con't

shoots out a little pin which in turn dents the fuse on the head of the shell, which has been screwed into its place:

One man works this during an attack, while four men are occupied in shooting the gun; sighting, elevating, etc. It was most interesting, seeing how these things worked.

There was no work all day for Haletand me, who were the relievence cars. I started Tom Sawyer later in the afternoon. It is the first of Mark Twain's books I have ever read.

We are very well off at Honenfluk because the man who is in charge of the room in which we sleep, the "blesse" room, is the same as a valet to us. Fetches our food; cleans up the place; tucks our blankets in at night and keeps all intruders quiet. He is a nice old chap from the "Mich" and having no wounded to look out for, he takes care of us.

I read Tom Sawyer well into the night.

January 19th. My car underwent inspection and I ciled, greased,

Jan. 19th Con't

and tightened everything as a result.

We hear that the French Ford section, which is to take over our mountain work is at Rupt and will be on any day. We will then break them in and shortly after leave this section.

January 30th. After helping Hill change a tire, he asked Jackson, Walker and me to go to Thann with him on a joy ride. We toured the town and I saw a great deal more than I had seen before. We went over across the river and through the older part which was certainly quaint. The houses lined the river in a most picturesque way. I learned that the old ruined castle up behind the town was once the home of some robber barons.

Across on the other side of the twen, is the railroad station and track. Here are many marks of German shelling. One shell landed right in the middle of the station. The houses all along the railroad are absolutely demolished; the Germans in their attempt to shell the railroad have destroyed every house along it. The windows of the church have all been taken out in order to save them.

January 21st. The French Ford section arrived about twentyfour strong. Their cars are built for four stretcherecases Jan. Blat Con't.

and cannot carry sitters, I believe. They are lighter, in that they have canvas tops and backs to the front seat, but they have smaller springs. The top stretchers stick through so that the driver has to sit cornerwise to drive; then the emergency brake sticks up straight and gets him in the right knee. They have two men on a car, which, of course, means extra weight. The men have never driven Fords before. They have no chains nor extra brake bands. After all this we wish them lick.

Truffault has been strying, all through the attack to get a Croix de gueue. He has butted in at Thomansplatz and all around. He has played up to the medicin chef and carried the Divisionaire around, all the time shirking his work in the valley at the Bureau. He even asked Hill to recommend him, which Hill, of course, refused to do. Finally, he asked for himself I think and the Medicin Chef couldn't say "no" so he was mentioned in the Order of the Day, and received a Croix with a bronze or "rund" star; the lowest form of star. We must admire him for his nerve and "stickto it" attitude for he certainly got what he set out to get. His citation gives him credit for organizing and pushing the service neither of which he had the slightest part in.

January 23nd. Doyle and I took a walk to an old copper mine up in back of Mollan, which has not been worked for twenty-five years. Most of the shafts which go into the hill are blocked with debris, but we found one which was not and I went into it. I had a flash light and so followed it easily to its end, about seventy-five yards. I could see the copper wein which ran on beyond, where they had stopped. I was just about to attempt to chip off a piece of ore, when my bulb burned out and I was left in absolute darkness without a match. Fortunately, I had a cane with me and so I felt my way out with this, feeling along the sides of the narrow shaft which was just wide enough for the rails, which were on the floor, and just high enough for a man to push the dars, leaning over all the time, and so finally I reached the light again, having oroughed all the way out.

We then walked over to Urbest and saw the hospital which moved there from Wesserling when they began to bombard the place. Trauffault brought in a letter from the Divisionaire, which read as follows:-

January-83rd.

Off for Pastetemplats, the substitute for Thomansplatz. In the morning I took a walk through the woods along a ridge where there were signs of shell fire. Ran across a battery which was already to leave. The whole division is so changed, regiments, batteries and A little farther on I came to a look-out built around a tree and absolutely disguised. There was a young lieutenant who asked us if we didn't want to come up and take a look. Up I went. Off to the South West was Thann: to the South the Alps and to the East by South the towers of Between the towns we could plainly see the trenches, both lines, three lines of each with the sigzag connecting trenches. The sand bags on the German trenches were very plainly visible. The trenches were about fifty yards apart. There has been no action here in this spot for about a year.

After luncheon I wrote a few letters and then made three trips to the valley, stopping at Moosch for dinner after the second.

January 34th. Hill arrived early with some men he mad picked up at Camp Wagram, so they were put into my machine and I went below. Took a bath at Wesserling and arrived in Mollan for luncheon.

Jan. 34th Con't.

In the afternoon Walker and I went to Old Thann for some wounded. Passing the ruined Railroad station of Thann we continued out onto the plain and past a sentry and baracade at the road. We stopped at the Red Cross station at the rear end of the town and so could see little of the place.

The poste was in the dellar and well baracaded with logs against possible "obi". A nearby house was being torn down having suffered from a shell. The "boyans" entering trenches, were about a hundred yards further shong but we could not go on to them.

January 25th. At eight o'clock, Doyle and I started out for a two hour walk. We walked up the valley behind Mollan and climbed the ridge at the head of the valley. We saw some civils cutting wood under guard of soldiers, lest they communicate with others and thereby inform the boche of French activities.

At the top of the ridge we could look down the valley behind the Thur. A beautiful valley with a couple of little towns snuggled against the green slopes of the hills.

Off to the left was an inviting peak and we struck off in that direction. There was a little snow way up on the tops of

Jan. 25th Con't

these mountains, but the valleys were all green. It was just like a spring day. We finally reached the peak at about eleven and saw others beyond, so we decided not to go back for luncheon. From here we had a good view of the valleys on both sides.

Off to the right and Mosch and St. Amarin to the left. Down the mountain to the right were great buttes sticking up and off in the distancewas the plain and the German lines.

knolls until we came to the last one at about twelve. All along this last crest there were trenches and barbed wire. There was a battery of four old guns in position there; it is the second line defense. At the very end was a fort about fifty feet square and six feet high. At each corner of which was a loop-hole for a machine gun and between these were logs notched for rifles. This was all at the ground level, the men standing below the ground surface for firing.

To the right of us and below was a French observation balloon and off ahead we saw an aeroplane flying over the plain, he was also below us. Above the clouds the Alps broke the skyline and below could be easily seen the plain. We sat here for some time waiting for the clouds to move away so that we could get a good picture of the Alps. At about one

Jan. 35th Con't

We started down to a nearby farm house which was occupied by soldiers and here we got a bit of bread and butter to stay our appetites. We learned that there were thirty men stationed here to guard the works and a great number of reserve bombs which were kept there.

descending to Willer; off to the left a crest between the one we had been on and the main valley. From this point we got a nearer view of the observation balloon as well as a wonderful view of the whole valley up to Wildenstein beyond Kruth. The valley floor looked absolutely level and up between Odern and Kruth two mounds rose from this green valley floor; an interesting contrast to the rest of the valley which was unruffled between the two mountain walls. We could look right down the streets of Thann, and on to Old Thann, getting a better view than we had had before.

We descended through snow covered fields, dotted here and there with a boulder or tree, until we came to the line of woods. We followed wood paths and roads leading in the direction of Willer. The woods were in fine condition no underbrush; green things were already sprouting and one little blue flower had thrown off all fear of more cold weather, and burst forth as the first flower of spring.

Jan. 35th Con't

The trees were budding and some had got as far as the tassel stage. It was beautiful. Here and there we came across moss covered boundry stones of 1866 or earlier. Once a battery of soisante quinze burst forth nearby, but we were unable to locate it.

At last, after a delightful hour we came down a last steep log chute into the valley, a hundred yards from the town. We made for the hospital and had the good fortune to just head off a car bound for Mollan. Being famished, we persuaded our companion to join us in a "pateserie." We ate little cakes to our hearts content. I am ashamed to state that I got away with ten in short order. Just then, an Englishman came in and insisted on our going into his room, out back and filling up on some excellent cold chicken, Cambridge sausage, bread and cheese; on the whole we had a very sumptuous meal. We finally left for Mollan where we arrived at about five; nine hours after leaving. It had been a bully day.

January 26-28 Final arrangements were made for our departure on Saturday; care were loaded; on the 28th the beds were taken away. The spare time was given up to letters, etc.

January 39th. Cars were running here and there to get blankets and last things for the trip. Coffee and chocolate were snatched on the run from 7.00 to 7.30. Good@byes said, and by seven forty-five most of thecars had lined up on the road to Urbest waiting for the starting whistle from the chief. At 8.05, the staff car came around the corner, everyone cranked up as it came by and at last we were off; having served from one to nine months most of us were somewhat sorry to leave the old haunts, but "C'est"la querre" and military orders are hard to change. So we winded our way forth for the last time up over the "col" with its convoys of hay wagons, cameons, and little steam train going back and forth just as always. At the top, we ran through the tunnel into France and left Alsace Sching us in the care of the Anglo-French section of Fords.

At the Source Hospital Hale dropped out, being afflicted with the grippe. At St. Maurice we waved a farewell to all our old friends and were well on our way to Rupt.

We arrived at ten and after parking our cars, looked over the sleeping quarters for the night. The rest of the day was given to strolling about the town and the nearby hills.

In the evening we were invited to a show given by soldiers. It was good in parts, but quite boring in others. Good music, bad songs, card tricks and other stunts made up the program. At ten o'clock we withdrew in favor of our straw

Jan. 39th Con't

beds to sleep for the next days trip.

January 30th. At 8.10 we moved on, passing through Rimiermount where we waited while Hill said good-bye to Capt. Arbu, our chief while in Alsace. We then were off for Epinal for luncheon, passing through towns where the whole population turned out to look us over. They waved and smiled as "les Americaines" went by.

At Epinal we had a bully meal. Our friend the Capt. of the 68th Chausseure dined with us. He had been wounded at Hartmanns and we found him here. The soom was filled with officers, up even to a General; Legions of Honor were plenty.

In the afternoon we pushed on to Nancy where we arrived at 5.00 P.M. On the way, at one of our stops, we had to stop the whole convoy for a tire or other trouble. We stopped in the middle of a wast manouever field where for long distances, trenches were outlined as far as one could see, from one to six feet deep. It was evidently some large manoeuvre ground.

When any car was in trouble, the car behind was to rush ahead, pass everyone and upon reaching the staff car, hold up the convoy. At times, it would be five kilometers before the convoy would halt, if the trouble was well in the rear of the line. It was hard work passing everyone; some

Jan. 30th Con't

would geep to the middle of the road and it would take a lot of yelling and horn blowing to make him move over.

At Nancy we were unheard of and unexpected.

While Hill was arranging for our future, we were the center of attraction for most of the town, which gathered about the cars asking questions and receiving answers from all. At last two whistles were blown; we lit our lights and started our engines. We were off again, back on the road of entering. We turned off and halted at St. Nicholas where we parked our cars in a salt mine. Across the canal at Varangeville we ate and slept.

January 31st. The morning was spent in getting gesoline; descenting and putting in a new rear axel in Doyle's car. His broke yesterday and he was towed the last thirty kilometers. After luncheon we set off for Moyeng passing through several towns of interest, including Gerbexirller. We arrived about 4.30 and after parking the cars hunted out rooms. Doyle and I found a fair one in a house with very interesting people; an old man whom we never saw; his wife, a nice simple woman of about fifty and a daughter.. Our eating place is in the "Cafe du Progress" nothing exceptional in that line. The open hours from 11.30 to 2.00 and 6.00 to 9.00 find the place filled with

Jan. 31st Con't

soldiers who keep up a continual jabbering noise. We have a long table on one side of the room. The cook, who has been assigned to us is a carpenter by trade and won't stay long.

The town didn't appear very impressive, but tomorrow we have a chance to look it over better.

February 1st. To start the day right, all the mud had to be showeled off the parking place. We certainly qualified as good "white wings." After the street cleaning was over, we had a chance to look about the town. The houses are mostly built back from the road and great place of manure are piled in from of them; every house has its barn connected with it.

In the class part up by the church the streets are much narrower and stone paved. The old church is surrounded by a very much decayed grave yard. It is an uninteresting church, much more so than most of the village churches about.

The staff of the 20th Army Corps, to which we are attached is in town with about 200 officers from generals down.

The regular cantonment is a hay loft over the cafe in which but five of our number remained. It has been fixed up excellently with sheep skin hangings, knapsacks and hel-

meta hung up and pictures of the fixe inhabitants painted on the walls.

From the looks of things everyone had to wash his car. There were a couple of trips went out. We travel tosany of the towns within about forty kilmmeters on eirrands or to get one "invalade" or so. The 20th Corps is now on repose so we will have little work to do. This Corps is a fighting one, moving around from place to place where there is any amount of action.

In the evening, we had a long talk with our land-lady and learned the history of the place. The Germans had been here three weeks a year ago September and had acted quite decently she said, although in a few cases they had pillaged some houses. There was a great battle fought on the rise beyond the town as the Germans were driven off. Germans had advanced by a pontoon bridge across the river and placed themselves in the woods on the far slope, the the French sneaked around and destroyed the bridge; then they attacked and drove that of the bookes into the river where they were drowned owing to the knapsacks and other equipment they had on. French then advanced up the rise on the other side, at the top of which the battle was fought. The Germans were antrenched in the woods while the French had to charge across open fields. Finally, the Germans retired, leaving the town at about two A.M. One French soldier arrived at five but the main body didn't get in until about eight. The townspeople all went out to meet them.

Feb. 3nd Con't.

The girls of the town, she said, all went out and buried the dead. It must have been a terrible piece of work.

Rice, Luckley and Brown left. Browns was certainly a type; thirty eight years old, fifteen years a naturalized American, earlier English. He was a blue ribbon, decoration of British Naval Reserve, which means passing an examination. On the boat over he was studying his Ford Manual and was caught one day trying to illustrate in his stateroom; sitting in a berth he had three books for pedals, an umbrella for emergency, a plate for the wheel with a toothbrush and nail cleaner for spark and throttle levers. He had just released his umbrella brake and pushed one of the books away for low speed when someone walked in and surprised him.

Another time in Paris he found a house being torn down, so drove his ambulance up to it and had someone photograph him, in front of a shell ruined house at the front; he had to out the advertisements out of the picture first. Just before one of the new men came out to the section, Browne gave him a post card to mail "from the front" to show his friends. When he finally came out, he had himself photographed, mailing a letter in an Alsacian post box, and also leaning against a freight car with a

Meb. 2nd Con't.

German mark on it. The whole time he was here, he was taking pictures. I never saw a man so terrified at the whistle of a shell and one day when they were blasting for an abri he nearly collapsed. One day he had to wash a car because he had been late for awary meal. It was most amusing. He was very sore over the fact. We always regreated not having taken a picture of him in the process.

When he left Paris the betting was that he wouldn't stay a month. Just before leaving he came into mess hall and asked someone as the other end of the table in loud tones-"What time does that train leave for the front" Answer-"oh! the train for Juilly (30 kilometers away) at about eight." When he came back, he was greeted with "Oh have you just come back from Juilly." When asked why he was back he said-"Oh I've been at the front for five weeks and had enough of it." By actual count herwas there about three. Some goat!

February 3rd. Went to Maguiers with Pierce to get gasoline. The town has been pretty much shelled in parts. The church is absolutely cleaned out.

In the afternoon Doyle and I took a long walk through the woods of Frambois, where the German retreat had taken place. It was most interesting. There were many

Feb. 3rd Con't

graves; parts of trenches, shell holes, shirts, socks and cartridge boxes with German names on them. These remnants spoke a great deal. We wandered through the aisles, marked off for the wood cutting; one aisle each year. There were thirty, so that the whole wood would be cut over once in thirty years; part being cut, and the reat growing each year.

Our landlady told us this evening that the mayor and curate were still held in Germany, but that a priest from a neighboring town had just come back, reporting ill-treatment and bad care as a prisoner.

February 4th. MacManagle, Doyle and I took a walk to the woods, across the river; the farthest point of the German advance. It was much the same as the woods we saw yesterday. We found an unexploded shell, which I brought back but could not get open. The fuse was gone, so there was no danger of its exploding.

There is talk of our leaving this part of France soon. They wanted a new section in the 30th Corps and we seem to have been sent here by mistake, so it looks as if we would be off again.

February 5th. Perkins came back to the section, after about a month away with a bad ear. After washing a car as penalty for being late to breakfast, Dawson and I went with

Feb. 5th Con't

Hill to Gerberviller. He was giving Fore a Ford lesson, as we are short several men and all available Frenchmen have to drive when we leave.

Gerberviller is a martyr town. When the Germans advanced the French put a barricade across the road and left sixty chasseurs to fire at the Germans. The latter claimed it was the citizens who had done this so they burned the town and after castrating the men, killed many. They saved the hospital because some of their wounded were there and they also spared the brewery, so that the other men who were to follow them to Paris might find drink. The town reminds one of the pictures of Pompii somewhat. We wandered about a bit and bought a couple of shells for curiosities.

In the evening a fiddler came around and after a few selections Perkins got it from him, and the Americans entertained the Frenchmen with some good old American songs.

We leave tomorrow after luncheon for Tautonville.

Hale came on from Bussang. We went on to Blainville to get him.

February 6th. Went with Mr. Bertrix to give him a little practice in Fording. We went to Ramberville, quite a town. All

Feb. 6th Con't

the towns we passed through showed signs of battle, burned or bombarded houses and roadside graves told the story. It seems strange that Moyen escaped a like fate. The Germans never got to Ramberville, being two kilos away. We found quite a large town with an excellent pateserie where we satisfied our sweet taste a bit.

After luncheon we set off, passing through Gerberville and Bayon. We passed a captive balloon, with all its paraphanaliar, wagons, winding apparatus etc.

We grrived at Tautonville about four, and parked in a bully big yard. The town is a brewery town, fair sized and very neat. The usual room hunting took place. Two rooms that were assigned to me were impossible, so I got hold of Mr. Bertrix and we hunted. In one place, through behind some houses and on a garden we found a couple of divorced women with soldiers dancing around, Quite a gay party, but the room had no window. In the next house, we found an excellent room with a Louis 16 bed etc, but the woman wanted more than a franc a day. She wasn't anxious to rent it. Several others didn't suit, but at last we found a bully place, large room with fire place two windows, excellent bed, carpeted floor, in short everything fine. Now the job is to get wood to heat the place.

February 8th. Most of yesterday was spent in grinding

Feb. 8th Con't

valves and removing carbon from 128, Luckley's old car.

This morning I went with Truffault while he sought for ravetaillment. We went to three different towns and then didn't get any meat.

He told me the plan in this place was to have five cars at Nancy for repairs, five here and the other ten off at different posts on ten day stands; one or two cars at each. Sort of bum outlook I think.

Doyle spont the night in my room and we remenesced about the attack. He told me of the day he was wounded at Bein Douche. He left Thomansplatz in the morning and passed through Henenfluk where they asked him to take a load back, but being bound for Bain Douche he couldn't. He arrived about ten, Shortly a bombardment started and the abri was packed. A shell first lit near two men washing there, bowled them over, but otherwise didn't hurt Doyle was standing near the door of the "abri" rather interested in the shells. He moved later to the door of the cabin nearby, and just after he did so, a shell hit the tree he had been standing by. At noon, things seemed to let up a bit and several men started for the kitchen for food. got about half way there, when a shell whistled in and landed square in the kitchen. The cook was, fortunately, not there.

Feb. 8th Con't.

That put an end to dejourner.

Along about two o'clock a couple of bronchardiers were coming up the path with a dead man on a stretcher; a shell struck a tree felling it on one man and killing the other. A little later, a shell struck in the midst of three horses, killing one, apparently only dazing a s second, but wounding the third as well as severing his rope. He fled up the road and stampeeded a convoy of mules. The convoy, however, soon passed on down the road and soon one of their drivers was brought back wounded. Things were pretty hot and the wounded were crowding every space. At three a shell struck near four or five men in the door way and Doyle being on the outside stopped a few pieces of eclat with his Fortunately, he had on five coats and so the force was somewhat abated. He was immediately attended to and found to have one piece lodged in the elbow. He was bandaged up, but they wouldn't let him drive his car.

Shortly before this they had told him to crank up and prepare to leave with a very serious case, but in a couple of minutes an attendant came running out to say that the man had died. Just then a shell burst near by and struck a soldier but luckily through his knapsack, so by the time it reached his body it was dead and did no damage.

Feb. 8th Con't.

It was a piece about an inch square and would have done considerable business anywhere.

At three thirty Douglas arrived in the room and challenged Doyle with an account of how he had stopped a second to look at Doyle's car, when a shell burst nearby and he found himself face down on the ground. He was thinking of his narrow escape when Doyle told him how he had gone him one better. They started about four for Thomansplatz, dark Twice they got held up by wagons, while the and hard going. shells whistled overhead. A spot-light was all they had to see the road from time to time and the going was difficult. At last they arrived at Thoms, and a worse looking pair I have never seen. Douglas drove them down to Moosoh and about nine A.M. he and Hill went to Bain Douche to get his car, for he had driven Doyle's up the evening before. Douglas has been called the human magnet, because wherever he is, he seems to draw shell fire.

There were one or two other amusing incidents brought out. Phillips, one night, was called upon to go down to the valley, so be got up and dressed (put on his boots and coat) cranked up his car and off he went. When he srrived at the hospital and unbottoned his car, he found no one in it. He had supposed, of course, that they had loaded

Feb. 8th Con't

him up, and so had not stopped to look.

steep descent into Bitcheville, when his brakes suddenly gave way and he, to save himself, hit the bank. He then carried his terrified assis to the foot of the hill on his back and set him on a bench. Next, height a long rope, which he put around the back arth. He mustered all the Alsacian men working on the road and got them to hold back on the rope while the car was gently let down the rest of the decline. At the foot he thanked his men, returned the rope and set off for the Willer hospital, sailing right by his poor "assis" with never a thought. He got back to Mollan and during dinner the throught of his poor "assis" suddenly came over him.

Another time Pierce arrived in Mosch with a blesse, back into the garage and went up to bed. In about fifteen or twenty minutes he remembered that he had not drained his radiator and went down to do so. He found the "blesse" rapping violently against the side of the car and then realized what he had done.

February 9th. I spent a good part of the day chasing around for wood for my fireplace and find wood a very hard thing to find in these villages. Those who have it for bakeries or breweries don't want to part with any, for fear they may need it sometime. I gave up the hunt and read and wrote in my room, heated by wood I scavanged around the year where we keep our machines. It was dry and did well, but there is little of it.

Today I went to Nancy. Five cars went February 10th. over to be repaired and I to bring the men back. had dinner there and spent about two hours around town after it, before leaving for home again. There is little to say about the place. It is a city, which is, of course, a sight for us from the country. Two of our most disreputable members ordered new uniforms. We went into a bank where they had the floor covered with sand bags, three deep, to protect the safe deposit vaults underneath from the bombs which the Germans have recently taken to throwing into the city, those of the 420 mm. variety. The station is usually the target, but we didn't go to it to see what we could. The trains don't stop there now, they go on to some other station beyond.

We got back, to find three new ambulances

Feb. 10th Con't/

and a new staff car had joined the fold. Andrew had also come out.

New men: Smith, Ray - a Rhodes man from Virginia and P. Clark, former Lieut. in charge of the Paris Squad. Rice also came back, but talks of leaving to work in Paris.

ations of Putnam, Mellen, Galatti and Walker who were cited for the last attack to the order of something or other which means a bronze star like Traffauls. There are to be six more citations later. Hill asked the Divisionaire for two more, for Pierce and me, but the Div. said he couldn't. It's yough to be the eleventh man on a ten man list, but "Cest la querre."

We sang songs for the benefit of the new men, those mostly about Trauffault "mef ced."

February 11th. Three of us left for Uniecourt for two, four and six days respectively. Our work begins today and we cover besides Uniecourt, Bayon with one car and Charmes and Neuve Maissons, near Nancy with two each.

We traveled about twenty kilometers over bully roades to the town which contains about six thousand inhabitants, a veritable city. When we asked for the hospital, we were told "tout choite" and you'll

Feb. 11th Con't.

two kilometers to the next town of Mattincourt without seeing any "Croix Rouge" so we returned and again asked. We were this time shown to the hospital up a side street. We here secured a guide for the "Bureau" where we reported to the "Medicin chef" and were told there was nothing to do until twelve thirty, when, if we would come around we would be told what to do and have a man to guide us.

Having some time before dejourner, we decided to walk the town. Clark MacManaught and I.

Of course everyone said "o les Anglais!" We found the town had two mexcellent "paterseries" and we soon introduced ourselves. We masched up and down the middle of the main street, like the Three Musketeers, or any other group, until luncheon time when we reported at the Hospital #103. We had a good meak served with white bread, baked there instead of the regular army bread.

We were well arranged. There is a large garage where we keep the cars and in front of it, with the drive passing under one end, a house, the ground floor of which we have the use of. With a stove to warm it a bit it will be very comfortable indeed. The "Medicin Chef" is going to get us some mattresses. The Garage is light and roomy, a fine place to do any little repairs that are needed.

Feb. 11th Con't.

After luncheon we reported and each of us took different routes, with a man to guide us, for the three French cars don't leave until tomorrow. I took a trip out on the main road to Neuf Chateau about eight kilometers to Rounes. I had to take a couple of empty milk cans, some bread and meat. These latter I left at Rounes hospital, getting in return feell milk cans for Uniccourt. There was a doctor along inside as well as another inferinier so I went back to Uniccourt and left my load before going to Dorubasle, four kilos beyond Rounes for five "malades." These are towns just like all the rest in this part of France. The only way they differ noticeably is the state of cleanliness they are kept in.

Was done and we again went to walking and looking in at the shop windows. About six we wandered into a cafe, down a little alley where we found all the leading men folk of the place, playing cards and having a sip before supper. Not being able to get anything to eat we soon moved on to the "Cafe do la Paste" where we got a very good meal and sat around until fime to turn in. We found a man here who had been wounded but once since the war began, but that was enough to take a finger, put a limp into his legand fill

Feb. 11th Con't.

his arm with shell. He showed us the arm which was well now and it certainly was a wonderful piece of surgery. The large tear that a bullet or piece of shell leaves when it goes through a member, was healed perfectly and the man had absolute use of his arm. He goes back to the trenches tomorrow but it didn't seem to worry him a great deal.

Today we began another part of the February 13th. Three days, Tues. Thur, and Saturday the men service. come in from nearby towns to have their teeth cared for. At seven thirty two cars go for ten men, Tuesdays to Dornbasle and Rounes; Thursdays to Frenelle and Pusious and Saturdays to Jugancourt and Celleville. Two of us went to Jucancourt then for the "dentaires." After luncheon which we took in the new quarters, an old building in a field with earth floors and no heat we took back the ten men and on the way home stopped at Celleville for ten more. Then came the regular twelve thirty trips and at four the last ten men were taken home. One of the men I carried at this time had had thirteen teeth pulled and had four more to go. When asked the reason he said he was going to have a plate made and that there would be no more trouble with teeth.

Feb. 13th.

During the day we walked down towards the river through the older part of the town. We found a little side canal, with houses built to the waters edge, of about ten feet in breadth, where the women washed the clothes at the openings where a road would cross on an old bridge. It was a quaint part of the town. In it we found an American Bar but did not patronize.

The streets are all crooked and narrow; even the main shreets have berely room to pass in some places. There are a Couple of fair sized squares, in one of which is a statue of Joan D'Arc. Here they hold market, and it was market day today. The patesserie was well stocked with excellent little cakes for today and Sunday, a special stock being in from the kitchen. We had chocolate at one, as breakfast this A. M. together with some excellent brioches and a selection of cakes as well, despite the hour of the day.

February 13th. Clark and Jackson arrived to announce that the post had been made a four man and eight day post, MacManagle left. We stayed in bed until dejourner as there was nothing to do until twelve thirty.

Sunday is the file day at Unicourt. They have movies twice a day. We went to the afternoon show at three o'clock. It was quite a homelike feeling to be

Feb. 13th Con't.

watching a "movie." We got out about six and so took supper at the "Cafe de la Post."

February 15th. Today we served Bouebasle and Rouves for dentistry. Ray came and J. Clark left. The rain of the last few days continues and the wind also with it. The fields are flooded, the roads muddy and the riding in a gale anything but pleasant. It clears up and then comes on to rain in a moments notice. There are a couple of English speaking Corporals at Rouves and they very kindly asked us to supper some night, but it seems impossible to get there.

In the evening we patronise the Cafe
Louraine where we played cribbage and spent a comfortable
evening until nine o'clock. A couple of hears apiece
seemed to satisfy the hostess. The place was quiet and
free from soldiers. It is patronized by the gentry of the
town.

February 16th. I had my picture drawn by a boy who was studying in the Beaux Arts at Nancy, but their house having been demolished in the bombardment, the family had moved to Uniccourt.

February 17th. Illitch arrived to relieve me. Frenelle and Prezelux were the dentist towns today. Illitch broke a rear exel in the town and was put out of commission so I stayed through the day to help with the work. We telephoned to Tantonville for help.

At 3.30 Jackson, Clark and I left with some "INALADES# for Vittel to help evacuate a sanitary We arrived at 4.15 but the train was two hours late, so we cast about for supper which we had at 5.30 at the Cafe Louraine. All the hotels of this big watering place are converted into hospitals. About six the train came in, but as the men were being fed, we had to wait. There was an embankment or platform such as is used to easily unload freight at the level of the cars, but instead of backing the train in here, they left it on the third track over, and were to unload the "blesses" and pass them up again to us. We protested but they wouldn't move the train; however, they did consent to our going around on the other side where the men could be loaded right from the ground level. We showed them some quick work in evacuations when we finally got started.

we finished about eight M.M. and then I started out for town. I made Uniecourt in twenty-five minutes, got my blankets etc. and came onto Tantonville in about thirty more. The evening was fine and the roads

Feb. 17th Con't.

in excellent condition. I was in bed by 9.30.

February 18th. A call came in for Harone at two.

I went and found three men bound out for some sort of supply or other for the hospital it seems. We went on through Bayon and took the back read which eventually leads to Maquiers, our old ravitaillment station while we were at Moyen. We stopped at Matexy where they found some friends and then went on to Clezentive where we got three rolls of canvas to be taken back. We then left again for Marons, having done about 75 kilometers for messenger work. Just outside Tantonville, the knock which has been for sometime in my car developed wonderfully so I stopped about a half kilometer away and got our new cameon to tow us in.

February 30th. Today was spent in taking my oar down, rather removing and replacing or filing down the piston rods connections, which had caused the knock. The work was over by three o'clock so I bathed and wrote some overdue correspondence.

February 21st. I left for Bayon, a two day stand.

Clark met me as I was entering the town and showed me the places of work, abode and eating. The town is a good deal

Feb. 21st Con't

smaller than Unicourt. There is a large civil hospital which now, of course, is given over to the military.

Just before entering town, I passed a good many troops; the 3nd brigade of Chaseeurs. They soon passed through the town, in fact all day long troops came through with bugles and drums or bands playing. Clark said they had been marching all the day and night before. A good many embarked at Bayon while the others went on to Charmes, 14 kilometers, before entraining. The 146th was among them.

after luncheon I discovered a green house in the corner of the garden of the house in which I slept. The sun beat in upon the glass and gave me a very warm place in which to write letters. I was thus occupied when one of the bronchardiers came and told me to get ready to go out. There is also a French ambulance in the place and as it was going too, I followed. We went down towards the river but turned off towards St. Mard just before we came to it. The recent heavy rains have flooded the whole river and surrounding low fields. The road we travelled was in part submerged with water running over it. I was sent on to Doueptail, beyond St. Mard and found six "malades" so I made two trips, one to St. Mard where I transferred three

Feb. 21st Con't.

into the other car, and the other back to Bayon.

There was a corporal along with me and we had no scener landed our load but we were told to go to Mahoncourt, about six kilometers out on the Luneville road, to get an officer and a private. The officer had some shrapnel in his knee which had just begun to trouble him again, he had refused to give in to it before. The private was also disabled in one foot, but they both preferred to sit rather than lie. The Medicin Chef was out at Bayon so we took them on to Porticux, six kilometers beyond Charmes. At a railroad crossing, just out of Bayon where we had to wait for a train, they both decided that the "bronchars" would be better, so we transferred them before continuing. We passed two regiments on the way to Charmes for entraining.

Upon returning late for suppor we learned of a trip to Enivaux for a man with a broken leg; so after a hasty meal off we went. More troops passed and they had all manner of remarks for us, such as "Ambuscades" etx. On the way back we were stopped in the road by a group and asked to take a man struck with epilepsy along. The doctor with him made out a "fiche" and we loaded him in.

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A little farther on we were again stopped and asked to take a man along, but a lieutenant came up and refused to have us on the grounds. That he was simply drunk and must make it the best he could, which was perfectly right.

When we arrived at Bayon we helped carry up the two men and get them to bed. The epileptic gave them quite a struggle before they finally got him tied down. Just as we were leaving, word came to close all the shutters as a Zepplin had been seen over Mehoncourt, six kilometers away. Street lights and all were turned out. We could see search lights looking for it, but didn't see it ourselves. At ten o'clock I finally turned in, having left the car in a little garage which was occupied by a hearse, some hay, coal and a few old garden impliments. The house in which we sleep had a great number of small rooms, each of which is filled with beds. The room we pass through has three beds and a stove; our room has four beds with no room to spare, just about enough to get in to bed and out again in.

February 22nd. I began early my celebration of Washington's birthday. Just after midnight I was called to go to Eniveum station for a sick man. Three of us went Feb. 32nd Con't

handy, which was a good supposition. We arrived to find more troops embarking and another man to go.

The first was a luans sick, the other had been knocked down and his legs run over, though not broken. We arrived back about two A.M. This was all the work I had all day, so I read in bed until luncheon my car till supper and in a Cafe in the evening.

February 23rd. Jackson arrived to relieve me. I went down at eleven to partake of an evacuation at Harons. The afternoon and evening were spent in writing and reading.

There seems to be a big German attack near Verdun, whether all these troops are going there or not, I don't know. One Zep. and about six German aeroplanes were brought down yesterday.

It seems our section at Pont a Moussan has moved towards Airas, with eight hours notice only. We almost went, for an hour they say it was nip and tuck. However, as we were out of repair we stayed here. Too bad we weren't ready as we would have liked to have gone.

February 25th. I relieved MacManagle at Neuve Maisons

Feb. 25th.

Potter was there for two more days while I stay on four days. All the way over there was a terrible wind driving snow across the vast stretches of open fields. In some places it was so bad that I had to drop into lpw to keep up headway. Off to one side a lot of soldiers passed by, going to some drill ground I guess. There were four groups of them. One group stopped and they pointed their guns at me, just for the sake of giving the boys a bit of practice. I later passed the 17th cavalry coming down from the direction of Neuve Maisons and going, no one knows where.

There was a trip into Nancy in the afternoon. We took men to the evacuation bureau over by the
abbattoixs and from there back through the city again
to a hospital.

February 26th. I went up to the Fort 3t. Vincent at Bainville via Meziers to leave a couple of convalescents in the Eslope bureau. There is an agreeable captain of the 37th in charge there.

The Germans bombarded Nancy today; fourteen shells in the morning and eight in the afternoon. One landed in the prison but none of them did much harm. Potter was in town at the time and said all the church

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bells began to ring as warning where the first shells arrived.

of the whole country. Tantonville lies off to the south.

Mancy, however, is over a hill and cannot be seen. There are six hangers for aeroplanes on the plateau near the fort.

In the air at once, coming back from the German lines.

Cavalry and artillery passed by all day, going from

Nancy. There seems to be an attack on near Verdun by

the Germans. The papers tell of a German attack at

Verdun; many troops passed Neuves Maisons today; artillery

mostly.

February 27th. P. Clark relieved Potter. I took doctor to Nancy on a joy ride and we closed up the car so no one would know we had no sick men along. He was much worried that he would be caught so if he told me that if anyone said anything to me to tell them I couldn't speak. French, but we were not troubled. The "boches" seem to have pushed forward a bit at Verdun, although the French had prepared to evacuate some lines two weeks ago.

February 28th. Took another doctor to Nancy to get more for the hospital, we both did errands. The fight at Verdun seems to favor the Germans.

At Newve Maisons we cat in the hospital and spend most of our spare time in a cafe across the street where we get all the gossip, play cards, write or read. We are lodged in a house where the man works in the ironffoundry of the town, where he has been sent, after spending fourteen months in the trenches.

February 39th. J. Clark relieved me after I had made a trip to Port St. Vincent to collect a wounded man who had fallen down stairs; the trip was of about a kilometer. I endulged myself to the luxury of a bath on my return to Tantonville, read the Boston Herald for a week or so, and played a bit of bridge.

March 1st. I took part in a small evacuation at Harons. This hospital I failed to state earlier, is a chateau fitted up to care for sick and wounded. It is located on a river bank across the street from the village and village aquare. It is really very attractively located even though it has no view.

After luncheon I went on to a little town called Benney, back of Cientry on the Nancy road, where I

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found a man with a weak heart whom I took to Harone. I had trouble with my gasoline and after cleaning everything from sediment balk to commutator, including piping, sparkplugs etc. I got the machine to pull & bit.

Hill told me to prepare for Paris tomorrow, so I packed the things I wouldn't need and wanted to leave in Paris until my departure for home in about five weeks.

March 2nd. At nine thirty we finally got away
for Paris. We had to go via Nancy to pick up a
convoyer. At Toul we stopped for lunchson. All the way
entering Toul we passed defences erected at the time
of the first German advance. They may still be seen
intact at various strategic places, edges of woods or
brows of hills. They were short trenches on either side
of the road for about twenty yards; they were dug and
banked to about the height of a man and only just wide
enough. Along the top was a sort of wicker work of
small branches. Their construction or plan was somewhat
like this:

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I suppose this was done to prevent having a straight line, as being easier to destroy.

Then supporting these trench posts would be dug-outs for a battery of four guns and a little place nearer for a funitraelleuse" machine gun. It was most interesting.

At Toul there is an aviation park where we saw several aeroplanes flying about. While at luncheon a Mr. Bartlett-Dadely came in and talked to us. He is in section four and spoke of dissention in the ranks with regard to the leader. He said if things weren't changed the whole crowd would resign.

at Bar C Duc for gasoline. The park there was filled with machines of every kind, in for repairs. The three American makes most prominent were the White, Packard and Jeffrey. Bar C Duc was filled with machines, staff cars, cammions etc. all busy in some connection with the battle of Verdun. There were large sign posts at the principle crossings to direct the flow of vehicles.

In all the little towns through which we passed that afternoon were many troops passing to and fro while further on each village had its allotment of

Mar. 2nd Con't.

several hundred cammions, lining the streets. A great many were White and Pierce Arrow trucks.

We pulled into Vitry-C-Francois for the night, having travelled but 150 kilometers during the day which leaves about 200 for tomorrow. I contracted a puncture which will be fixed tomorrow. We out up at the Hotel les Estranges. It is nothing to be proud of, but we slept well.

Hale had spark-plug trouble all the morning but by fixing his mixture soon after luncheon, he remedied the defect. We passed through interesting country all day and were quite surprised to be called Americans and not English by many muckers. They must have seen many of us before, because we are usually taken for English wherever we go, on account of our Khaki uniform.

March 3rd. We were called at five but it was too dark and we did not get up until six. Changed my tire in a light drizzle and set off about seven for Paris.

After an hours run we stopped and had breakfast in a little cafe near some railroad station. We were in Paris by three thirty and out at the hospital by four P.M.

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Galatti took us into Rue Penal where we were registered as having arrived. We then left a couple of boxes for Smith and Dawson, saw Rice at the American Express Co. and Bigelow and Codman on the street. We all agreed to meet at seven at Henry's bar. Back to the hospital to wash and get settled them in town again.

After a couple of cocktails, we all went over to Zesis for supper, wherever that may be. After a good meal which was like a five and ten cent store as compared to Tiffany's when compared with our wine bill: extra prices were put on the wine list for the henefit of . the Americans, written in ink in front of us. The place clossdat ten, as do all cafe's in Paris now and we betook ourselves to Odet's apartment. Odet was dining there and she had a plane, so Codman arranged for us all Zese and another woman came along. Odet to go around. was a friend of Day Kimball. We arrived in two taxis and took possession. Hale and I danced and talked while Rice, Bigelow and Codman played the piane. It was an uninteresting party. At about 3.00 A.M. Hale and I walked back to the hospital from the place which was somewhere in Passy.

March 5th. I spent the morning diligently writing a history of my car #163, the Lys Ambulance given by Mr. and Mrs. L. G. Spear. None had been written for some time so I took it from the time I arrived in the Vosges when Emerson was driving it through to the present. It was a masterpiece.

In the afternoon Steve Galatti and I walked down the boulevards and looked over the growd. We stopped for a glass of beer and then separated, he for home and myself for the hospital and an early sleep!

March 7th. Four cars came in from Harne yesterday so there was work to do in the garage. Every car that comes to the American Ambulance arrived in the chassis form. It is driven to Paris with a seat made of the cases in which it comes. After arriving the two front wheels are taken off and larger ones put on, the same as the rear wheels. The rear tires have to be taken off and the bushing for the tube valve taken out to allow for the passage of the larger valves of the French tubes. Then the rear spring is taken out and one of nine leaves put in. However, it is not a hard piece of work and from two to four men can accomplish a lot in a morning.

I typewritted my history and did some typewritting for Galatti on a book he and Andrew are

Mar. 7th Cen't.

getting out on the American Ambulance. There were several new men came in from both Bordeaux and England.

I took supper with Doyle at the Grand Cafee which is run by Constans a man who served thirteen months with the Ambulance until his son was called, and he figured one man in the family enough. He treats all Americans very well indeed. We went to the Follie Bergue afterwards. It is quite different from anything we have in the States. There is a large Cafe arrangement before one gets into the theatre itself. Here are tables with a promenade around them where one gets drinks during the intermission, and throughout the whole show Inside a great many people take standing room; conspicuous among these are woman who want to be "picked up" they are continually asking you to buy them a drink, catching your arm as you walk by and keeping at you with great perseverance.

warch 8th. After finishing up a bit of final work in the shop I helped drive over the new cars to Kelner's, the body maker, where they are to be fitted out for service. The place is a large factory where many men are continually at work remodling and fixing over car bodies of all sorts.

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In the afternoon I went as an extra to La Chapelle to answer a call. The train was only about an hour late. The American cars are now driven into the garage or loading end of the building. When I was there in October they stayed outside. Another change is the lining up of the men, marching them by twos onto the platform where they await the train. Only twenty are allowed on the platform because there are usually but ten cars to the train. By two's we are told off to the cars and we go in and unload them, depositing the "blesses" outside on the platform where the bronchardiers take them to the sorting pavillions. It is by order of the Minister of War that the American Ambulance unloads the trains. The Frenchmen were too careless and dropped several men. This also applies to the loading of the Ambulances. The men are brought to the Ambulances and we load them in. real hard job now to to to La Chapelle. We do all the work now, whereas heretofore, it was all done by the bronchardiers. The work lasted late and so I missed meeting Doyle.

March 9th. Four of us dined in town and then saw a terribly poor show at the Nouveau Cirque. It was an American Circus and the worst exhibition I have ever seen

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pawned off on the public.

During the day I went around to the American Ambassy to get my passport renewed and ran across Laury Eutis who has come over since Nid-year's from Harvard.

A lot of Harvard Sophemores have come over for six months with the Ambulance, among the twenty new men. There are also lots of new men for the Harjes section whom I have seen in town. There were two men from Bowdoin, one who goes to Cornell next year. Eli's and others.

Andrews for a new section and it will likely be ready about May let or so. There are fourteen Fords expected and new men are arriving all the time. We get excellent treatment by the officials, even be cared for ahead of waiting English and Frenchmen.

March 11th. Went out to Versailles with Baylie's of New Bedford but arrived just as the palace closed, so I chased a camera for our cammion driver, which cammion has just recently been attached by the Government to our section.

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In the evening Ray Baldwin couldn't dine with me so I supped alone at the Restaurant Larne. I bought a New York Herald of February 38th to keep me company. There were several other American and English people there. I took in the Follies afterwards. There was a new show on, quite good in parts. I left early, however, to get a good sleep.