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CHAPTER I.

FIELD SITUATION - JANUARY 1st, 1922.

During the latter part of 1921, and the beginning of 1922, the work of exhuming and inhuming in the large permanent cemeteries commanded the larger part of the activities of the American Graves Registration Service. Exhumations not only for shipment to the nearest of kin in the United States and in Foreign Countries were to be made, but there were many bodies to be brought in from outlying cemeteries which were to be reburied in the permanent Fields of Honor. And, in addition to this, there were bodies, already buried in the permanent cemeteries, which must necessarily be exhumed and reburied for the purpose of securing uniform spacing of graves to conform with the general plans as approved.

The situation at the beginning of 1922 included the exhumation, preparation and transportation to a port in Europe, of approximately twenty-one hundred bodies of deceased American soldiers destined to be returned to the nearest of kin in the United States; of approximately four hundred bodies for nearest of kin in foreign countries; the concentration of over forty-five hundred bodies, from outlying cemeteries and isolated graves, to permanent cemeteries, and the exhumation and reinterment of in the neighborhood of ten thousand bodies, already buried in the permanent cemeteries.

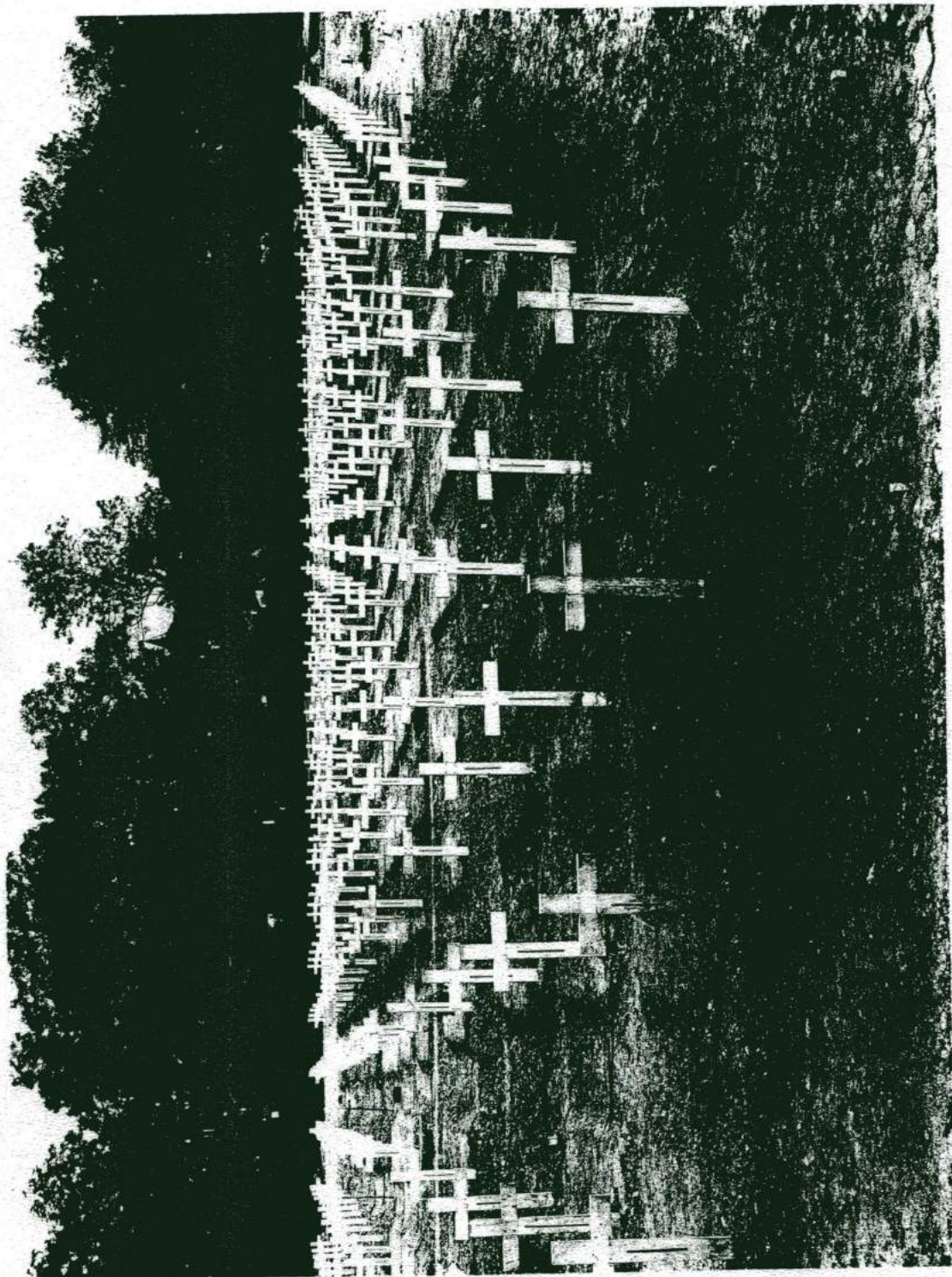
The number of bodies yet to be exhumed at this time was very much in excess of the estimated total that would have remained had the plans, as made by this Service, not been interrupted by the various difficulties encountered from time to time. During the last half of the year 1921 the number of exhumations conducted by the Field Sections was considerably under what would normally have been expected, due, principally, to the following reasons:

- (a). - Shortage of labor. Failure of contractors to furnish required labor, and change of contractors of July 1, 1921, and again on July 31, 1921.
- (b). - Inclement weather. Heavy and continuous rain or snow falls during the months of November and December.
- (c). - Condition of soil. Extremely difficult digging. Also irregularities of burials in cemeteries.

As an example, the following extracts of reports, received from the Commanding Officer of one of the Field Sections, are quoted:-

"The conditions encountered in Semur Cemetery were the worst in any concentration area since the operations of this Section under the present Commanding Officer. The ground is heavy clay, which made digging very difficult, and the suction and adhesive qualities of the ground were such that it took as long as an hour and twenty minutes to raise a body after it was reached."

"The labor situation was the serious difficulty encountered by this Section during the past week. The local labor director was given sufficient advance notice at Belfort as to the plans of the Section. As usual, he apparently did very little in the way of obtaining laborers until the actual day arrived, at which time he did not have them."



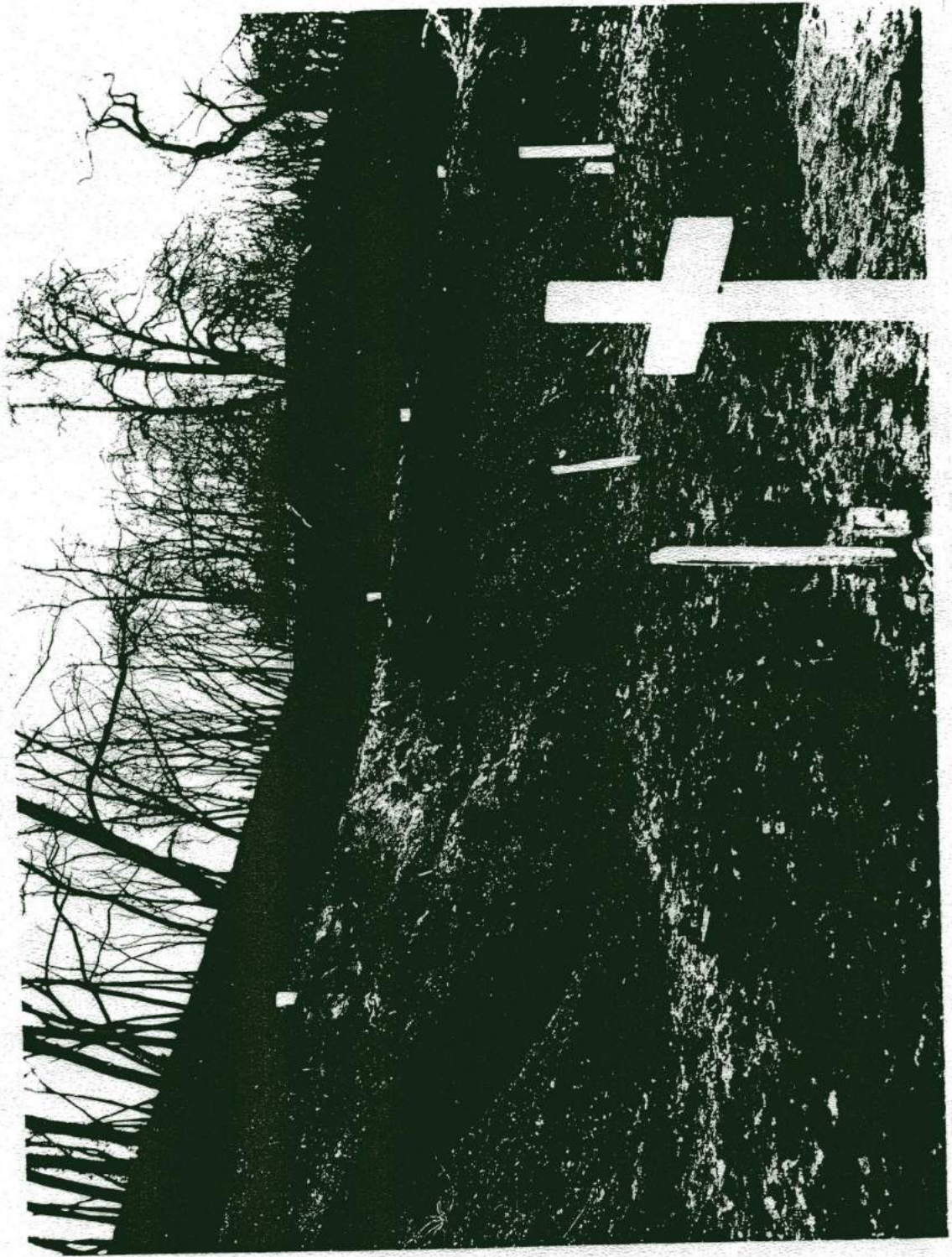
SURESNES CEMETERY. - September 1921.

Graves arranged according to Fine Arts Plan.

Similar reports were received from other Sections in the field.

The statistics, therefore, on January 1st, 1922, showed the following status of bodies:-

Number of exhumations to be made for shipment to the United States. (These burials scattered throughout approximately 52 cemeteries).....	2,097
Number of bodies to be exhumed for shipment to foreign countries.....	429
Number of bodies to be exhumed from out-lying cemeteries for reburial in permanent cemeteries.....	4,512
Number of bodies in the various mortuaries awaiting permanent reburial, shipment to a port, or advice as to disposition.....	7,513
Romagne-sous-Montfaucon, (Meuse). 1,088	
Thiaucourt, (Meurthe-et-Moselle). 1,050	
Seringes-et-Nesles, (Aisne).....	3,145
Belleau, (Aisne).....	811
Bony, (Aisne).....	1,128
Paris, (Seine).....	218
Scissons, (Aisne).....	73
Number of bodies in permanent cemeteries to be exhumed and reburied in accordance with proposed concentration plans.....	10,000
Meuse-Argonne American Cemetery..	3,119
St. Mihiel American Cemetery.....	2,180
Oise-Aisne American Cemetery.....	1,931
Aisne-Marne American Cemetery....	1,555
Flanders Field American Cemetery.	411
Somme American Cemetery.....	764
Brookwood American Cemetery.....	40



SURESNES CEMETERY.

Northwest corner of Block B, before the extension was made, showing ugly scars that were left from previous grading, and were later removed in the work of improving the grounds.

CHAPTER II.

PLANS FOR OPERATIONS.

A shortage of commissioned officers made it necessary to revise the entire plan of operations and, accordingly, a new arrangement for handling the field work was effected. Steps were taken to consolidate all activities, not only at the central office in Paris, but especially with regard to the maintenance of areas, and the number of operating sections to be sent into the field.

The exhumation and inhumation work in the permanent cemetery at Suresnes, (Seine), had been completed during the previous year, and the similar work at the Meuse-Argonne Cemetery was at this time well advanced, but beyond this progress in these two particular cemeteries, the major portion of the total exhumation and inhumation work to be accomplished at all the permanent Fields of Honor remained yet to be done.

From a plan of a working force of seventeen Field Sections a modified force of four Field Sections was organized, each with an increase of one or more groups, the additional groups being supervised by the Assistant Master of Section. In order to assign the work, yet to be accomplished, in a manner that would prevent the necessity of resorting to short cuts to speed up production, and, at the same time complete the work as expeditiously as possible, the following plan was adopted:-



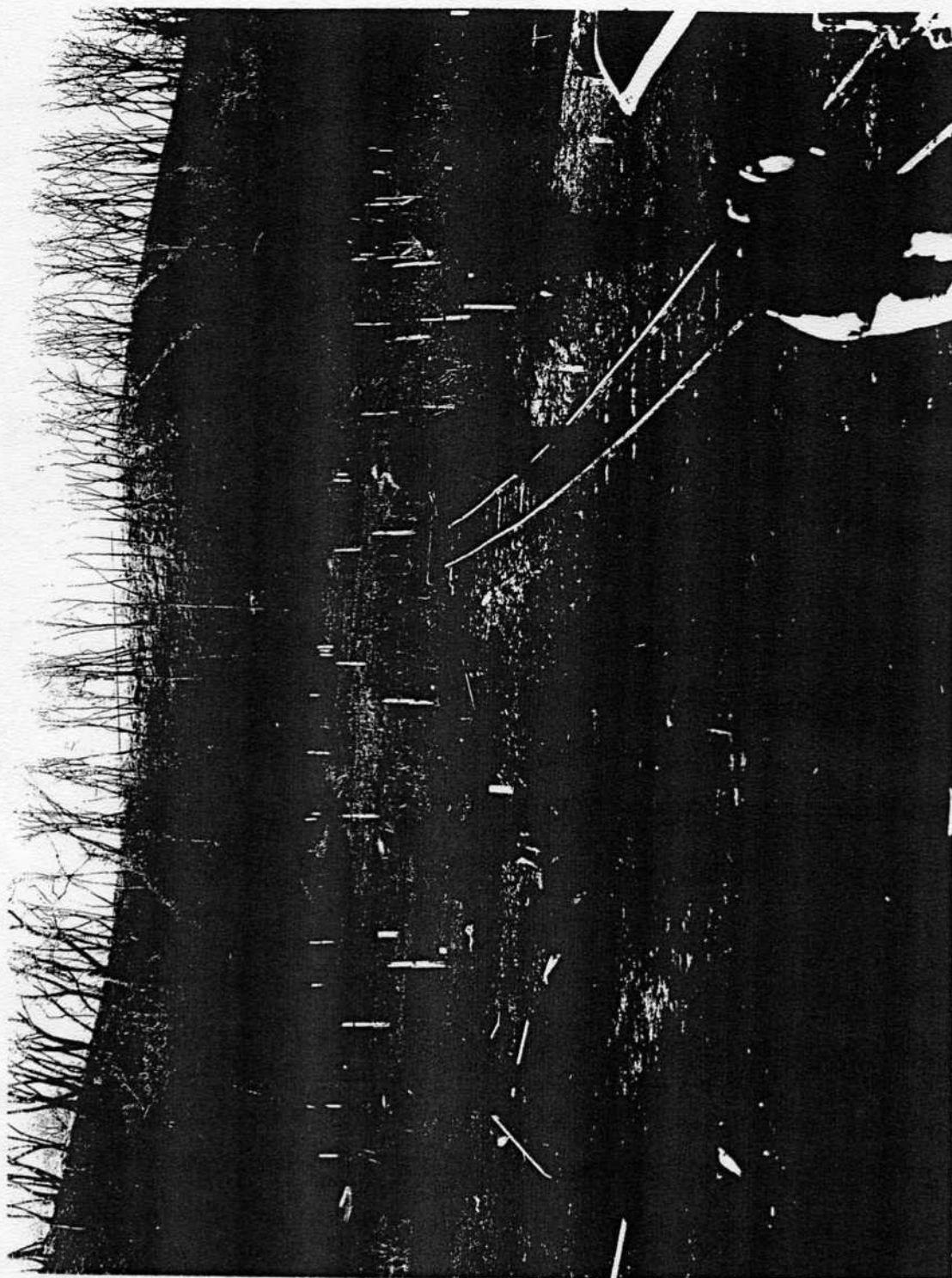
SURESNES CEMETERY.

Block B, showing operation of removing minor irregularities
prior to staking for interments.

FIELD SECTION #1, This Section consisted of six
ROMAGNE-SOUS- groups, and was to exhume
MONTFAUCON, (MEUSE). approximately five hundred bodies weekly. At that rate the
work at Romagne would have been completed about January 31st,
1922, at which time the Section would be moved to Thiaucourt
to accomplish the exhumation of the "States" cases in that
cemetery (St. Mihiel American Cemetery), and also the evacua-
tion of the cemeteries concentrating into it. By assigning
four working groups to evacuate the outlying cemeteries, the
remaining groups would care for the "States" cases in Thiaucourt.
It was planned that all work in this area could be completed by
the end of February and the Section would then be available for
the final operations in the permanent cemetery at Thiaucourt.

FIELD SECTION #4, This Section, consisting of four
THEN AT TONNERRE, groups, was assigned to evacuat-
(YONNE). ing fifty-three cemeteries located throughout the south-eastern
part of France. The work involved consisted in effecting 1361
exhumations, upon the completion of which the Section would be
moved to Seringes-et-Nesles, (Aisne), to complete final opera-
tions in the Oise-Aisne Cemetery.

FIELD SECTION #7, This Section, consisting of four
THEN AT SOISSONS, groups, was assigned the evacua-
(AISNE). tion of American Cemetery #617, at Fismes, (Marne), necessitating
934 exhumations to be completed. Upon completion of work at
Fismes, the section would be divided into two detachments; one
being sent to Waereghem, Belgium, the other to proceed to Bony,



SURESNES CEMETERY.

Block C, looking into the northwest corner, showing smoothing over of the surface preparatory to setting stakes for interments, and showing the bank along the fort, now a part of the cemetery grounds to be improved by additional planting.

(Aisne), both to exhume all bodies that were to be shipped to the United States, and this being completed, the two detachments would re-assemble at Bony, there to conduct final operations in that Cemetery.

FIELD SECTION #8,
THEN AT PLOISY,
(AISNE).

This Section, consisting of
four groups, was assigned the

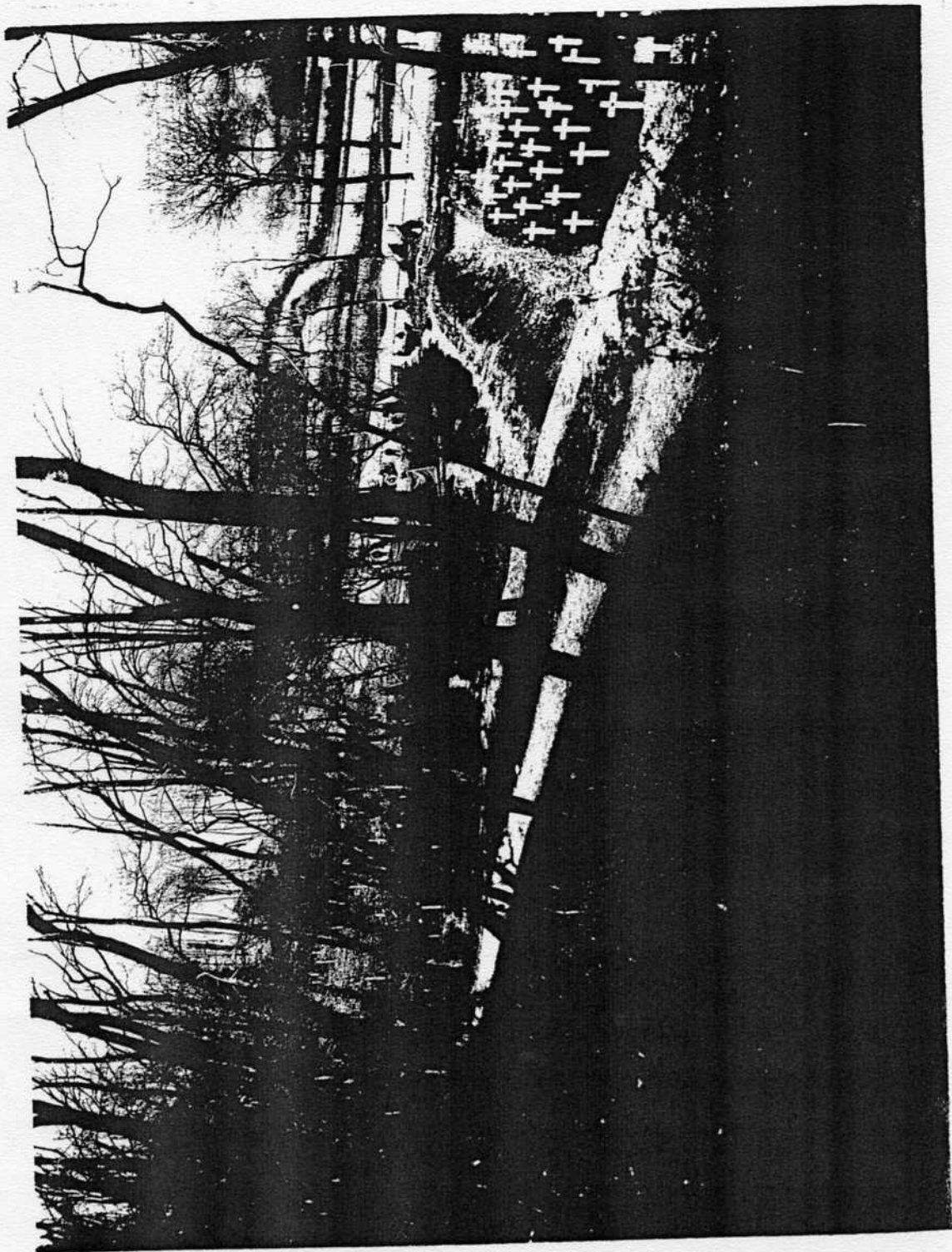
work of accomplishing the exhumations for shipment to the United States of the bodies buried in the Cemeteries at Belleau and Seringes-et-Nesles. Following completion of this work the section was to be used for the purpose of completing operations in the Aisne-Marne Cemetery at Belleau.

SPECIAL FIELD
SECTION FORMED TO
OPERATE IN ENGLAND.

Around the first of April, 1922,
a special section was to be

organized and sent to Southampton, England, and from there to radiate throughout the British Isles, evacuating all of the outlying cemeteries by preparing for shipment those bodies claimed by nearest of kin, and concentrating the balance into the permanent American Cemetery at Brookwood. This proposed itinerary would entail some 536 exhumations, of which number approximately 435 would represent the concentrations to be made in Brookwood.

In so far as concerned the work in France and Belgium, field operations were resumed on January 4th, in accordance with the foregoing outlined plans, but continual inclement weather and labor difficulties made it impossible for the Field Sections to live up to their prescribed schedules.



SURESNES CEMETERY.

Block C, showing character of ground which had to be cleared before interments could be effected.

As the work of evacuation of the outlying cemeteries was completed and operations were commenced in the permanent cemeteries, a change of policy was announced at Washington with respect to exhuming and reburying bodies already buried in the permanent cemeteries. It was decided that no such exhumations and reburials would take place at the Somme and Oise-Aisne Cemeteries. This made a further adjustment of field operations plans necessary, with the result that the Field Sections were disbanded when they reached the last station covered by their respective itineraries, and had completed all exhumations of bodies which were to be shipped to nearest of kin. Field Section #1 was disbanded in the early part of April, at Romagnous-Montfaucon, whereas Field Sections #4, #7 and #8 were, respectively, disbanded at Fere-en-Tardenois, Bony and Chateau-Thierry in the latter part of February.

As the demobilization of these units was effected at approximately the same time that the special section for England was being formed, a required number of technical and clerical personnel was retained for the new section, and the balance of the surplus personnel was discharged. This reduced the field personnel to one field unit, and a minimum number assigned to each permanent cemetery for routine duties thereat.

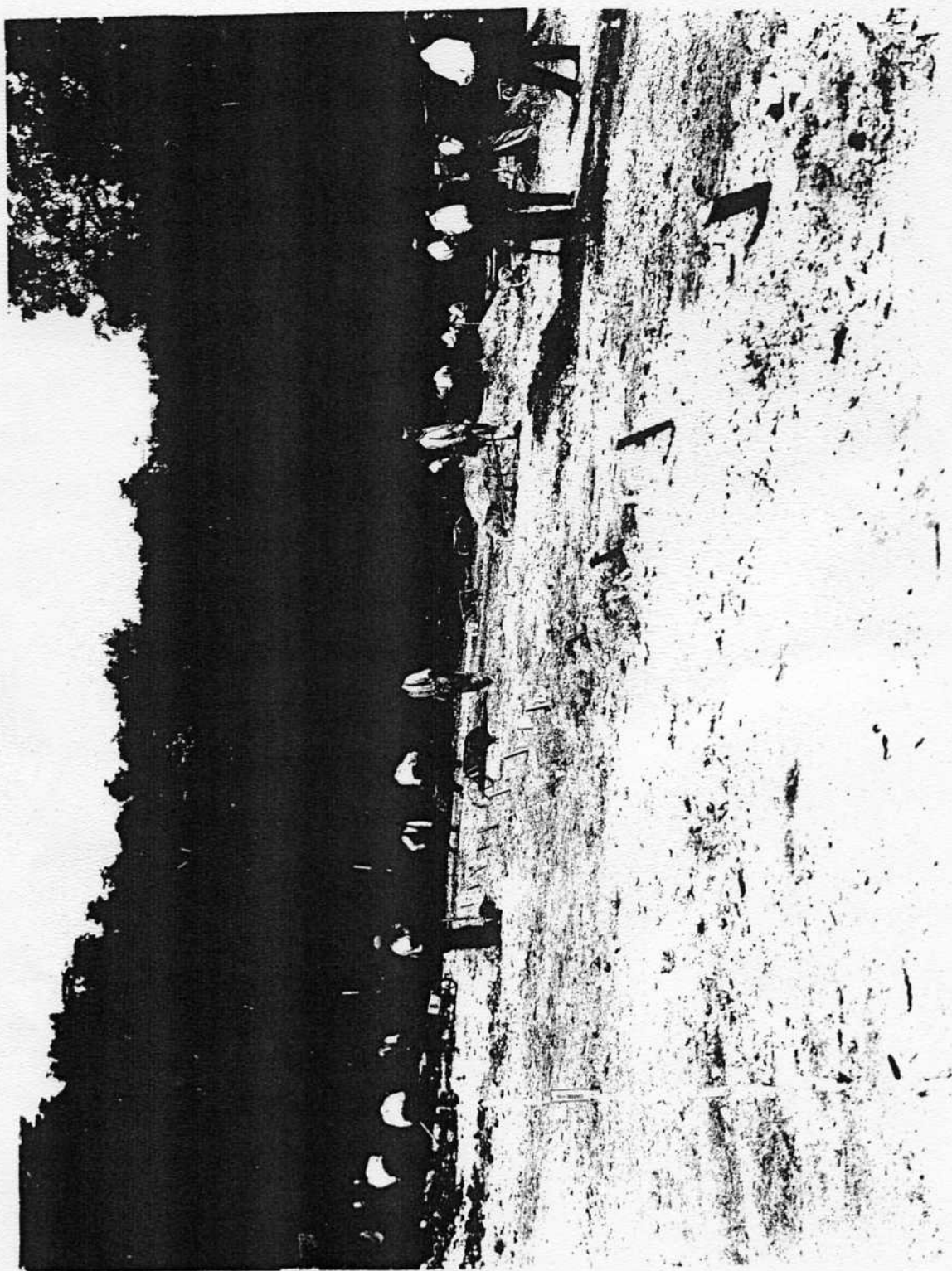
Though it had been originally planned that the work of the field sections was to include the evacuation of all of the mortuaries, and the subsequent final interment of the remains, which had been contained therein, it was now decided



SURESNES CEMETERY.

Extension before preparing of ground.
march, 1922.

that, upon its return from completing the work in the British Isles, the special section would be reorganized to furnish a detachment for such further exhumations as were still to be made, and another detachment to operate as a "Reburial Unit", and that these detachments would be circulated amongst the permanent cemeteries in order to finish the work which was, for the time being, abandoned. A Reburial Unit had been formed at the Meuse-Argonne Cemetery in September, 1921, and as the reburials in that cemetery were now practically completed, a mature survey of the activities of this unit had shown its efficiency.



SURESNES CEMETERY.
Extension
April, 1922.
Preparing of Ground.

CHAPTER III.

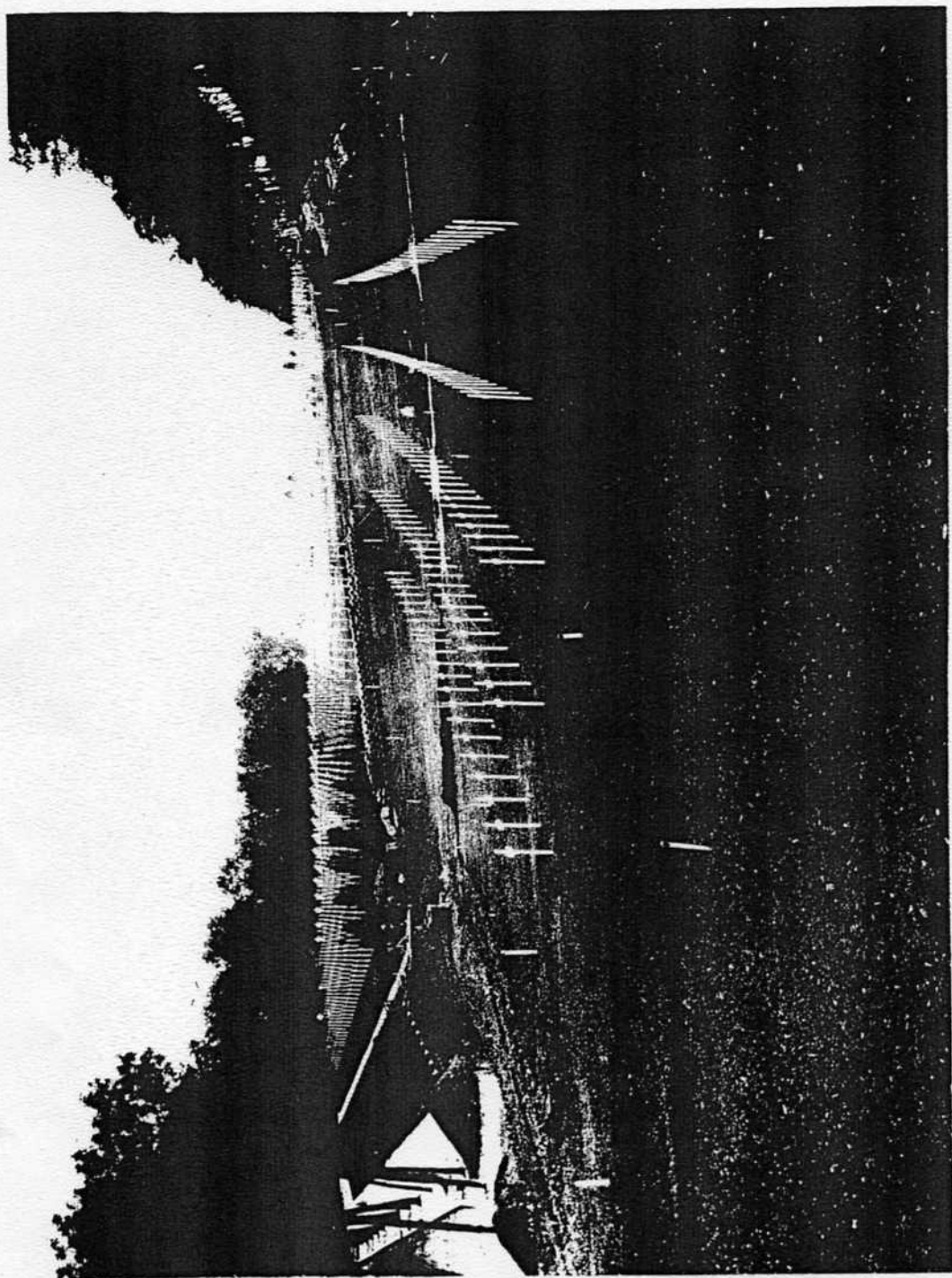
MORTUARIES.

Ever since the first shipment of the remains of deceased American soldiers was made, there has been the necessity of locating and maintaining suitable storage places at all concentration points; first at the railheads, then the ports, and finally at the permanent cemeteries.

On January 1st, 1922, as stated in Chapter I, there were over seventy-five hundred bodies reposing in the various morgues, or mortuaries, awaiting final disposition.

These mortuaries were established at all of the permanent cemeteries excepting at Suresnes, (Seine). For the service of the Suresnes American Cemetery a large building was rented at Saint Denis, a suburb of Paris, and was called the Paris Morgue.

It was impracticable, because of the expense, to build sufficient morgues at the cemetery at Seringes-et-Nesles, (Oise-Aisne American Cemetery) to accommodate all bodies which were to be finally concentrated there. Inquiries were made at the various branches of the French Government, and finally it was found advisable to rent from the Regions Liberees and the Comptoir d'Achats a sufficient number of buildings in the town of Fere-en-Tardenois, about two kilometers distant from the



Block C - Suresnes Cemetery.

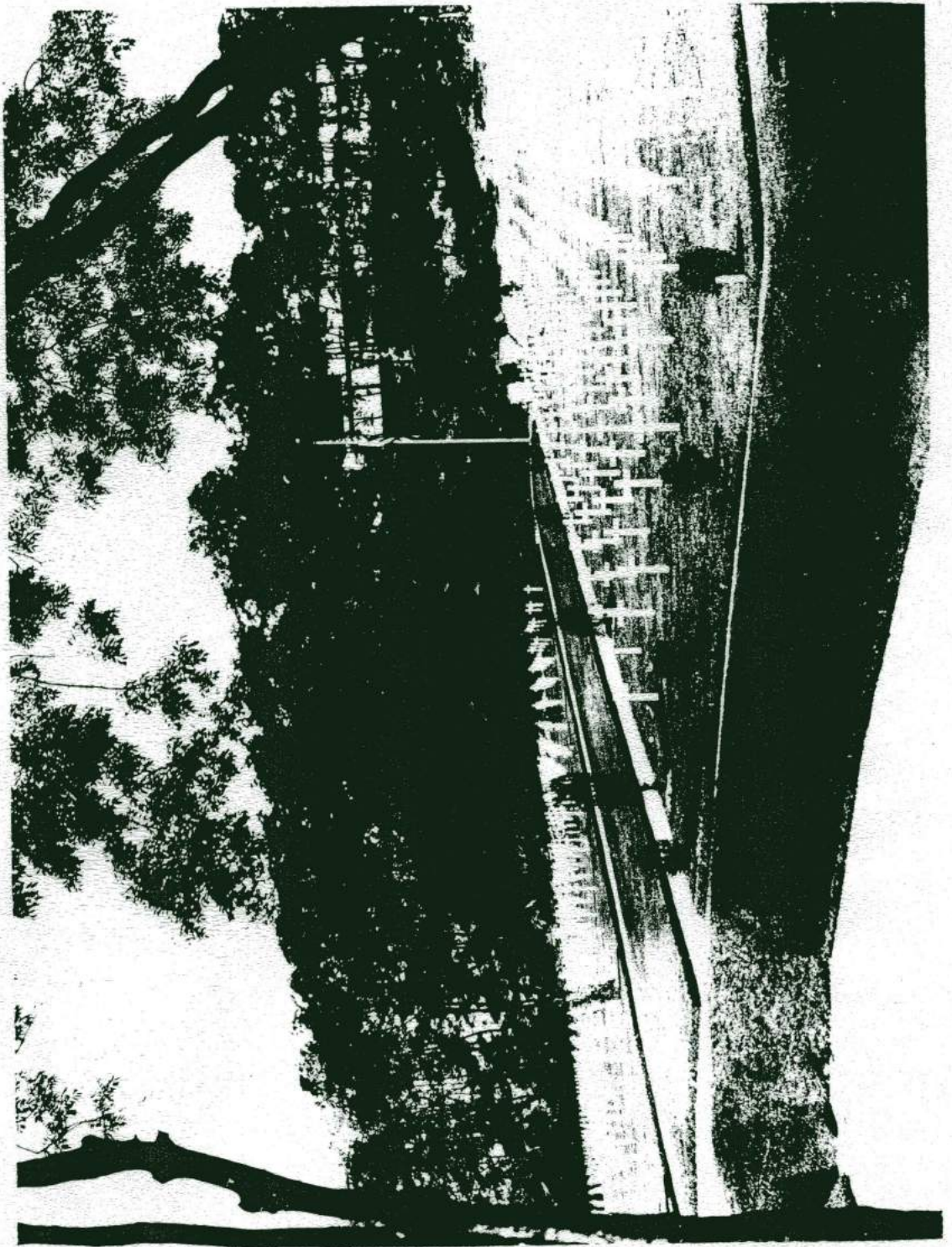
Laying Drain Pipe.

cemetery. This necessitated the organization of a corps of special watchmen to properly guard the premises against fire and molestation. Each of these rented buildings was made as thoroughly safe as possible by the installation of fire-fighting apparatus.

At the permanent cemeteries the corps of guards was increased by a sufficient number to allow of the operation of a schedule whereby each morgue building was visited every half-hour during the day and the night. For night work electric torches or flashlights were furnished the guards, who walked from one end of each building to the other, flashing his light above, below, and in between each tier of caskets, to make certain that there was no accumulation of debris or other matter that might cause fire.

The floors and passageways of each morgue were covered to a depth of two inches with fine sand, so that the moment the guard entered the morgue he could see at a glance if anyone had entered, as the marks from the foot-steps would have plainly shown. Finishing his half-hourly tour of inspection, each guard was required to re-rake the sand so as to leave it smooth again.

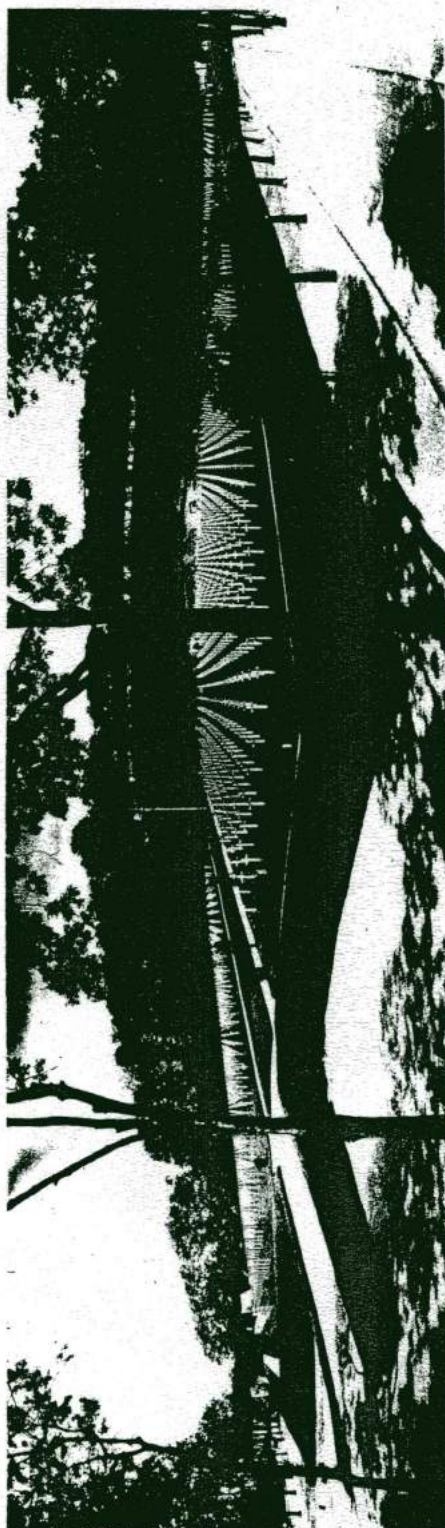
The interior of all the mortuaries were suitably draped with American flags, as were the tiers of caskets. Nothing was left undone to preserve the sanctity and safety of the remains being held for final disposition.



Suresnes Cemetery on permanent basis.

An alphabetical and numerical card index of each morgue building was kept in the office of the morgue superintendent, and another in the office of the area supervisor. A list also was affixed in a proper position in each building so that the location of any one body could be ascertained at a glance, according to its position in the mortuary. This proved particularly valuable as many changes, such as changes in Surname or Christian name, were constantly coming in, and, on account of the manner in which it was found necessary to place the bodies in the mortuary, it was not always practicable to take out the particular shipping case to make the required change at the time of receipt of the orders. Consequently, all data, pertaining to a change of description, was affixed to one end of the shipping case in question, and just prior to final interment the proper corrections were made and inspected by an officer to verify the correctness of same.

In order to prevent the loss of forms covering each individual case, when the bodies were received at the mortuaries for concentration, one copy of the G.R.S. Form #114-A, in each case, was retained in the office of the area supervisor, and the other copy, together with G.R.S. Form #16-A attached, was forwarded to the Paris office. Should a fire have taken place and destroyed the copy retained by the area supervisor, the copies on file at the Paris Headquarters could have been duplicated; should both have been burned up, the copies retained by the field sections would have been used for the execution of new forms. These points are mentioned to emphasize the extreme care which was always exercised to prevent



Panoramic of
Suresnes Cemetery.
September, 1922.

any possible destruction of the records without having duplicate sets of papers.

CHAPTER IV.

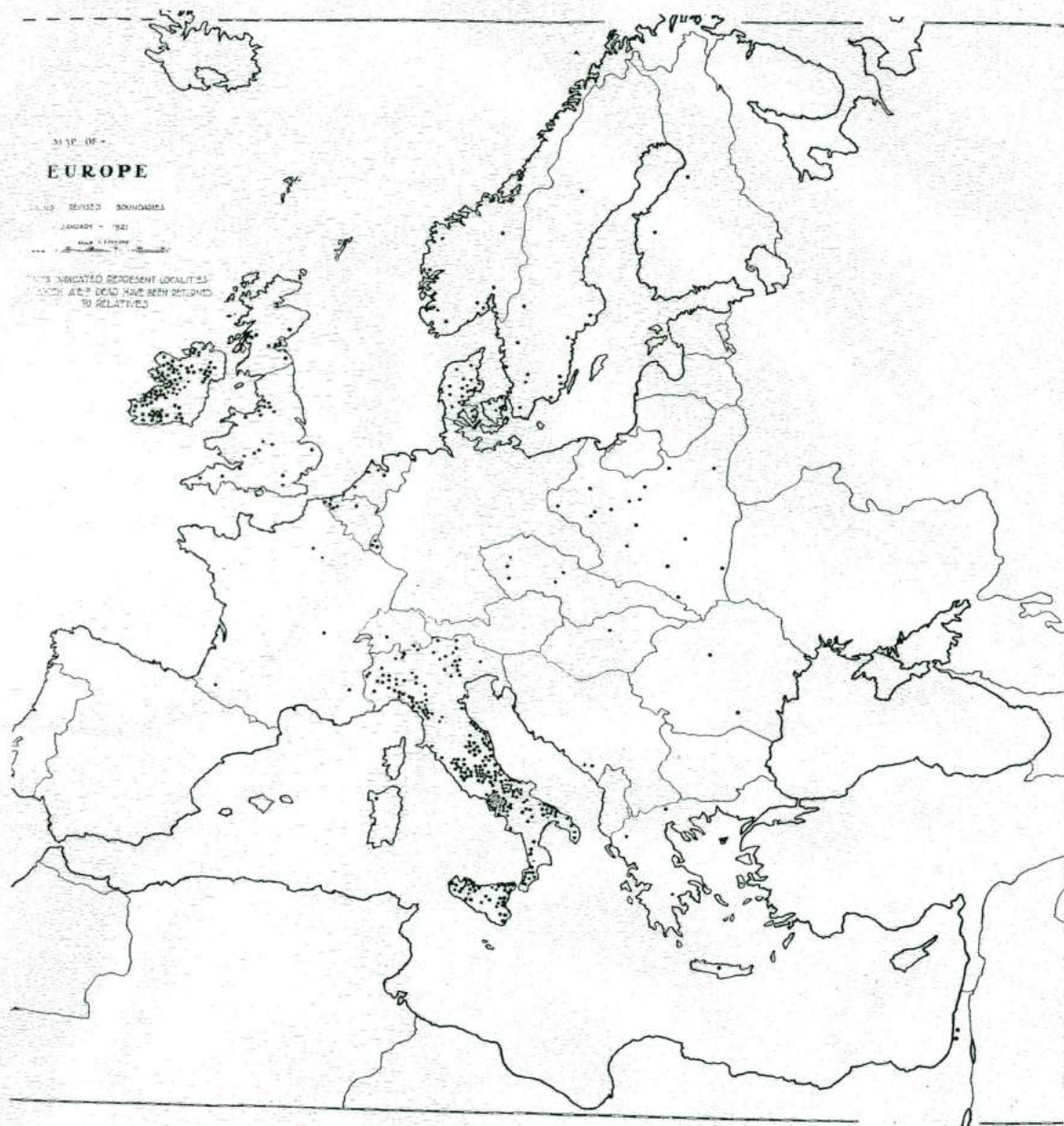
REPATRIATION OF THE SOLDIER DEAD.

The return home of the United States soldiers, who were killed or who died in Europe as a result of the World War, was carried out in accordance with American traditions, to fulfil a promise made to mothers and wives when sons and husbands were sent overseas.

Its accomplishment involved an undertaking so comprehensive in its scope, so replete with the unexpected, the pathetic and the heroic, that, to follow its development and the conscientious, sympathetic and diligent concern of the officers and personnel associated in the work, would be to recognize an achievement which will stand forth in world relief a credit to American reverence and patriotism.

The initial step of this operation was taken from the Washington end. The War Department, directly after the Armistice, sent communications to the nearest of kin requesting advices as to disposal of the Soldier Dead.

From a total of 74,770 communications sent out, 43,909 replies were received asking the return of bodies to the United States. The War Department immediately pledged itself to send back to America all those bodies requested by the nearest of kin. Action to fulfil this obligation could not be taken, however, until a ministerial decree of the French Government, forbidding the disinterment of remains from the battle front areas, was set aside.



Map showing localities to
which A.E.F. Dead were sent to relatives in Europe.

How this was accomplished, and with what results, appear in Chapter VI, Volume No. 1, of this History, under the title: "DIPLOMATIC RELATIONS WITH THE FRENCH".

Up to and including May 15th, 1922, a total of 45,149 bodies had been sent back to the United States from the cemeteries in the Allied Countries. The number of bodies routed through the various European ports is here below shown:

(a).	- Antwerp, Belgium.....	30,260
(b).	- St. Nazaire, France.....	3,538
(c).	- Cherbourg, France.....	2,794
(d).	- Brest, France.....	2,244
(e).	- Calais, France.....	2,222
(f).	- Bordeaux, France.....	2,111
(g).	- Liverpool, England.....	1,106
(h).	- Southampton, England.....	711
(i).	- Toulon, France.....	145
(j).	- Portsmouth, England.....	18

The Secretary of War had directed on July 27th, 1921, that after August 15th, 1921, no applications for the return of bodies to the next of kin would be accepted by the War Department. However, during the last four months of 1921 there were several hundreds of such requests received, and the original decision was waived, and the final date placed as April 1st, 1922, instead of August 15th, 1921.

While the number of applications for the return of bodies to nearest of kin living in Foreign Countries was very small, as compared with the number calling for shipment to the United States, the difficulties encountered before those shipments could be made were many. From January 1st to August 31st, 1922, the Foreign Correspondence Section of this Service completed action on four hundred and fifty-four cases, permitting shipments of bodies to

Foreign Countries as follows:-

Italy.....	301	Poland.....	17
Ireland.....	64	Denmark.....	14
Greece.....	25	Sweden.....	6
England.....	19	Scotland.....	4
Czecho-Slovakia...	4		

The following articles will give some little idea of the experiences of the convoy parties, who were responsible for the distribution and final delivery of the bodies comprising some of the larger foreign shipments:-

SHIPMENT The delivery of the remains of deceased
TO
GREECE. American soldiers to their next of kin
residing in Greece was the most difficult task encountered, and, at the same time, one of the most touching events experienced by representatives of this Service.

The bodies were shipped by water from Le Havre, France, to Piraeus, Greece, from which point distribution was made to various parts of Greece and insular possessions of Greece.

Transportation in Greece was the main difficulty encountered, boat schedules were constantly changing and, in several instances, sailings were cancelled after complete arrangements had been made for shipments. The boats sailing to the various islands, as a rule, made only one trip each week, and frequently, after completing a delivery, it was necessary to wait for a period of three to four days before another shipment could be effected.

In no instance could group shipments be made, two bodies being the maximum shipped at one time. The cost of transportation,

both by rail and water, was low, due chiefly to the rate of exchange.

The following extracts of report from the officer in charge of the convey are quoted to illustrate the difficulties encountered:-

"On Sunday morning, June 11th, 1922, at 5.40 A.M. the convoyers left Piraeus, Greece, with one case each, consigned to Metsoven and Stromi. This shipment was made by rail. After arriving at the nearest point to destination by rail, one case was carried on a mule's back for a distance of 40 kilometers, the other case being carried in a like manner for a distance of, approximately, 30 kilometers."

"In order to expedite the work of delivery, I personally convoyed two cases, one to the Island of Icaria, and another to Leonidian. Upon arrival at the Port of Icaria, I was informed that the village to which the remains were to be delivered was some 10 or 12 kilometers distance over the mountains. I was also informed that there was not a road to this village, and that it would be necessary to transport the remains by hand. Two long poles were securely fastened to the casket, and twelve men employed to convoy the remains by hand to its destination. After delivering the remains and returning to the Port of Icaria, it was necessary to wait two and one half days for a boat to return to the Port of Piraeus."

"The other case which I convoyed, after reaching the nearest Port to its destination, was carried a distance of 8 kilometers in a row boat. Similar experiences were had by each of the convoyers."

"With the exception of three or four instances, where it was impracticable to do so, the convoyers remained with the relatives for the church services. In all instances, the nearest of kin expressed their hearty appreciation for the return of the remains."

"The remains of a soldier, which were delivered to Alatsata, in the district of Smyrna, were received with keener appreciation by the relatives and citizens of the village than in any other case delivered to Greece. This soldier had won the Congressional Medal provided by the Congress of the United States. The medal, which had been presented to the father of deceased, was worn by him during the funeral services held on July 4th, 1922, on which date the remains were delivered. The Greek Administration of Smyrna, Municipality of Alatsata, convened a committee of ten

under the Mayor of Alatsata, and decided that the offices, shops, and different public centers of the town be closed; that flags, at half mast, be raised during the entire day of the transportation of the remains; that a road opposite the territory where the remains were to be buried, be named after the United States of America, and that the first street on this road be named "Testa", after the name of the employee of this Service who convoyed the remains."

Another example of the keen appreciation shown during this mission in Greece is evidenced by the following resolution which was passed by the Mayor and the principal representatives of the Province of Amarion of the Island of Crete, in recognition of the return of the body of Sergeant J. G. Bordelis:-

"Colonel Rethers,

"Sir,

Much touched by the noble act of the Government of the American Republic, in having repatriated with great honor, and accompanied by M. Billheimer, the remains of the soldier Demostene Bourdelis, who died for Liberty under the flag of the United States. We believe it our humble duty to thank the Government of the people of the United States, who know how to reverence the dead with the great honor due the defenders of Liberty. We also thank the men of the United States, who have had the generous and noble idea of organizing a Service for the repatriation of the dead to their homes. This idea of the good servants of the American people has been conceived by a divine Providence and will leave with us an unforgettable remembrance, and will permit of us always preserving in our minds the great qualities and virtues of your people.

We beg you, Mr. Rethers, in the name of the inhabitants of the Province Amarion, Department of Rethymnon of our Island of Crete, to transmit to the Government of the people of the United States our most sincere thanks and infinite appreciation.

We beg you to also say to the People of America that the Cretians will always foster sentiments of gratitude and sympathy for them. We have, and we will keep always in our thoughts that one Nation, the people

of the United States, knows how to defend and combat the ambitions of those who sought to besmirch Liberty and to dominate others.

To this noble nation who fought the egoism of other nations without counting the cost, we direct once more, through you, our thanks and our everlasting gratitude, hoping that it will continue its work of civilization should the occasion arise. Please accept the assurance of our most distinguished regard."

SHIPMENT The first shipment of bodies for delivery
TO
IRELAND. to nearest of kin in Ireland left Antwerp, Belgium, on October 30th, 1921, on board the "Orlock Head", and arrived at Cork, Ireland, November 2nd, 1921.

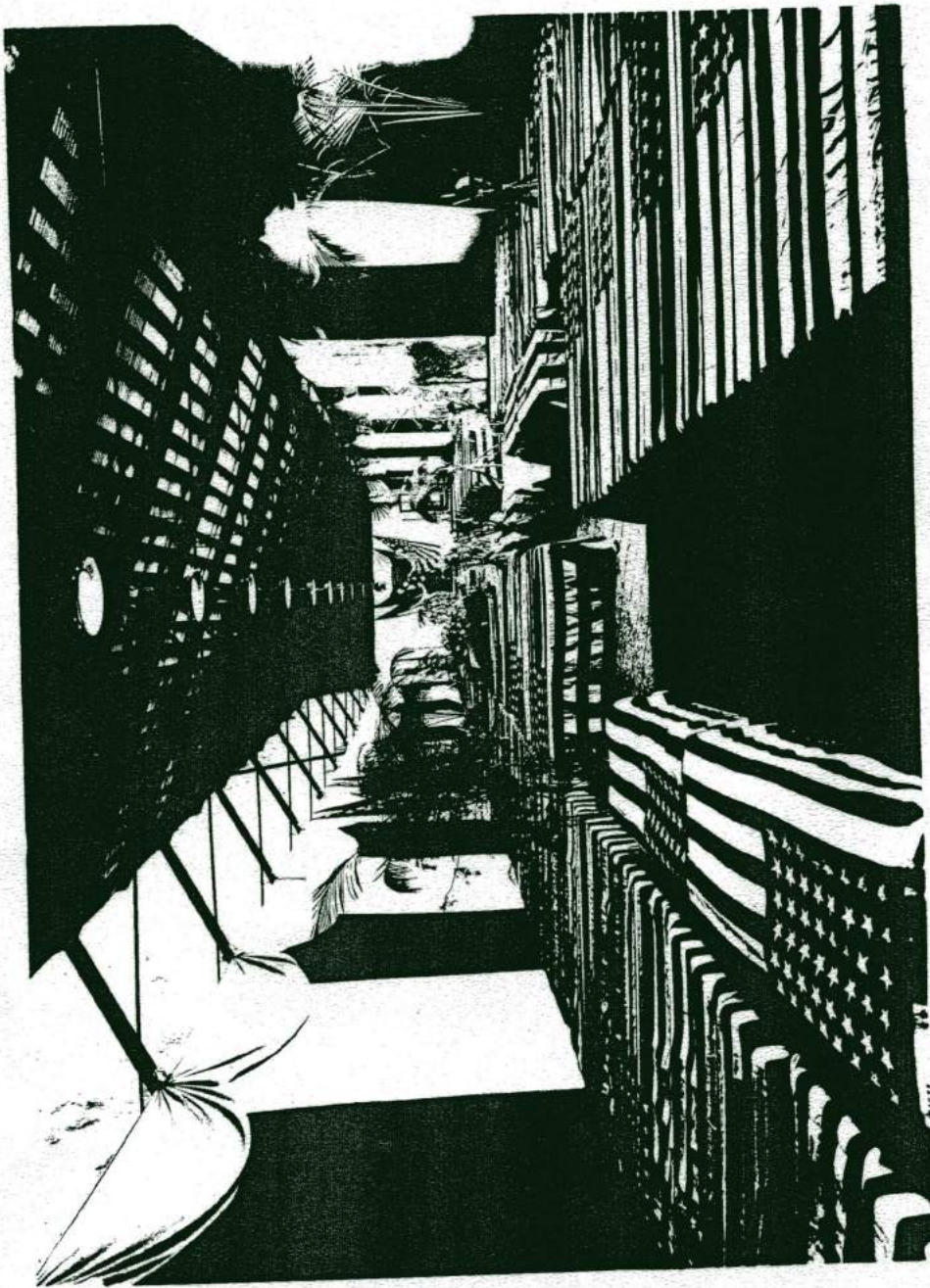
The Lord Mayor of Dublin offered the use of the City Morgue as a temporary storage place for these remains, and the Sinn Feiners desired to have a military escort at the docks, as did also the British Government, in view of the extremely delicate political situation. The offer of the Dublin City Morgue, as a place for storage, and the guards of honor of both the Sinn Feiners and the British Government were refused by this Service, in order that no disturbance might occur during the unloading, or shipment of the remains.

Thanks to the courtesy of the Commanding General of the British Forces in Ireland, the bay in King George the Fifth Hospital was secured to store the remains.

After the caskets on board ship were inspected by both the British Troops and Sinn Feiners, they were unloaded and hauled by truck to the temporary place of storage, from which place same were shipped under convoy to various parts of Ireland, where nearest of kin resided.

On May 2nd, 1922, the second shipment of bodies for delivery in Ireland left Antwerp, Belgium, on board the S.S. Millwater, bound for Dublin. Upon arrival in Dublin, the question of securing suitable space for storage of remains presented a more difficult problem. The British Military was evacuating, and all facilities in their charge, which might have been suitable for storage purposes, were being either closed or turned over to the Irish Republican Army Authorities. The site, used by the previous convoy, had already been closed. The situation, in reference to the actual control by the Republican Army, was uncertain, many buildings in Dublin at that time being in possession of the Irregulars, and it was uncertain as to what other places they would attempt to seize. For that reason it was considered impractical to use any storage which the Republican Army may have had, or offered for the purpose. Accordingly space was rented from a private party.

With the exception of three or four instances, where the convoyers were delayed by military authorities, Northern Specials and Southern Irregulars, until they had proven their identity, there was practically no difficulty encountered. In all cases, when it was learned that it was a convoy of deceased American Soldiers, the utmost courtesy was shown by the various officials and the people in the vicinity.



NAPLES, ITALY. - September 2, 1922.

Bodies resting in Mortuary awaiting distribution to
Nearest of Kin.

SHIPMENT On August 2nd, 1922, Lieut.-Colonel William
TO
ITALY. G. Ball, Q.M.C., in charge of the personnel

detailed for the duty of delivering the bodies of American Soldier Dead of Italian origin to their nearest of kin in Italy, left Paris for Turin, Italy, to fulfil this solemn mission. All necessary arrangements had been previously made for the shipment of 83 bodies to Turin, Italy, and for a later shipment of 223 bodies to Naples. The convoy assembled at Turin on August 3rd, 1922, and the shipment for Northern Italy arrived on the night of August 4th-5th. The bodies were unloaded from the train and stored in a mortuary provided by the Italian State Railroads at Porto Nuovo Station. Office space was also provided at the same place. The schedules for the shipment of remains to the next of kin were arranged at once and shipment was made in instalments. Each body was forwarded to its destination in charge of a convoyer from the American Graves Registration Service, who delivered same to the next of kin and obtained a receipt for the remains. All deliveries were made in the Northern Area without any serious difficulty.

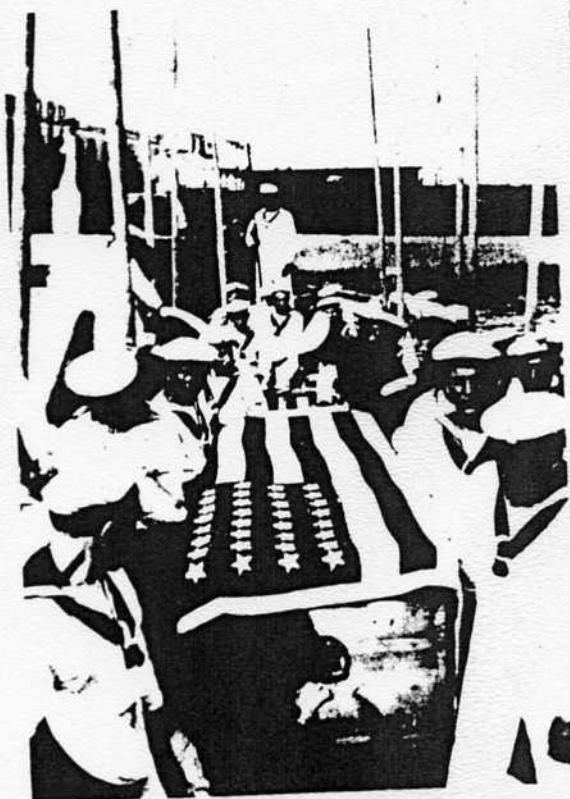
Prior to the 28th of August information was received by the Officer in charge of the convoy that the shipment of bodies to Naples, 226 in number, would arrive at Naples about the 25th of August. A representative was sent to Naples to make all necessary arrangements for the storage of the remains in a mortuary and the protection of same until the convoy arrived. This representative reported to the Italian Military and Naval Commanders at Naples, who had completed all arrangements for the storage of the remains and had procured office room. The mortuary and office were located

in Government buildings at the arsenal. On August 29th-30th the Officer in Charge of the convoy and other personnel arrived at Naples and found all arrangements satisfactory and the bodies stored in a large stone warehouse, which was fire and damp proof. The warehouse had been thoroughly cleaned and fittingly decorated by the Italian Authorities at their expense and it presented a most creditable appearance.

The Military, Naval and Civil Authorities had taken notice of the arrival of this large consignment of Soldier Dead and had prepared elaborate memorial ceremonies, which were participated in by detachments of troops from all of the units of the Division of the Army, which had headquarters at Naples, all Naval units then at the Navy Yard, Societies of Veterans of the Great War, Associations of Mothers of Italian Soldier Dead, and the Municipal Authorities. The troops paraded and music was furnished by three bands.

The United States ship "Newport", under command of Lt.-Com. J. S. Baylis, of the United States Coast Guard Service, which is a school ship of the State of New York, participated in the memorial service and paraded with the Italian Military and Naval elements. After the ceremonies Commander Baylis departed with the "Newport" for Athens, Greece and Alexandria, Egypt, passing by the Island of Rhodes and Scarpanto. As the remains of one of the Soldier Dead was to be delivered on the Island of Scarpanto, Com. Baylis agreed to deliver these remains, and after a sea voyage of approximately 1000 miles, this body reached its final destination.

The shipments from Naples were forwarded at weekly intervals, it being necessary to allow such an interval in order



American sailors from the U.S. School Ship "Newport", and Italian Sailors from the Italian Battle Ship "Guilio Cesare", escorting remains of an American Soldier, who died in France, to the U.S.S. Ship "Newport", which carried it to the Island of Scarpanto, in the Adriatic Sea.

that the conveyers might be sure to have time enough to return for the next shipment, as well as to enable the Officer in Charge to state a definite date to the railroad company for placing cars at the arsenal for use of the convoy.

Many of the bodies in Southern Italy and some of those in Northern Italy had to be carried long distances into the mountains, after they reached the last railroad point to which they could be carried. Some of them were then sent as far as ninety kilometers. One body was sent to a small island about fifty miles from Naples in the Mediterranean Sea on an Italian Naval vessel.

The Italian Authorities at all times were most courteous and obliging. They gave every assistance within their power and much more than could reasonably have been expected. Colonel Pons and Major Mondadori-Bergante were extremely helpful.

It was the observation of all members of the convoy that the nearest of kin, to whom Soldier Dead were shipped, their relatives, the local authorities and population in general, were most appreciative of the service rendered them.

CHAPTER V.

THE COMPLETION OF EXHUMATIONS AND INHUMATIONS.

All field operations in connection with exhumations and inhumations, including the evacuation of the various cemeterial mortuaries, are now practically completed, the order of completion of the permanent cemeteries being as follows:-

Suresnes American Cemetery. (in 1921).
Meuse-Argonne American Cemetery.
Brookwood American Cemetery.
Flanders Field American Cemetery.
St. Mihiel American Cemetery.
Oise-Aisne American Cemetery.
Somme American Cemetery.
Aisne-Marne American Cemetery.

In a subsequent chapter, devoted to the "Evacuation of Outlying Cemeteries", will be shown a list of the cemeteries, and their locations (Commune and Department), from which the remains of deceased American soldiers were concentrated to the above mentioned permanent Fields of Honor.

The actual mechanics of the operations, incidental to this work, have been the same, practically, at all of the cemeteries, the method used being one that was perfected during the experiences at the Meuse-Argonne American Cemetery. It is hardly necessary, therefore, to recount in detail the story of the work at each Cemetery. The following account of the work at the Meuse-Argonne American Cemetery would, with the few required adjustments to conform to the proportions of the task in hand, and the field personnel available, fit any one of these permanent cemeteries.



MEUSE-ARGONNE CEMETERY. - June - September, 1921.

Screened from public view, and six Field Sections operating
therein.

MEUSE-ARGONNE
AMERICAN
CEMETERY.

September 1st, 1921, found at this
Cemetery two Field Sections at work

exhuming and preparing for shipment, or reinterment, from 125 to 200 bodies per working day. The problem which confronted the Officer in Charge of Operations was to dispose of these bodies as quickly as possible, and to accomplish interments in the order of their importance, as follows:

- (a). - Bodies exhumed by the Field, or Exhumation Sections. (As soon after exhumation as was possible).
- (b). - Bodies received at the local Railhead from other Cemeteries. (To avoid double handling by accepting direct in the cemetery).
- (c). - Bodies from the local mortuaries.

To provide for this phase of the work, there was created, on September 16th, 1921, a "Reburial Unit". As will be seen later in this chapter, the operations of interment covered a wide area of the cemetery, and with this in mind, and with accuracy and precision as the controlling factors to govern, this "Reburial Unit" was organized along the following lines:-

- (a). - Foreman in Charge, to be in the field at all times during operations, and to represent the Reburial Officer, (Officer in Charge), during any absence of the latter.
- (b). - Convoyers and Assistants, who were responsible for the transportation and personal convoy of all bodies, and for delivery when and where specified.
- (c). - Block Foreman, in charge of the local work in each "Block" or sector.
- (d). - Checkers to assist the Block Foreman. Each Block Foreman required from one to three Checkers, depending upon the amount of activities in his block or sector.

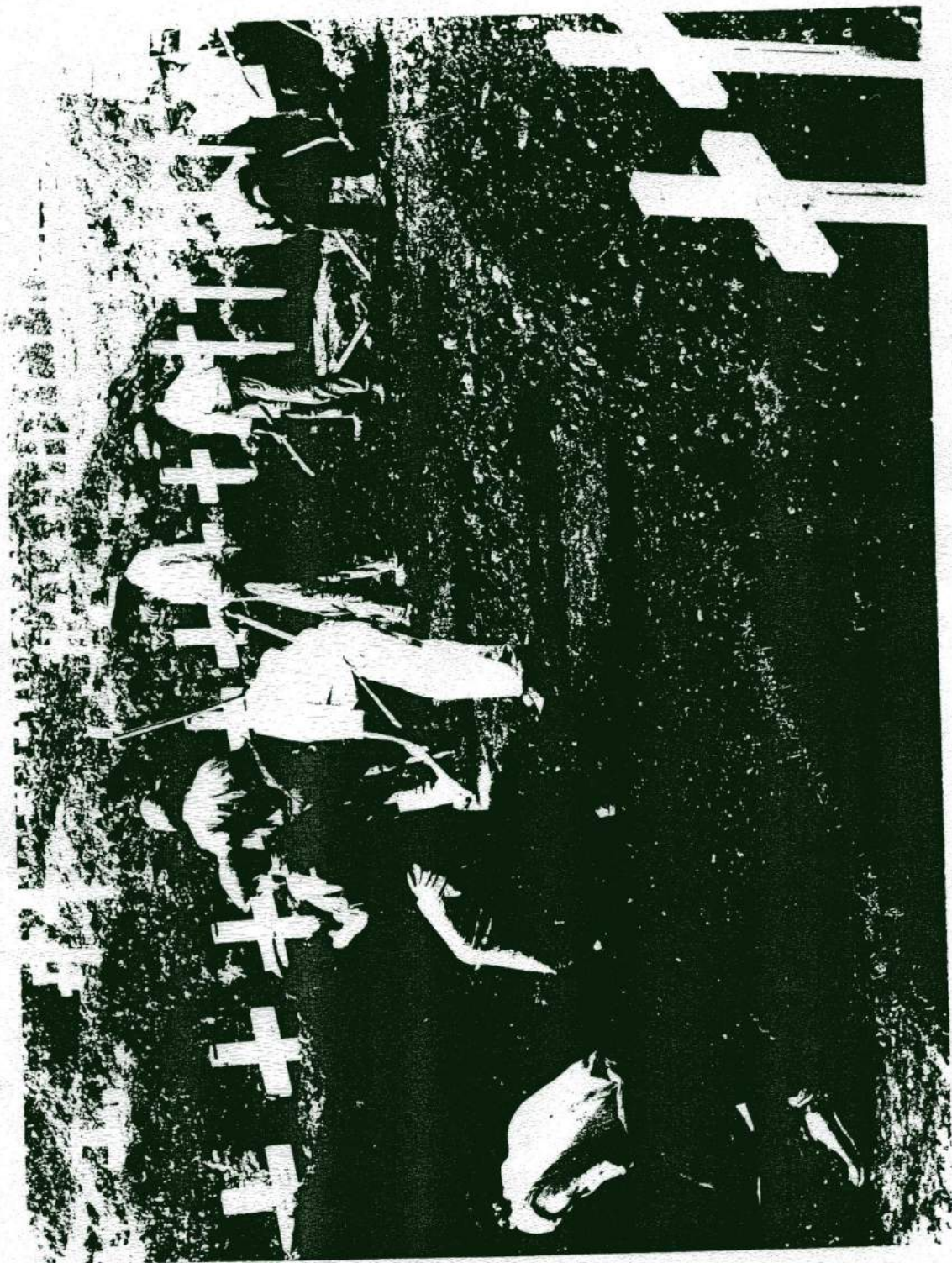
- (e). - Foreman in charge of grave markers, who supervised the placing of markers immediately following interment; was responsible for repairing or replacing those that became broken; also responsible for necessary repainting or stencilling.
- (f). - Clerk to keep permanent records.
- (g). - Clerk to check the data finally typed on prescribed reburial forms, (G.R.S. Forms #114-A).

The Meuse-Argonne Cemetery is laid out in eight cemeterial blocks, which according to original plan have forty-six rows of forty bodies each, in each of the larger blocks, lettering from "A" to "D" inclusive, and forty rows of forty bodies each in each of the four blocks to the south of the central axis, lettering from "E" to "H" inclusive. The south end of the new burial area approximately coincides with the south end of the old burial area.

It was decided by Headquarters at Paris that the exhumation, grading and reinterment operations should start at the upper or south end of the cemetery and progress toward the lower or north end of the cemetery, each phase of the work co-ordinating with the others.

The Exhumation Section started work of exhuming bodies from the old cemetery, commencing at the rear and progressing down hill, and were required to co-operate very closely with the Engineer party and the Reburial Section to determine from day to day plots to be first vacated.

The Engineer Party started grading operations at the rear or north end of the new Burial Area, which extended fifty-four meters to east and west of the old burial area, moving excess earth from cut to fill to east and west of the high point which ran north



Re-interment operations at Meuse-Argonne Cemetery.

and south through Blocks "F" and "B". The purpose of these operations was to bring the ground to grade, prepared for receiving concentrations.

The Reburial Unit prepared graves in the area thus available from day to day and concentrated therein bodies prepared for interment. On October 22nd, 1921, this work reached its peak, with twelve civilian employees, interment work going on in six blocks at one time, employing approximately 450 laborers, and reaching a total of 349 interments for the day.

The Engineer brought the ground to grade and turned it over to the Reburial Officer for completing the concentration. The Reburial Officer decided where work would be carried on, and notified the Engineers accordingly. The Engineers would then run in the necessary grave stakes, and the Reburial Officer would have the graves marked off, and necessary men started at digging.

For the burial of American Dead in the permanent cemeteries in France, a plot of ground, measuring two meters by three meters, is allotted to each body. The graves dug in these plots for the reception of the casket measure one meter in width by two meters and fifty centimeters in length, by one meter and fifty-five centimeters in depth. The dimensions of the standard casket are two meters and twenty-two centimeters long by seventy-three centimeters wide, by sixty-five centimeters deep.

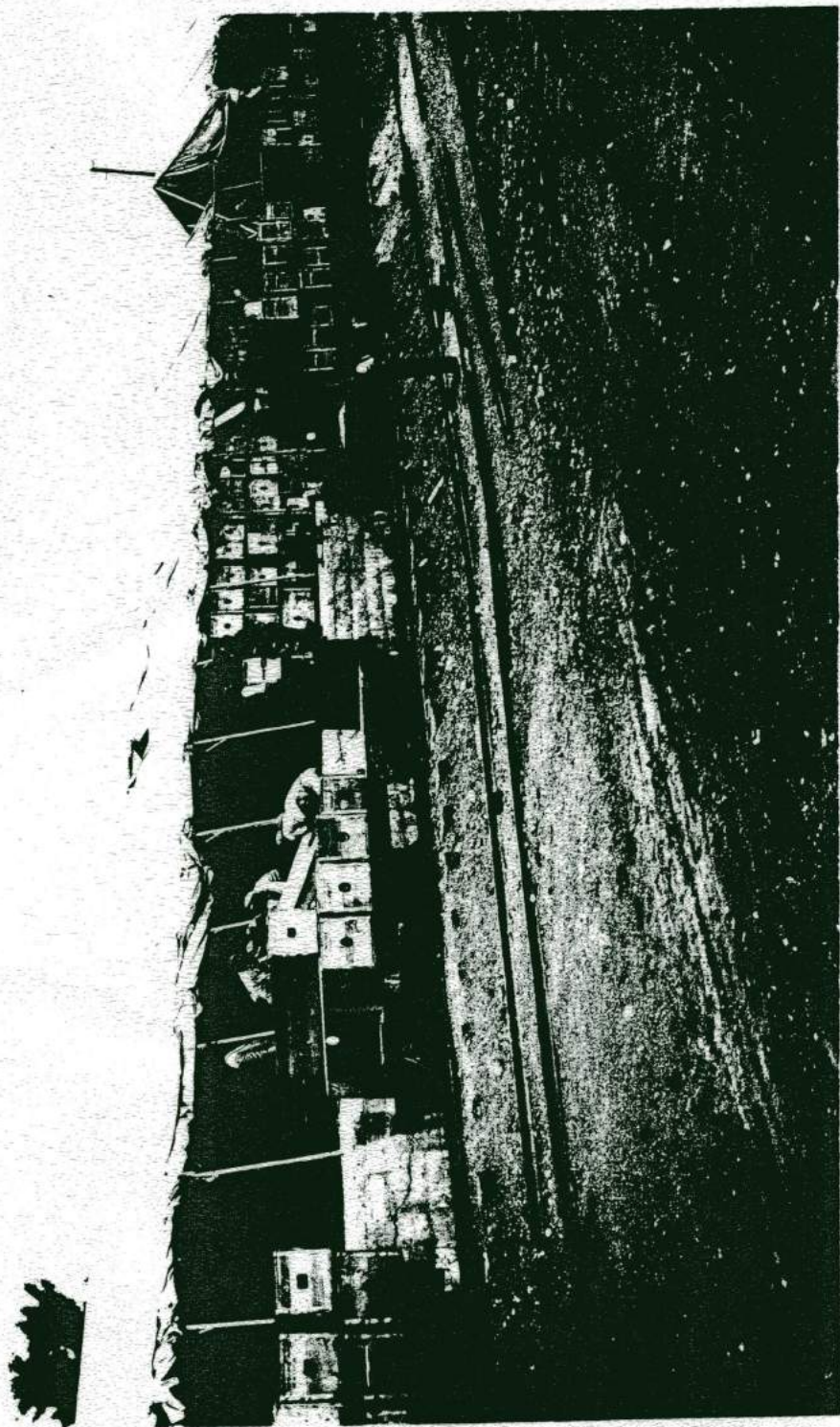
The first consideration in handling interments in the Meuse-Argonne Cemetery was, of course, accuracy. The next item in order of importance was speed, which presented a problem

difficult of solution. The Exhumation Sections were preparing about one hundred and fifty bodies per day for concentration. It was absolutely necessary that these bodies be concentrated as fast as they were prepared. The first plan was to inter in a straight line across the cemetery in the four blocks. This would make a line of one hundred and sixty graves per day. This plan did not suffice, and in order to arrive at the proper number of interments, operations were extended to Blocks "A", "D" and "H", outside of the old burial area, not yet prepared by the Engineer, but where the ground was only a few centimeters below grade.

It was found unsatisfactory to inter in every other row at the same time, for instance, rows #1, #3 and #5, for such operations required the double handling of dirt and made it difficult to move the caskets into position or lower them into the graves from the high piles of earth. It was, therefore, decided to follow the operations of the Engineers in the center of and down the Cemetery, one row at a time, throwing the earth from the new line of graves into the line of graves immediately behind and into which caskets had already been placed.

On all sides of the old burial area, namely blocks "H", "D" and "A", where the ground was below grade, the same plan was followed, but in order to increase the number of interments, every tenth row was worked at once. This produced the desired speed, and at the same time reduced the amount of double handling of earth to about 10%.

It was required that each body shipped to the Reburial Unit for interment be accompanied by its proper cross.



RAILHEAD AT ROMAGNE.

Temporary storage of Bodies from Meuse-Argonne Cemetery -
awaiting shipment to the U.S.

To have had more than one organization interested in the movement of the bodies would have resulted in a certain amount of delay and confusion of records. The Reburial Officer, therefore, took the entire responsibility for these movements, and the convoyer signed receipts for the bodies at the points of loading. Trackage was provided to within striking distance of each interment area, and bodies were moved up on 60 cm. gauge flat cars.

It was necessary to anticipate accurately in advance the number of bodies that could be interred in the ground made available, so as not to bring in too many and yet to be always provided with a sufficient number of bodies to avoid possible delay.

When bodies were unloaded in the interment area, checkers immediately made out "reburial slips" (description appears in chapter devoted to Blank Forms), and turned them over to the foreman, who placed the caskets before the graves. Before the bodies were lowered into the graves, the foreman checked the reburial slips against the metal stripping and stencilling on the case to verify their correctness, entered the grave and block number thereon, and marked the grave number on the cross. Under no circumstances was a body lowered except under the direct supervision of an interment foreman.

Laborers were required to be specialized in certain kinds of work; for instance, diggers to dig only; gangs to load, unload, and carry caskets; others to lower them into the graves, etc. This arrangement proved to increase the production of the Units.

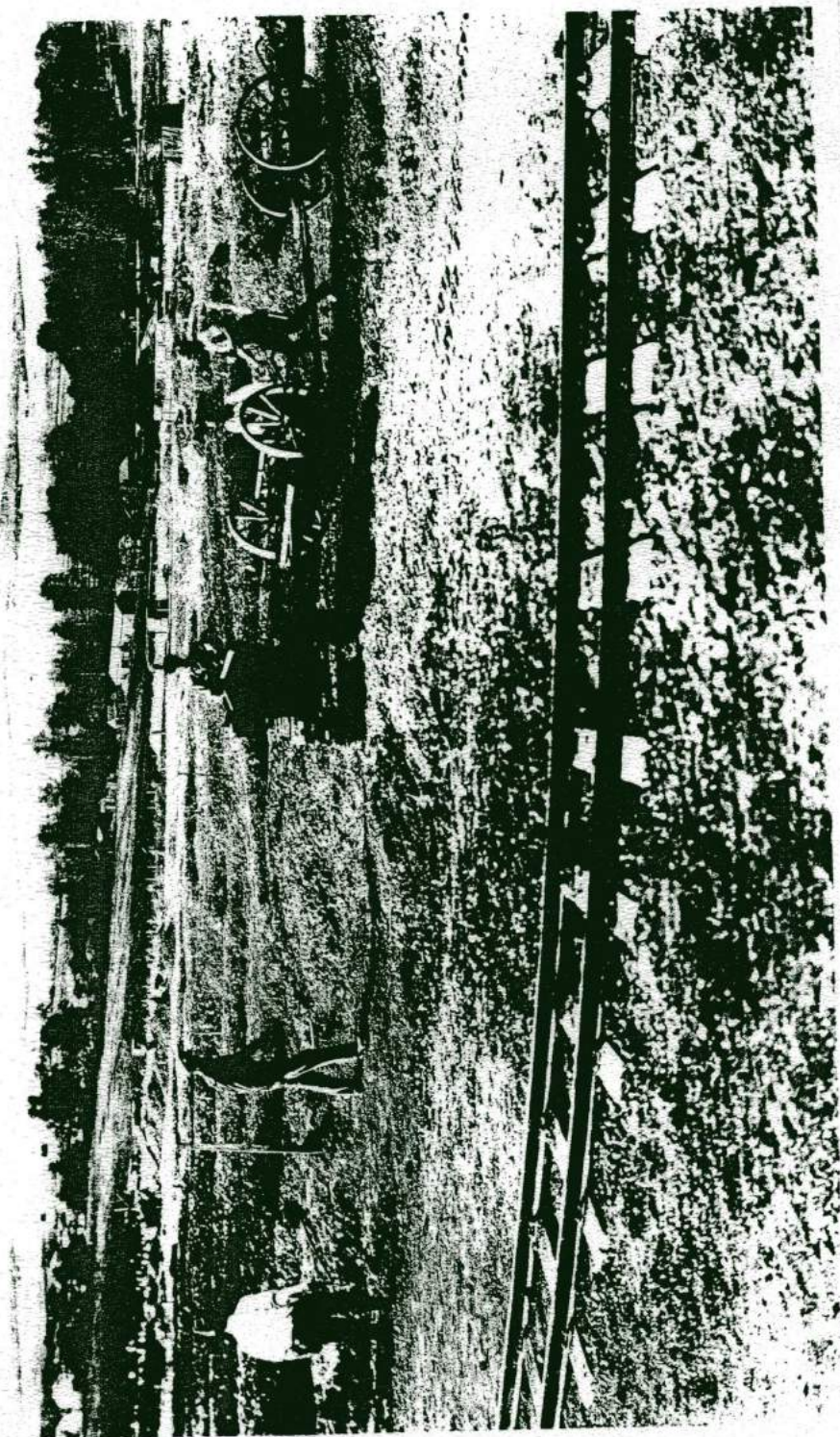
From time to time it was necessary to arrange for special

interments, in cases where relatives or friends desired to be present. In cases of this kind, a grave was provided in an area, easily accessible, where no interment work or grading was going on. The body was placed just inside the entrance to the mortuary, properly draped with an American Flag. The relatives were taken there to view the casket, and then by automobile to the place of interment, by a circuitous route which did not pass through any area of operations, the body following in a G.M.C. truck. A specially selected casket gang was provided to handle these caskets.

At noon and at the close of each day, each block foreman turned his burial slips over to the foreman of the unit, first making a careful record of the interments in a record book furnished for that purpose. These slips were then given to the clerk in charge of the Permanent Record Ledgers (an individual ledger was kept for each cemeterial block), who checked them against the crosses for possible errors. The data was then entered in the ledgers and the slips delivered to the Records Office to provide data for completing the Forms #114-A and #16-A.

When the Forms #114-A and #16-A were completed, they were delivered to the Reburial Officer for signature and then same were forwarded to Headquarters in Paris.

In spite of the fact that the work of exhumation was hindered from time to time, due to failure of contractors to furnish required amount of labor, and the time lost in explaining to and the breaking in of new labor, the operations in general were satisfactorily and expeditiously completed, and on August 29th, 1922, there were interred permanently 13,927 bodies in this Cemetery.



MEUSE-ARGONNE CEMETERY.

Cemetery looking toward village from near center axis, showing tractor and scrapers at work removing minor irregularities and filling old graves prior to staking for interments; also showing in the distance interment operations under way.

CHAPTER VI.

EVACUATION OF CEMETERIES.

In a section of the world where conditions were different from those of our own, where superstitions often governed the actions of its people and traditions of the old world were in direct contact with those of the new, it was not always an easy task to prevent friction with village authorities, yet in every case where opposition to our work appeared, operations were dropped until satisfactory arrangements could be established. Especially was this true in the exhumation of bodies in certain sections of Brittany. At no stage of the operations, however, was any serious or prolonged opposition met with.

Before the actual work of exhumation began in a particular cemetery, necessary local permits were secured. These had to be obtained from the mayor or sous-prefet, for opening the ground, removing the body, and for the routing of the trucks carrying supplies and bodies between the cemetery and concentration point. The necessary police supervision had to be obtained from the communal authorities and what other arrangements were imperative to avoid delays and misunderstandings. Particular care was exercised in all cases to fully inform the local departments exactly what operations were to be performed in each cemetery and to gain their approval in order that the work might proceed in compliance with local regulations and ordinances.

The required permits having been obtained and arrangements

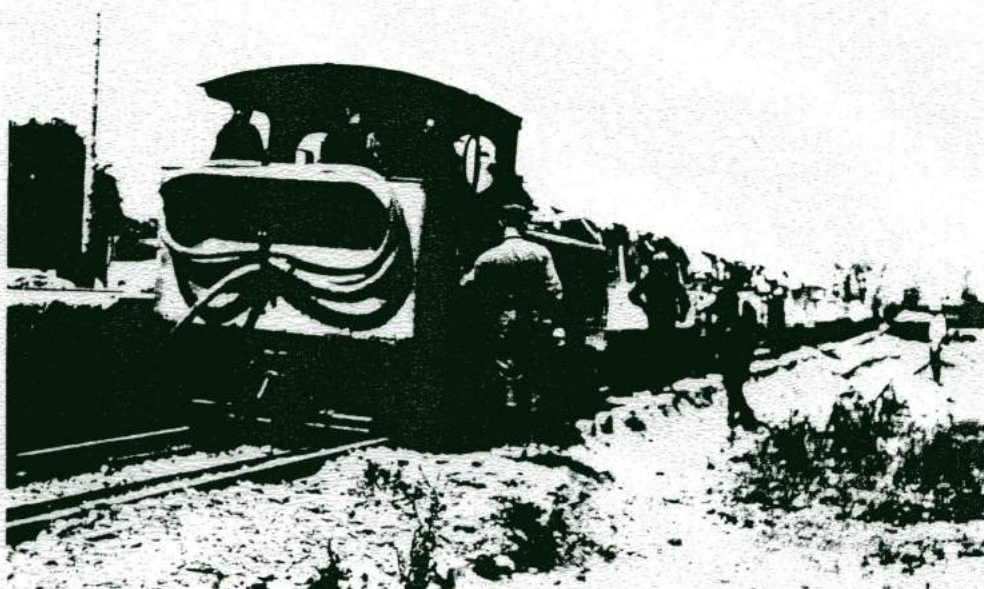
planned for proper transportation, the cemetery was prepared for operations. The supplies and materials to be used in the exhumations were placed within the cemeteries and were properly protected from the elements. The caskets, transportation, labor, materials and tools were assembled at the scene of operations and a tent for emergency shelter and temporary office.

The sites were screened with canvas on all sides so that the operations incident to the preparation of the remains could not be viewed by the public. Guards were placed prohibiting entrance to all except those officially connected with the work.

Every precaution was taken to avoid damage to grounds and property and in no way disturb adjacent graves. It was constantly brought to the notice of the employees that the cemeteries were consecrated ground and no effort was spared to avoid giving offence to the local authorities, to committees or to individuals. The careful and reverent handling of the remains was the duty of every person connected with the operations and all officers connected with the section were held responsible that these instructions were, at all times, complied with. Traffic and speed regulations in the cemeteries and towns were strictly enforced and every precaution was taken to avoid display or public comment.

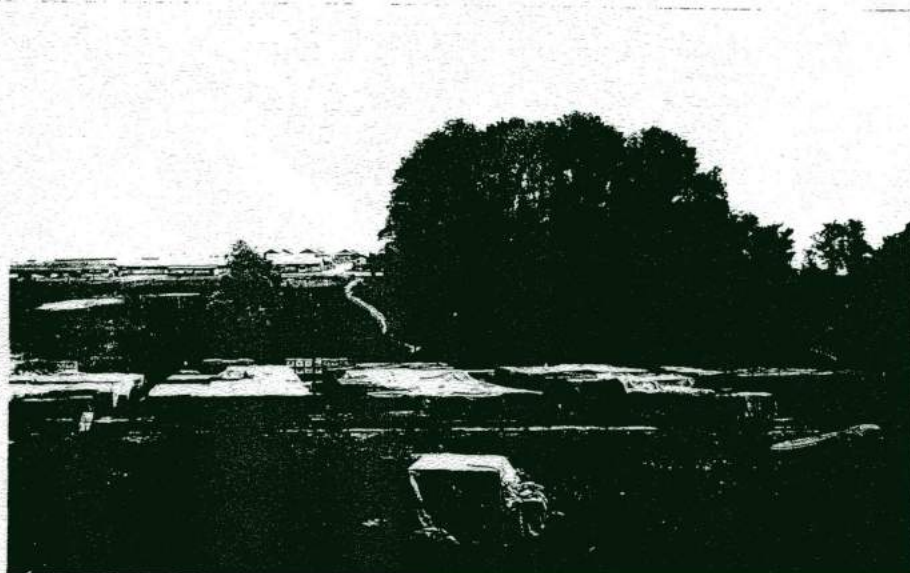
Whatever difficulties were encountered with local or other officials were smoothed out satisfactorily to all parties through the good offices of the French Mission.

With the evacuation of the outlying cemeteries, caused by the removal of bodies for shipment to nearest of kin in the United



MEUSE-ARGONNE CEMETERY.

Narrow Gauge Train for transporting Bodies and Caskets
to and from Romagne Railhead.



Shipping Cases (complete) for Meuse-Argonne Cemetery
stored in yard of Romagne Railhead.

States, or elsewhere, and the transferring of the remaining bodies to the permanent Fields of Honor, the number of burial places were reduced from eight hundred and ten to eight. At the close of this chapter appears the list of the various cemeteries so evacuated, the number of bodies removed, and the names of the permanent cemeteries into which bodies were transferred for final burial.

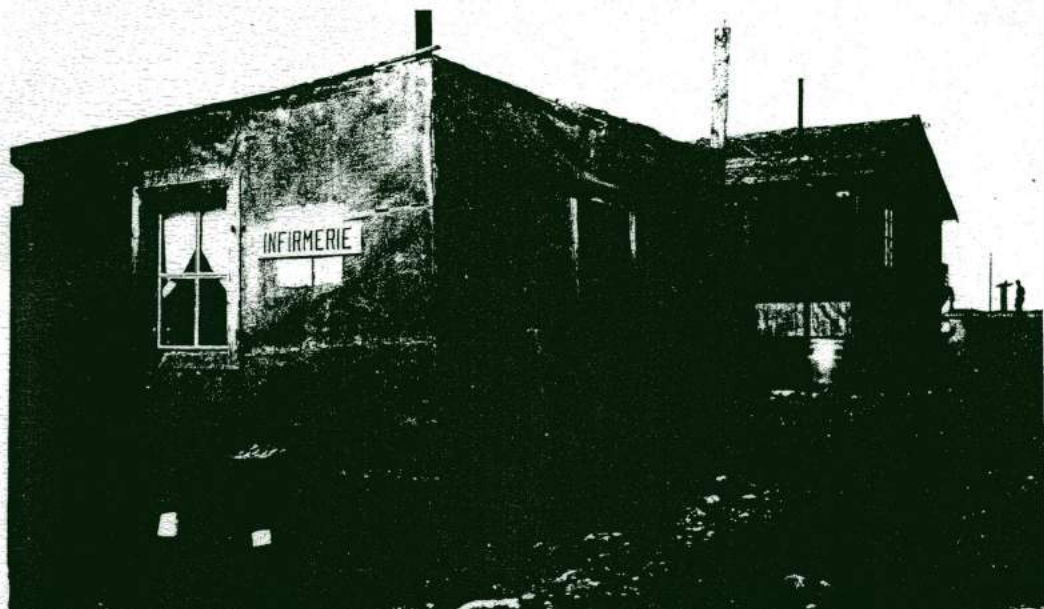
In addition to the evacuation of the outlying cemeteries in Allied territory, the War Department had decided to exhume the bodies of all American soldiers in Germany, Luxembourg, Poland and Upper Silesia. The intention was to return to the United States all bodies for which there had been made a request by the nearest of kin, and the remaining bodies were to be concentrated into the permanent cemeteries in France. As these particular evacuation operations brought this Service face to face with conditions somewhat unique, and entirely different from those experienced in France, it is believed that the following is not only quite interesting, but should be incorporated in this history.

REMOVAL OF AMERICAN DEAD FROM GERMANY, POLAND, LUXEMBOURG, AND UPPER SILESIA.

Correspondence had been taken up with Berlin in July, 1920, with a view to obtaining permission from the German

Government to begin exhumations. In January, 1921, the Foreign Office at Berlin gave permission to this Service to start operations and to transport the bodies out of unoccupied Germany; also offered to furnish whatever information was in possession of the Central Records Office regarding casualties and the locations of graves of American soldiers.

In order to fully appreciate the technicalities, and the



ROMAGNE.

Temporary infirmary, built with scrap lumber, as a
necessary adjunct to field operations.

enormous amount of detailed work necessary in an undertaking of that character, it might be interesting first to follow the activities of the office of the Area of Germany in connection with the early preparations for the work in both occupied and unoccupied Germany.

The functioning of this Area began approximately on March 1, 1920, upon the assignment of Captain Eugene M. Dwyer, Cavalry, who was on duty at the Headquarters of the Zone of Mid-Europe in Cochem, Germany.

There had been located 44 cemeteries, containing 1,250 American military graves, in Germany, ten of these graves being in the unoccupied territory. Communication was entered into with the German Central Information Bureau located in Berlin.

Circular letters, relative to the presence in their respective communities of American graves, were sent out to the ruling officials of every province in Germany. Finally, a total of 68 cemeteries, with 1,341 American burials, were listed.

The Acting Director of Operations of the German Central Information Bureau refused in July, 1920, to allow the disinterment of American soldiers buried in the interior of Germany. These operations had originally been planned for September, 1920, upon the completion of the work in the occupied area. Subsequent negotiations, lasting until January, 1921, finally resulted in obtaining the desired permission to operate in unoccupied Germany, the exception in the case of the United States being made in view of the facts that this Service was to assume all expenses and to furnish its own transportation and supplies.



MEUSE-ARGONNE CEMETERY.

Temporary barracks erected in advance of operations in order to house personnel for interments, no other shelter being available in the surrounding devastated region. Wash houses shown on the left.

The Area Supervisor, during the period June 29th and July 1st, 1920, visited the Central Information Bureau and three other offices in Berlin and, as a result, sixteen cemeteries, hitherto unrecorded, were discovered. In these cemeteries were the graves of 22 American dead.

The system under which each of those bureaus functioned was most comprehensive, embracing three different departments in as many buildings. So far as possible a record had been kept there of all American prisoners taken by the Germans with the ultimate disposition made of them. The German records were most complete up to, approximately, March, 1918, after which time, owing to the German retreats, a great many of the German records were lost, or were not so complete as had been the case previously.

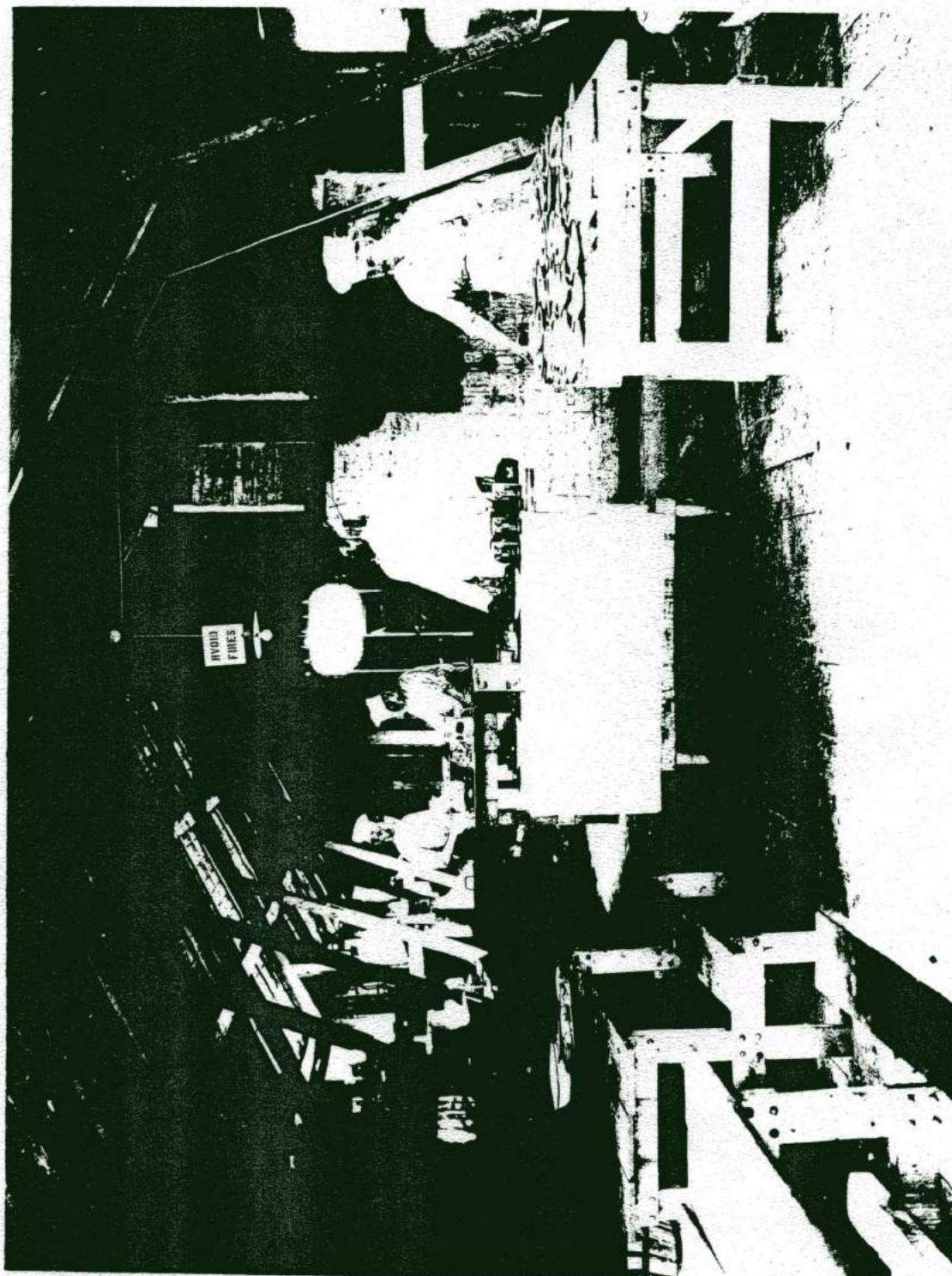
The American Military Mission for the Research of American Prisoners-of-War, under General Harries, had terminated its work in Berlin, approximately, in July, 1920, and had issued a very complete report covering all prisoners taken by the Germans, together with a record, where possible, of their ultimate disposition.

With this report as a basis, the time from July, 1920, to January, 1921, was spent in a careful attempt to locate all American prisoners-of-war whose disposition had not been stated. In this the Service was materially assisted by the French Forces of Occupation, and by the French Commanding General at Mayence, who caused a search to be made in all communes in his territory for the purpose of finding out if there were any American dead

interred therein. A letter also was addressed to the Quartermaster General of the Army, over the signature of the Chief of the American G.R.S. embodying all names appearing in the "Final Report of the American Military Mission on American Prisoners of War", and whose ultimate disposition was not stated.

The reply received from the Quartermaster General tended to clear up the majority of these cases. The remainder, whose disposition was unknown, formed the basis for the work in Berlin. Attention was devoted principally to clearing up the cases in Germany, in order that all such bodies might be disinterred from the unoccupied portion of Germany, through the then contemplated field operations. Subsequently, the matter of missing American soldiers and aviators in France was taken up.

Completed lists of the burials of the dead of the allied armies were turned over by the Germans to the Inter-Allied Armistice Commission prior to that body's dissolution, and, subsequently, to the French Mission at Berlin. By agreement at the conference, extracts of these lists for the use of the various nationals concerned, together with copies of plans of cemeteries, were to be made by the French. It was the German understanding that these extracts and plan-copies would be prepared by the French, in Paris, and transmitted by them to the other Allies interested. Information was obtained, however, from the British Imperial War Graves Commission to the effect that approximately one-half of the lists above referred to had been received by them without cemetery plans. For this reason, the British had installed an office of their own



ROMAGNE.

Temporary kitchen used during operations.

in the German offices in Berlin and made their own abstracts from the German lists.

The American personnel, detailed for duty in Berlin, immediately commenced work on the cemetery directories for Germany - this in view of the pending exhumation operations. Assisting them were two clerks who had been detailed by the Central Information Bureau to work on American cases only.

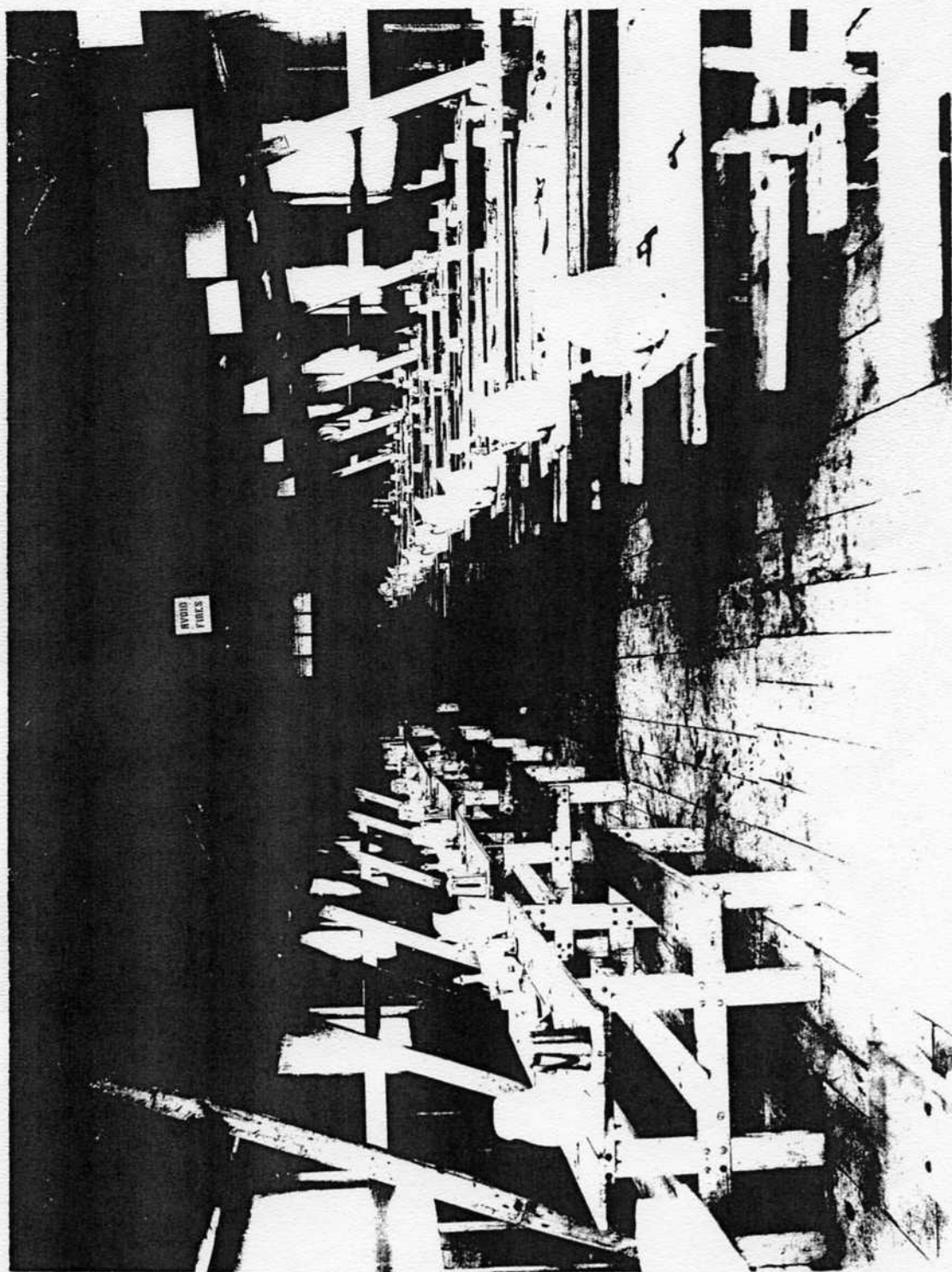
The system of checking these lists was completed about April 15, two weeks prior to the commencement of the field operations in question. During the tenure of the office in Berlin, a total of 72 cases of Americans missing in France and Belgium, whose disposition had previously been unknown, was cleared up.

The completion of exhumation operations in occupied Germany in September, 1920, left 13 cemeteries with a total of 25 burials yet to be exhumed. Subsequent research work by the two clerks, assigned to this Service from the Central Information Bureau, working in conjunction with our own personnel from January 1st to April 15th, completed the systematic checking of the lists for Germany, with the result that by the latter date, twenty cemeteries, containing a total of thirty-three American burials, were located and marked for the field operations, extending almost the entire length and breadth of Germany, and into Poland and Upper Silesia.

This preliminary research was necessary as a forerunner to the actual field operations. The work of carefully searching the records of the German Central Information Bureau, at Berlin,

for the names and grave locations of American soldiers who died while prisoners of war in Germany, and who were subsequently interred in unoccupied Germany, required exhaustive investigation. Correspondence with the officials of every province in Germany, relative to the presence in their respective communities of American graves, and negotiations with the German Government for the purpose of securing permission to operate in the interior were essential to the completion of a proper itinerary. Germany had, prior to this time, been approached by other nations, notably Roumania, for like permission, but it had been refused, due to the fact that the Roumanians counted upon German co-operation in the matter of costs, of material, and of rail transportation. The Germans pointed out that the condition of their railways would permit of no such strain upon them as would be entailed by the Roumanian operations, and that the time and conditions of the country made the fulfillment of the Roumanian request impossible. These objections, in the case of the American Government, were overcome, largely in view of the fact that it should bear all operating expenses, furnish all its own material, and use solely its own transportation, thereby entailing no strain on German railroads.

In view of the advances of the American Government, the Germans granted the requisite permission, and this in spite of the fact that the competent assemblies of the German Government had a "declining point of view on the principles involved", as was stated in a circular letter sent out by the German Central Information



ROMAGNE.

Temporary dining room used during operations.

Bureau to the mayors of the towns which the representatives of this Service were to visit, and in which circular the local dignitaries were asked to extend all courtesy and assistance.

The stage being set, metaphorically speaking, for the beginning of the field operations, Captain Dwyer, the Supervisor of the Area of Germany, was designated as Commanding Officer of Section #11 and was ordered to Paris to make preliminary arrangements for this undertaking.

The two weeks, prior to the departure of the Section from Paris, were spent in supervising the assembly of the transportation units and other details, which ultimately worked to the successful accomplishment of the mission. Incidentally, it may be stated that permission was secured from the French Authorities for the transportation through France of the bodies of those who would be disinterred by the Section from their burial places in Germany. Permission was likewise secured from the Germans for the free entry into unoccupied territory of caskets, gasoline and supplies.

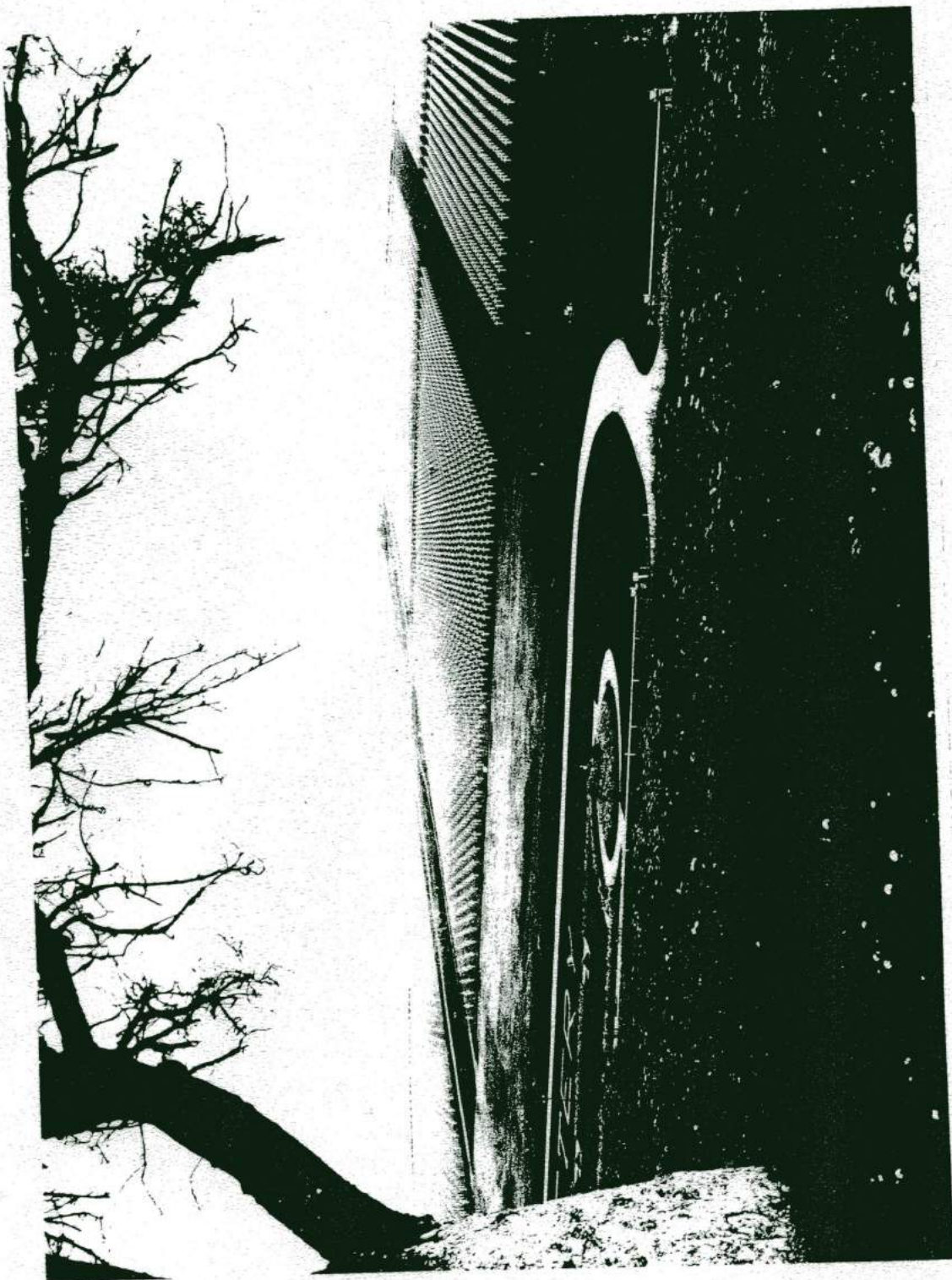
The schedule of operations, as outlined by Captain Dwyer, was approved by the Operations Division of this Service, and on April 28th, 1921, two officers and a personnel of twenty-three men left Paris for Strasbourg, (Bas Rhin), with nine G.M.C. trucks and one Cadillac touring car. They arrived at their destination on April 30th. A freight car, containing eighteen caskets, arrived the same day, and was unloaded by a military labor detail, furnished by the French Commandant de la Place in Strasbourg. The Commandant

extended every courtesy in his power to the Americans, a courtesy typical of those Frenchmen in command in every place where the party came in contact with them. The Section received co-operation of various kinds during its stay in Strasbourg, such as permission to store its transportation and supplies in the Bureau de la Place, free of charge, being furnished with heavy transportation and labor details, and a guard of honor for the bodies stored in the Military Caserne.

The first two cemeteries exhumed were Saarbrücken, in the French occupied territory, and Niederbuel, in unoccupied Germany, two bodies being disinterred from the first-named, and eight from the latter.

An interesting incident took place in Niederbuel, in that the German laborers, who had been tentatively hired at from eight to ten marks per hour, refused to start digging when actual operations were about to commence unless they were paid \$15.00 for each body brought to the surface. The Section Commander was forced to take two G.M.C. trucks and go to Rastatt, two kilometers distant, where the local Burgemeister furnished him with the required labor at 12 marks per hour, and a police escort. The police detail was obliged to clear the cemetery at Niederbuel of the malcontents who had "struck", and who tried to interfere with operations. The work in this cemetery was, thereafter, brought to a speedy and successful conclusion.

On May 6th the "swing" around the southern portion of Germany began. The Cadillac and six G.M.C. trucks, bearing five caskets, spare gasoline, and the major portion of the personnel, left for Villingen, the first point of operations, on the morning



MEUSE-ARGONNE CEMETERY.

October - 1922.

of May 6th. After the one body in Villingen had been exhumed, the detachment proceeded to Raithaslach, near Stockach, on the northern end of Lake Constance, where operations, consisting of the disinterment of one body, were completed the next day. The movement to Lindau, on the northern end of Lake Constance, to exhume one body, was then made. From Lindau, the detachment proceeded to Furstenfeldbruck, 30 kilometers from Munich, where one body was exhumed; and from thence the movement to Stuttgart was made. The Mayor of Stuttgart, through his representative, made the party cordially welcome, and advised them that in view of the assistance rendered the people of his city by American welfare organizations, and especially the Quaker Society for Children's Aid, no charge for the maintenance of the American grave, or the opening thereof, would be made. Return from Stuttgart to Strasbourg was made; and fifteen bodies were sent from the latter point to Antwerp, Belgium, on May 13th.

The Section, with all transportation, proceeded to Darmstadt on May 14th, where three bodies were disinterred on May 17th, and one body from the cemetery in Hambach, Rheinland, which is 60 kilometers from Coblenz.

The transportation was thoroughly overhauled in Coblenz in Motor Command No. 41, American Forces in Germany, preparatory to the long trip which the Section was yet to make.

From Coblenz, the entire detachment moved to Leipzig on May 23rd, the last of the trucks arriving there on the evening of the next day. Two cemeteries were worked from this point; Eckersback,

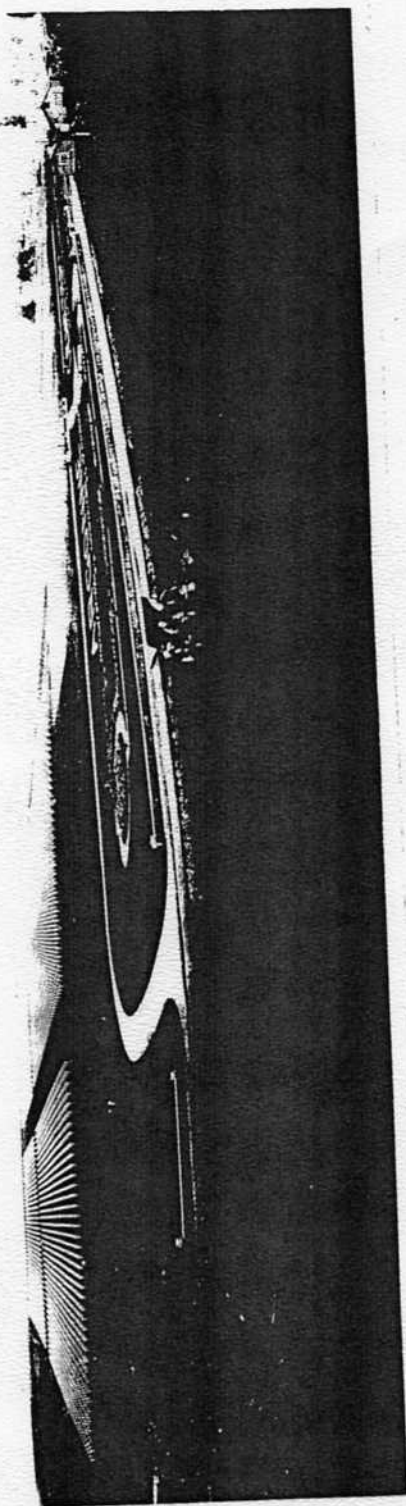
near Zwickau, and Halle on the Saale River, two bodies and one body, respectively, being disinterred. On May 28th, five trucks moved to Dresden, the five trucks in company with the Cadillac, started out for Tuchel, Poland, via Posen and Bromberg, Poland, on May 31st.

Due to transportation breakdowns, the trucks became separated, but, in spite of many difficulties, operations in Tuchel were completed on June 3rd and all transportation was assembled finally in Berlin on June 7th. The exhumation labor in Tuchel was done by Russian prisoners, who had been captured by the Poles during the last war between them and the Bolsheviks. These prisoners were drawn from the Tuchel camp - containing about 8,000 prisoners, being the same place of detention the Germans had used during the World War for the incarceration of Allied prisoners. Tuchel is situated in what is known as the "Dantsig Corridor", formerly German territory, but assigned to Poland by the terms of the Peace Treaty.

The following day, after the Section had been assembled in Berlin, preparations were made for the exhumation to be made in Hindenburg, Upper Silesia.

On June 8th, one truck bearing the casket for the intended exhumation in Hindenburg, left for that point from Leipzig, while the Cadillac and two other trucks, bearing operating personnel, tools and gasoline, left for the same point from Berlin. Operations in Hindenburg were carried on from Oppeln and, with the assistance of the French Military Authorities, were successfully completed on June 11th.

Passage from Oppeln to Hindenburg meant the piercing of



Panoramic of
Meuse-Argonne Cemetery.
October - 1922.

the Polish insurgent lines, and the acceptance of the risks attendant upon the open state of guerilla warfare which then existed between the Polish insurgents and the German "Orgesch".

The French Authorities furnished the Section with a military escort, and no untoward incident took place. It had been considered advisable by the American Military Observer in Berlin to send a special envoy-investigator into the troubled Plebiscite Area in advance of the Section, for the purpose of ascertaining and anticipating such difficulties as might confront it.

The investigator arranged for the reception of the Section with General Le Rond, the French Officer in command in Upper Silesia, and it is due largely to the co-operation of these two agencies that the operations in Upper Silesia proceeded without opposition. The Section returned to Leipzig on June 13th.

On June 15th, the necessary transportation and personnel moved from Leipzig to Langensalza, Thuringen, Germany, one body being exhumed, while the rest of the transportation proceeded directly to Cassell. The transportation group first mentioned moved from Langensalza to Goettingen to disinter the remains of two soldiers, and from there to Cassell, where the remainder of the transportation awaited them.

The Section exhumed one body in Niederwehren, near Cassell, on June 17th, and left for the next point of operation, Meschede, the same day, continuing on to Cologne, from which city a shipment of thirteen bodies was made on June 20th to Antwerp.

All transportation moved from Cologne to Coblenz the same day, and the trucks were immediately put into the repair shops to undergo the extensive repairs necessitated by their strenuous traveling. The repairs having been completed, seven of the trucks left Coblenz for Paris on June 27th, arriving on June 30th, leaving in Coblenz two trucks, the Cadillac, and the personnel necessary for the operation in Worms, Germany.

The exhumation in Worms, Hochheim, Germany, will undoubtedly stand in the annals of American Graves Registration Service history as one of the most difficult ever attempted and brought to a successful conclusion.

One American was known to be interred at Worms in a mass grave containing the bodies of 137 other soldiers - Russians, Roumanians, French, Italians and English - all of whom died as prisoners of the Germans.

The locating of the American was simplicity itself compared with the difficulties which were encountered in securing permission from the various governments for the opening of the grave. After lengthy negotiations, extending over many months, permission finally was secured from all governments interested except the British, but, due to the efforts of the American Graves Registration Service officials in London, sanction was obtained and the opposition of the British Imperial War Graves Commission was withdrawn under condition that their representative be present at the time of the opening of the grave.

Consent was gladly given to this proviso, and actual

operations began on the day after the arrival of the British representative in Worms on July 7th. The Section Commander, desiring to eliminate every chance of error, requested that an American medical officer be present at the disinterments to pass upon the anatomical structures of the corpses of the various nationals brought to the surface. In consequence Major Matthew A. Reasoner, Medical Corps, of the American Forces in Germany, was detailed from Coblenz, for duty with the Section while the exhumation was proceeding at Worms.

A chart of the mass grave had been obtained, and, using this in conjunction with the records of the local cemetery directory, the approximate location of the body of the American was determined.

It was necessary to disinter thirty-three bodies before that of the American was found. Nothing was known of the appearance of the deceased American other than that he had a full set of teeth, but the two American Army identification tags found upon him established his identity beyond the possibility of a doubt.

This most difficult exhumation, having been completed, the thirty-two bodies, disinterred prior to that of the American, were reinterred in individual graves, at the expense of the German Government, and the body of the American shipped to Coblenz, where it was placed in the morgue on orders emanating from Paris Headquarters.

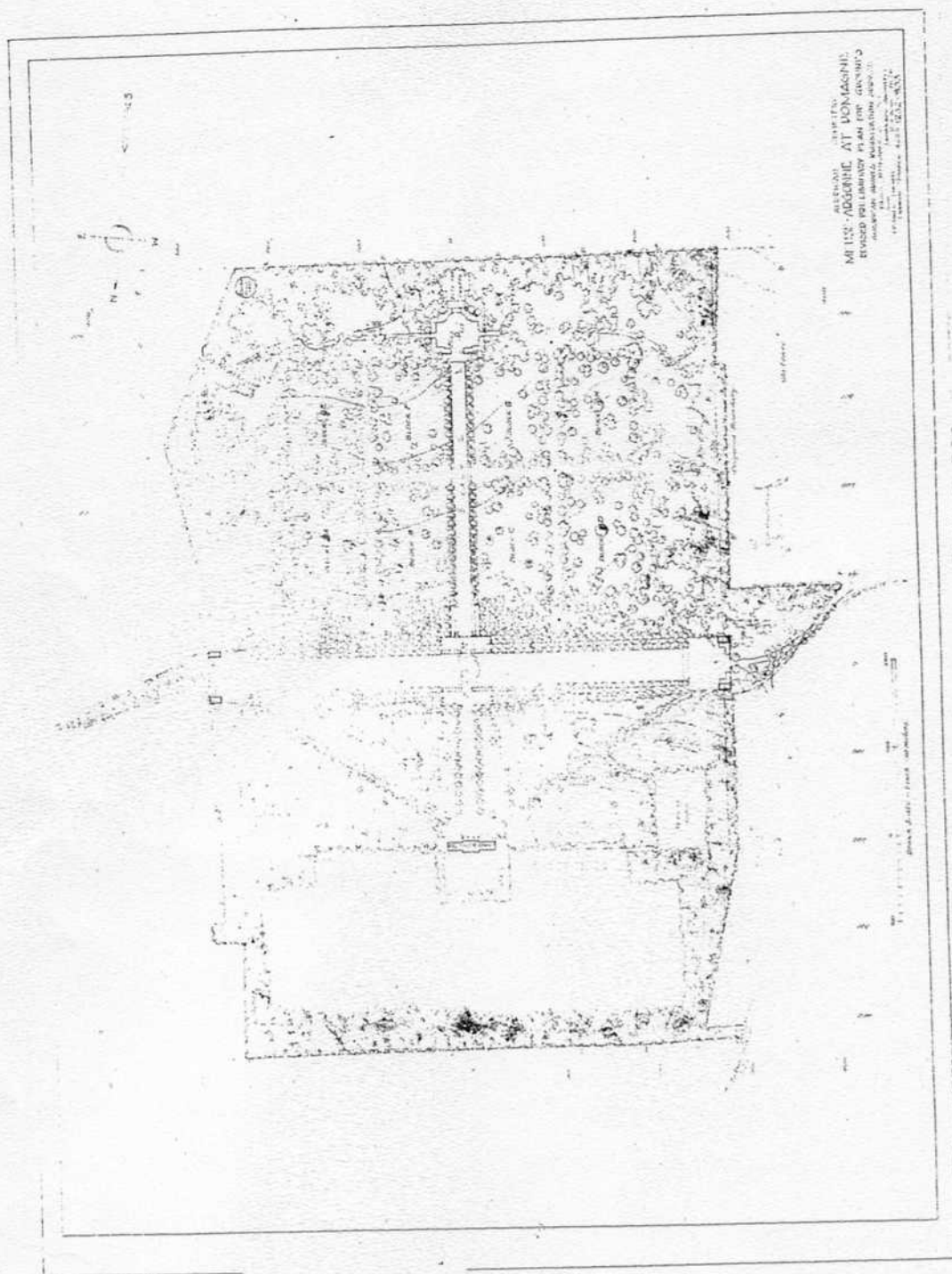
The remainder of Section #11 then returned to Coblenz and proceeded thence to Paris, arriving, after a series of minor transportation difficulties, on July 19th, having completed the exhumations scheduled.

Too much emphasis could not be laid on the spirit of willingness shown by all nationals, especially the French, during these operations. The French Authorities, in the French occupied territory, and in Upper Silesia, afforded military and civil protection, expedited the passage of the American convoy, gave full military honors to the dead and treated the Section with every possible courtesy.

The Germans regarded with awe and wonderment the swift passage and efficient operations of the American Section. Whatever may have been the inner thoughts of the Germans, toward their former enemies, they displayed no animosity, only a powerful and at times, morbid curiosity to know who and what they were, whence they had come, what they were doing, where they were going, etc.

In the matter of rail transportation, the German Government made one concession, in that it permitted the use of a freight car to transport gasoline and supplies, another to transport caskets from Coblenz to Leipzig, and a third for the movement of gasoline drums from Leipzig to Coblenz.

The approximate distance covered by the Section in the 62 days of absence from Paris, exclusive of Worms, was 3,850 miles, and the average cost of each exhumation was \$1.81. The total cost of operations of Section #11, including the value of gasoline and oil furnished by the Quartermaster Corps, but exclusive of the rail charges for the transportation of a freight-car of empty bidons from Leipzig to Coblenz, and of the shipment of caskets from and to Antwerp, was \$11,646.97.



Meuse-Argonne American Cemetery
at Romagne.
Revised Preliminary Plan for Grounds.

EVACUATION
OF
CEMETERIES.

The following will show the various
cemeteries evacuated, number of bodies
removed for concentration and repatriation, and permanent cemeteries
into which concentrations were made:-

MEUSE-ARGONNE AMERICAN CEMETERY #1232.
(Romagne-sous-Montfaucon, Meuse, France).

<u>CEMETERY NAME.</u>	<u>COMMUNE.</u>	<u>DEPART- MENT.</u>	<u>NUMBER OF BODIES.</u>	
			<u>Concen- trated.</u>	<u>Repatria- ted.</u>
French Military.	Amblaincourt.	Meuse.	23	41
American.	Ancemont.	Meuse.	35	57
French Military.	Ancerviller.	M.-et-M.	1	4
French Military.	Auve.	Marne.	24	33
French Military.	Baccarat.	M.-et-M.	47	73
American Plot,				
French Military.	Badonviller.	M.-et-M.	5	7
French Military.	Ballersdorf,	Alsace.	5	10
	Badricourt.			
French Communal.	Ban-de-Laveline.	Vosges.	3	7
French Military "E".	Ban-de-Laveline.	Vosges.	4	5
French Military.	Bar-le-Duc.	Meuse.	29	36
French Military.	Bathelmont-les-	M.-et-M.	4	8
	Bauzemont.			
American.	Bazoilles-sur-	Vosges.	231	461
	Meuse.			
French Military.	Bazoilles-sur-	Vosges.	25	37
	Meuse.			
Mobiles Military.	Belfort.	Ter-de-	19	20
		Belfort.		
Hassenheide Military.	Berlin.	Germany.	1	1
French Civilian.	Bertrichamps.	M.-et-M.	1	1
French Military.	Bessencourt.	Ter-de-	1	1
		Belfort.		
French Military.	Bonnet.	Meuse.	1	-
American.	Bourbonne-les-	Hte-Marne.	44	108
	Bains.			
American.	Bourmont.	Hte-Marne.	6	10
American.	Brizeaux.	Meuse.	83	154
French Communal.	Bruyeres.	Vosges.	10	22
French Military.	Bussang.	Vosges.	9	6
French Military.	Bussy-le-Chateau.	Marne.	3	6
Prisoner of War.	Cassel-	Westphalia,	1	-
	Niederswehren.	Germany.		
French Military.	Celles-sur-	Vosges.	1	1
	Plaine.			

CEMETERY NAME.	COMMUNE.	DEPART- MENT.	NUMBER OF BODIES.	
			Concen- trated.	Repatria- ted.
French Military.	Chalons-sur-Marne.	Marne.	7	14
Daucourt American.	Chatrices.	Marne.	70	126
French Communal.	Chaux.	Ter-de- Belfort.	1	-
American.	Chavannes-les- Grands.	Ter-de- Belfort.	16	27
French Civilian.	Cirey-sur-Vezouse.	M.-et-M.	20	5
French Communal.	Coinches.	Vosges.	1	1
French Military.	Colmar.	Alsace.	3	2
American.	Contrexeville.	Vosges.	74	152
French Civilian.	Courcelles-sur- Aire.	Meuse.	1	-
American.	Croismare.	M.-et-M.	21	11
French Civilian.	Damelevieres.	M.-et-M.	1	-
French Communal.	Dampierre-sur- Salon.	Hte-Saone.	1	-
French Military.	Dannemarie.	Alsace.	1	-
Civilian.	Darmstadt.	Germany.	1	2
French Military.	Denipaire.	Vosges.	2	3
French Civilian.	Domjevin.	M.-et-M.	4	8
Prisoner-of-War.	Eckersbach- Zwickau.	Germany.	2	-
French Civilian, American Plot.	Eclaron.	Hte-Marne.	2	1
French Military, American Plot.	Epinal.	Vosges.	1	2
French Communal.	Fontaine.	Ter-de- Belfort.	3	4
French Communal.	Fraize.	Vosges.	2	7
American.	Frapelle.	Vosges.	12	21
French & American Military.	Froidos.	Meuse.	113	225
Invaliden.	Furstenfeld- Bruck.	Germany.	1	-
American.	Gelacourt.	M.-et-M.	15	52
French Military.	Gerardmer.	Vosges.	19	58
French Communal.	Girmagny.	Ter-de- Belfort.	3	12
French Military.	Gelbey.	Vosges.	3	5
American.	Gondrecourt.	Meuse.	32	93
French Civilian.	Gondrecourt.	Meuse.	20	26
American.	Guewenheim.	Alsace.	2	4
French Military.	Hagenbach.	Alsace.	16	19
Gertrauden.	Halle-auf-der- Saale.	Germany.	1	-
Local.	Hambuch.	Germany.	1	-
American.	Hericourt.	Hte-Saone.	81	264
American.	Hericourt.	Hte-Saone.	24	65
French Civilian.	Hurbache.	Vosges.	1	-

<u>CEMETERY NAME.</u>	<u>COMMUNE.</u>	<u>DEPART- MENT.</u>	<u>NUMBER OF BODIES.</u>	
			<u>Concen- trated.</u>	<u>Repatria- ted.</u>
French Civilian.	Julvecourt.	Meuse.	6	12
French Military.	Kruth.	Hte-Alsace.	12	24
French Civilian.	La Baffe.	Vosges.	1	-
French Civilian.	La Bourgonce.	Vosges.	2	5
French Military.	La Chapelle.	Ter-de- Belfort.	3	10
French Military.	La Cheppe.	Marne.	41	97
French Military.	La Croix-aux- Mines.	Vosges.	1	1
American.	La Fauche.	Hte-Marne.	1	2
French Communal.	La Ferte-sur- Amance.	Hte-Marne.	1	-
French Military.	La Veuve.	Marne.	13	43
French Military.	Lesseux.	Vosges.	4	4
Sedan American.	Letanne.	Ardenne.	307	470
American.	Le Valdahon.	Doubs.	67	166
German Civilian.	Lindau.	Germany.	1	-
Linthal.	Linthal.	Alsace.	14	-
French Civilian.	Lisle-en-Rigault.	Meuse.	1	-
French Military.	Luneville.	M.-et-M.	2	2
French Communal.	Massevaux.	Hte-Alsace.	2	1
French Civilian.	Mehoncourt.	M.-et-M.	1	-
French Military.	Mertzen.	Alsace.	3	10
French Military.	Mittlach.	Alsace.	9	19
French Military.	Montigny.	M.-et-M.	9	11
French Military.	Mont-sur-Meurthe.	M.-et-M.	1	1
French Military.	Moosch.	Alsace.	3	14
French Military "B".	Morvillars.	Ter-de- Belfort.	4	6
French Military "A".	Morvillars.	Ter-de- Belfort.	1	3
French Civilian.	Moyen.	M.-et-M.	4	5
Balthazar French.	Moyenmoutier.	Vosges.	3	5
French Military at La Chapelle.	Moyenmoutier.	Vosges.	5	4
American.	Neufchateau.	Vosges.	70	100
American plot, Village Cemetery.	Niederbuelle.	Germany.	2	6
French Military.	Osches.	Meuse.	15	25
French Communal.	Pexonne.	M.-et-M.	12	25
French Communal, American Section.	Plainfaing.	Vosges.	4	4
French Civilian.	Pouxoux.	Vosges.	1	-
French Civilian, German Section.	Provencheres- sur-Fave.	Vosges.	1	1
French Military.	Rambervillers.	Vosges.	2	1
St. Benoit.	Rambluzin.	Meuse.	2	7
American.	Rampont.	Meuse.	30	98
French Military.	Raon l'Etape.	Vosges.	21	69

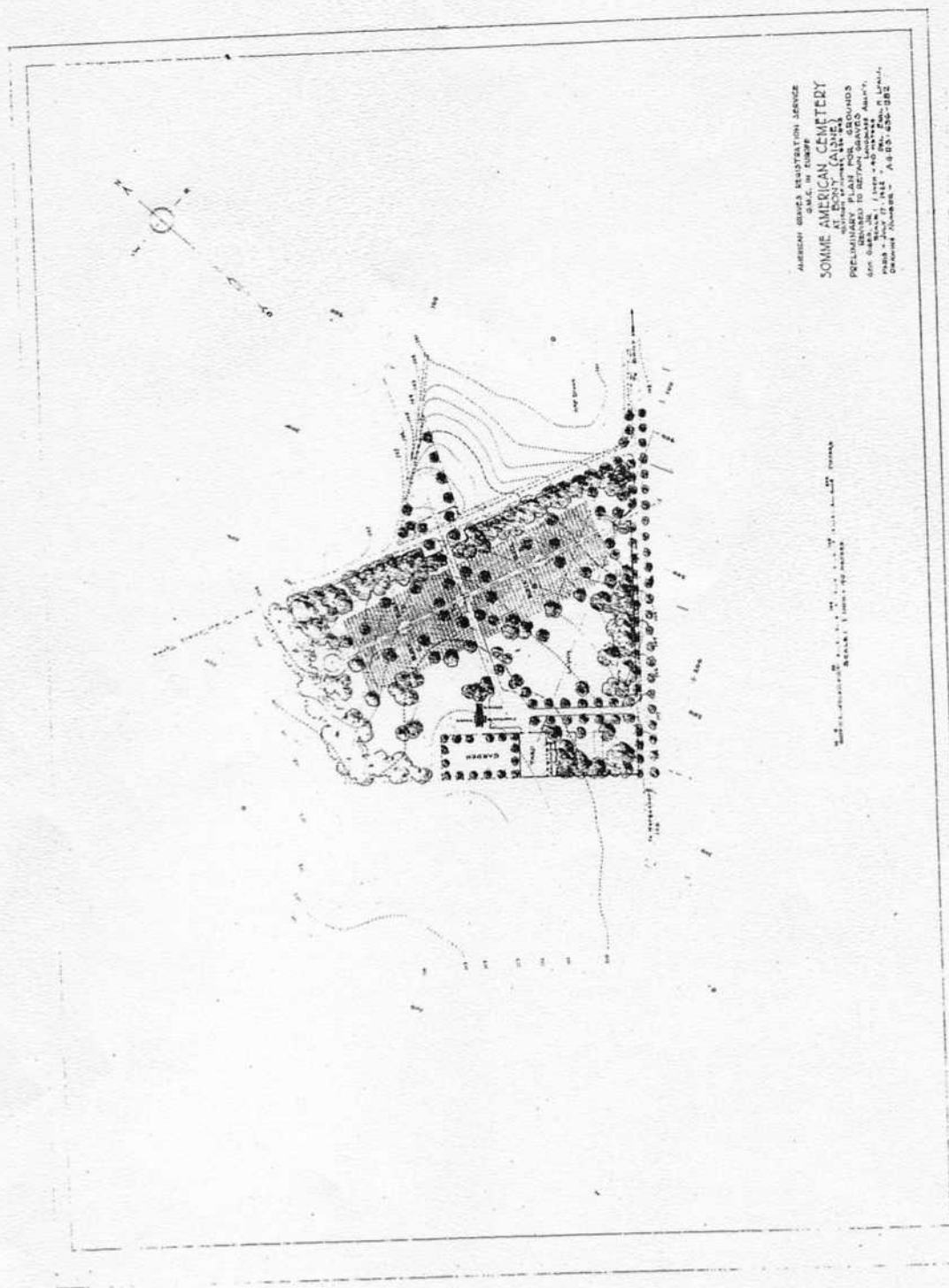
CEMETERY NAME.	COMMUNE.	DEPART- MENT.	NUMBER OF BODIES.	
			Concen- trated.	Repatria- ted.
French Communal.	Raon-sur-Plaine.	Vosges.	2	1
French Military.	Recicourt.	Meuse.	1	1
French Communal.	Remiremont.	Vosges.	7	5
French Military.	Revigny.	Meuse.	20	33
American.	Revigny.	Meuse.	25	84
French Military.	Romagny.	Alsace.	7	12
Ehrenfriedhof.	Saarbrücken.	Germany.	1	1
French Military.	Sarrebourg.	Lorraine.	3	-
French Communal.	Saulxures-sur- Moselotte.	Vosges.	1	1
French Communal.	Schlestadt.	Alsace.	1	-
German Cemetery, La Parrie.	Schusterberg.	Vosges.	2	-
French Military.	Senoncourt.	Meuse.	12	24
American.	Senoncourt.	Meuse.	104	233
French Military.	Senones.	Vosges.	1	4
French Military at Margotte Farm.	Senones.	Vosges.	1	4
French Military.	Somme Tourbe.	Marne.	1	-
French Military.	Soppe-le-Bas.	Alsace.	4	4
American.	Souhemes-la- Grande.	Meuse.	54	114
American.	Souilly.	Meuse.	198	392
French Civilian.	Soulancourt.	Hte-Marne.	2	2
French Military.	Spincourt.	Meuse.	1	1
French Communal.	St. Amarin.	Hte-Alsace.	3	4
French Civilian.	St. Die.	Vosges.	24	41
French Military.	St. Dizier.	Hte-Marne.	26	39
French Military.	St. Jean d'Ormont.	Vosges.	1	1
Communal.	St. Leger.	Belgium.	2	-
French Military.	St. Marie-aux- Mines.	Alsace.	1	-
American Cemetery, La Grange-aux-Bois.	St. Menchould.	Marne.	85	112
French Military.	St. Menchould.	Marne.	1	-
French Civilian.	St. Thiebault.	Hte-Marne.	3	6
Communal.	Stosswihr.	Alsace.	3	2
Kronenbourger.	Strasbourg.	Alsace.	2	4
French Civilian.	Sultzern.	Alsace.	2	-
French Military.	Sultzern.	Alsace.	1	1
French Military.	Traubach-le-Haut.	Alsace.	16	41
French Civilian.	Vacqueville.	M.-et-M.	1	11
American.	Vaubecourt.	Meuse.	96	173
French Communal.	Velaines.	Meuse.	1	-
Glorieux French.	Verdun-sur-Meuse.	Meuse.	175	328
French Military.	Ville.	Alsace.	2	-
Churchyard.	Villiers-en-Lieu.	Hte-Marne.	1	-
American.	Vitrey.	Hte-Saone.	6	6

CEMETERY NAME.	COMMUNE.	DEPART- MENT.	NUMBER OF BODIES.	
			Concen- trated.	Repatria- ted.
French Military.	Vitry-le-Francois	Marne.	6	8
French Civilian.	Vittel.	Vosges.	1	175
American.	Vittel.	Vosges.	101	10
La Claquette German.	Vorbruck.	Basse Alsace.	1	-
TOTALS. 149 Cemeteries.			2,885	5,447
From Meuse-Argonne Cemetery.			10,962	10,767
New Locations, (Unrecorded Burials).			91	
AGGREGATE.			13,938	16,214

ST. MIHIEL AMERICAN CEMETERY #1233.
(Thiaucourt, Meurthe-et-Moselle, France).

French Civilian.	Alise-Ste-Reine.	Cote d'Or.	1	-
American.	Allerey.	S.-et-L.	122	323
French Civilian.	Ancy-le-Franc.	Yonne.	3	2
American.	Ancy-le-Franc.	Yonne.	10	37
French Civilian.	Arc-en-Barrois.	Hte-Marne.	1	2
French Military.	Arcis-sur-Aube.	Aube.	2	1
French Civilian.	Arthonnay.	Yonne.	1	-
French Civilian.	Auxerre.	Yonne.	2	13
French Civilian.	Averd.	Cher.	1	2
American.	Barizey-au-Plain.	M.-et-M.	18	23
French Civilian.	Bar-sur-Aube.	Aube.	30	80
American.	Beaune.	Cote d'Or.	59	173
French Military.	Beaune.	Cote d'Or.	2	-
French Civilian.	Bourges.	Cher.	8	20
French Civilian.	Bricon.	Hte-Marne.	1	-
French Civilian.	Brienne-le- Chateau.	Aube.	2	6
Church Cemetery.	Charenton-sur- Cher.	Cher.	1	12
French Cemetery.	Chateauneuf-sur- Cher.	Cher.	3	10
American.	Chateauroux.	Indre.	70	112
American.	Chateauvillain.	Hte-Marne.	23	37
St. Thiebault.	Chatillon-sur- Seine.	Cote d'Or.	4	13
American.	Chatillon-sur- Seine.	Cote d'Or.	27	46

CEMETERY NAME.	COMMUNE.	DEPART- MENT.	NUMBER OF BODIES.	
			Concen- trated.	Repatria- ted.
American.	Chaumont.	Hte-Marne.	177	362
French Military.	Chaumont.	Hte-Marne.	12	7
French Communal.	Chevillon.	Hte-Marne.	1	-
French Civilian.	Clamecy.	Nievre.	1	8
French Military.	Commercy.	Meuse.	53	157
American.	Cosne.	Nievre.	7	25
French Civilian.	Couvignon.	Aube.	1	-
French Civilian.	Cravant.	Yonne.	2	7
French Civilian.	Crepey.	M.-et-M.	1	-
French Civilian				
"Des Pejoces".	Dijon.	Cote d'Or.	136	234
French Civilian.	Favieres.	M.-et-M.	1	-
French Communal.	Fontaine.	Aube.	1	-
French Civilian.	Garchizy.	Nievre.	1	-
American.	Grossouvre.	Cher.	4	15
American.	Issoudun.	Indre.	47	122
American.	Is-sur-Tille.	Cote d'Or.	79	148
American.	Laignes.	Cote d'Or.	15	49
American.	Langres.	Hte-Marne.	51	110
American.	Langres.	Hte-Marne.	85	188
French Military.	Mailly-le-Camp.	Aube.	42	73
French Communal.	Mehun-s-Yevre.	Cher.	25	63
American.	Menil-la-Tour.	M.-et-M.	64	163
French Civilian.	Mertrud.	Hte-Marne.	1	-
French Military.	Mesgrigny.	Aube.	1	2
American.	Mesves.	Nievre.	206	452
French Military.	Metz.	Lorraine.	1	4
Church.	Molesme.	Cote d'Or.	1	-
French Communal.	Montigny-le-Roi.	Hte-Marne.	1	7
American.	Montigny-le-Roi.	Hte-Marne.	14	36
French Civilian,				
"Du Sud".	Nancy.	M.-et-M.	6	8
French Military.	Neuville-les-	Meuse.	1	-
	Vaucouleurs.			
French Municipal.	Nevers.	Nievre.	37	93
American.	Nevers.	Nievre.	143	337
American.	Orval.	Cher.	8	16
French Communal.	Pagny-la-Cote-	Meuse.	1	1
	Blanche.			
French Communal.	Passy.	Yonne.	1	2
French Civilian.	Pierre-la-	M.-et-M.	1	-
	Trieche.			
French Civilian.	Pontigny.	Yonne.	3	11
French Municipal.	Pougues-les-Eaux.	Nievre.	1	-
American.	Prauthoy.	Hte-Marne.	27	79
American.	Recey-s-Ource.	Cote d'Or.	14	30
French Civilian.	Recey-s-Ource.	Cote d'Or.	3	2



<u>CEMETERY NAME.</u>	<u>COMMUNE.</u>	<u>DEPART- MENT.</u>	<u>NUMBER OF BODIES.</u>	
			<u>Concen- trated.</u>	<u>Repatria- ted.</u>
French Civilian.	Rennepont.	Hte-Marne.	88	-
American.	Rolampont.	Hte-Marne.	28	43
French Civilian.	Saulxures-les- Vannes.	M.-st-M.	1	-
American.	Semur.	Cote d'Or.	31	81
American.	Rimaucourt.	Hte-Marne.	88	246
French Civilian.	Semur.	Cote d'Or.	8	10
French Civilian.	Sens-s-Yonne.	Yonne.	1	3
American Section, French Cemetery.	St. Amand- Mont rond.	Cher.	5	9
French Military.	St. Andre.	Aube.	1	-
French Civilian.	St. Florentin.	Yonne.	4	4
American.	St. Florent-s- Cher.	Cher.	17	83
American.	Tonnerre.	Yonne.	13	32
American Plot, St. Pierre Cemetery.	Tonnerre.	Yonne.	3	12
American.	Toul.	M.-et-M.	411	870
French Civilian.	Treveray.	Meuse.	1	4
French Military.	Troyes.	Aube.	12	23
French Civilian.	Vaux-la-Petite.	Meuse.	2	-
French Civilian.	Vergigny.	Yonne.	2	3
American.	Verneuil.	Nievre.	9	22
French Civilian.	Verpillieres.	Aube.	1	-
American.	Vignot.	Meuse.	25	37
French Civilian.	Vignot.	Meuse.	2	8
TOTALS.		86 Cemeteries.	2,421	5,213
From Thiaucourt Cemetery.			1,805	2,601
New Locations, (Unrecorded Burials).			5	-
AGGREGATE.			4,231	7,814

SOMME AMERICAN CEMETERY #636.
(Bony, Aisne, France).

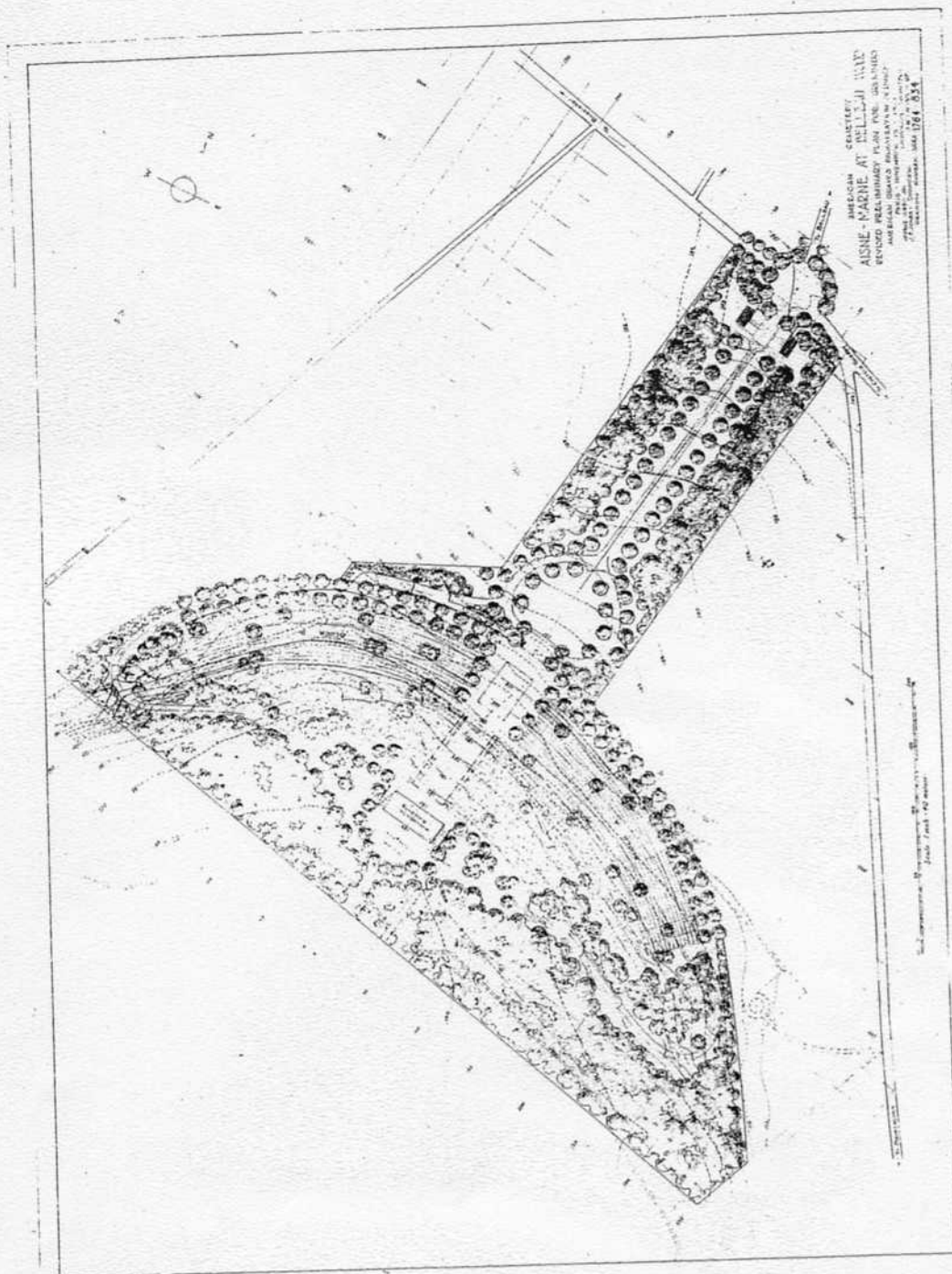
French Communal.	Abbeville.	Somme.	10	13
Asylum.	Amiens.	Somme.	28	89
French Civilian.	Beauvais.	Oise.	17	39
French National.	Beauvais.	Somme.	1	-
Communal, British Military Ext.	Blargies.	Oise.	1	-

<u>CEMETERY NAME.</u>	<u>COMMUNE.</u>	<u>DEPART- MENT.</u>	<u>NUMBER OF BODIES.</u>	
			<u>Concen- trated.</u>	<u>Repatria- ted.</u>
French Communal.	Bois Guillaume.	Seine Inf.	5	2
American.	Bonvillers.	Oise.	106	201
Boulogne Eastern.	Boulogne-sur- Mer.	Pas-de- Calais.	1	1
Crouy British.	Bourdon.	Somme.	4	12
Queens British Mil.	Bucquoy.	Pas-de- Calais.	1	-
British Military.	Busigny.	Nord.	22	50
Crucifix Corner,	Cachy.	Somme.	9	8
British Military.	Campuis.	Oise.	11	22
French Military.	Courcelles-	Oise.	1	-
French Military.	Epayelles.			
French Military.	Crevecœur-le- Grand.	Oise.	6	12
Communal.	Dernancourt.	Somme.	1	-
British Military.	Doingt.	Somme.	34	81
British Communal.	Doullens.	Somme.	1	1
French Communal.	Dunkerque.	Nord.	8	9
British Military.	Esquelbecq.	Nord.	11	29
British Military.	Etaples.	Pas-de- Calais.	20	39
Churchyard.	Etretat.	Seine Inf.	2	19
French Communal.	Glageon.	Nord.	4	-
Chateau.	Gommecourt.	Pas-de- Calais.	1	1
French Communal.	Hautmont.	Nord.	4	4
British Plot,				
French Communal.	Lebucquiere.	Pas-de- Calais.	1	-
St. Marie French Municipal Cemetery.	Le Havre.	Seine Inf.	51	107
St. Huon Cemetery.	Le Treport.	Seine Inf.	9	37
Communal South.	Lille.	Nord.	1	2
Souvenir British.	Longuenesse.	Pas-de- Calais.	9	19
Military Extension,				
French Communal.	Maubeuge.	Nord.	2	-
Martinsart British.	Mesnil- Martinsart.	Somme.	1	-
British Military.	Queant.	Pas-de-Calais.	3	-
Croix Rouge British.	Quaedypre.	Nord.	3	22
British Military.	Roisel.	Somme.	33	56
St. Sever Cemetery.	Rouen.	Seine Inf.	116	200
British Cemetery.	Sangatte.	Pas-de- Calais.	10	18
British Military.	St. Riquier.	Somme.	1	5
British Military.	St. Souplet.	Nord.	132	237

<u>CEMETERY NAME.</u>	<u>COMMUNE.</u>	<u>DEPART- MENT.</u>	<u>NUMBER OF BODIES.</u>	
			<u>Concen- trated.</u>	<u>Repatria- ted.</u>
British Military.	Tincourt-Boucly.	Somme.	45	113
American.	Vaux-sur-Somme.	Somme.	71	153
St. Emile British.	Villers-Faucou.	Somme.	52	55
Saulcourt British.	Villers-Faucou.	Somme.	1	-
American.	Villers-Tournelle.	Somme.	249	295
Terlincthun British.	Wimille.	Pas-de-Calais.	23	65
TOTALS.			1,122	2,016
45 Cemeteries.				
From Bony Cemetery.			702	1,112
New Locations, (Unrecorded Burials).			6	
AGGREGATE.			1,830	3,128

OISE-AISNE AMERICAN CEMETERY #608.
(Seringes-et-Nesles, Aisne, France).

American.	Angers.	M.-et-L.	98	235
French Communal.	Argentan.	Orne.	1	-
French Civilian.	Belleme.	Orne.	1	2
Municipal.	Blois.	L.-et-C.	4	89
Kerfautras.	Brest.	Finistere.	240	510
French Civilian.	Caen.	Calvados.	2	1
French Communal.	Ceton.	Orne.	3	7
German Military &	Chambry.	Aisne.	14	18
French Civilian.	Chantilly.	Oise.	3	3
French Military.	Cour-Cheverny.	L.-et-C.	2	4
French Local.	Deauville.	Calvados.	5	19
British Cemetery.	Fismes.	Marne.	836	870
American.	Gievres.	L.-et-C.	14	32
French Municipal.	Gievres.	L.-et-C.	76	188
American.	Guignicourt.	Aisne.	1	-
French Military.	Juvigny.	Aisne.	156	262
American.	Lambezellec.	Finistere.	494	1,263
French Civilian.	Laon.	Aisne.	7	6
French Communal.	Laval.	Mayenne.	2	7
Grand City.	Le Mans.	Sarthe.	222	573
American.	Le Relecq-Kerhoun.	Finistere.	65	161

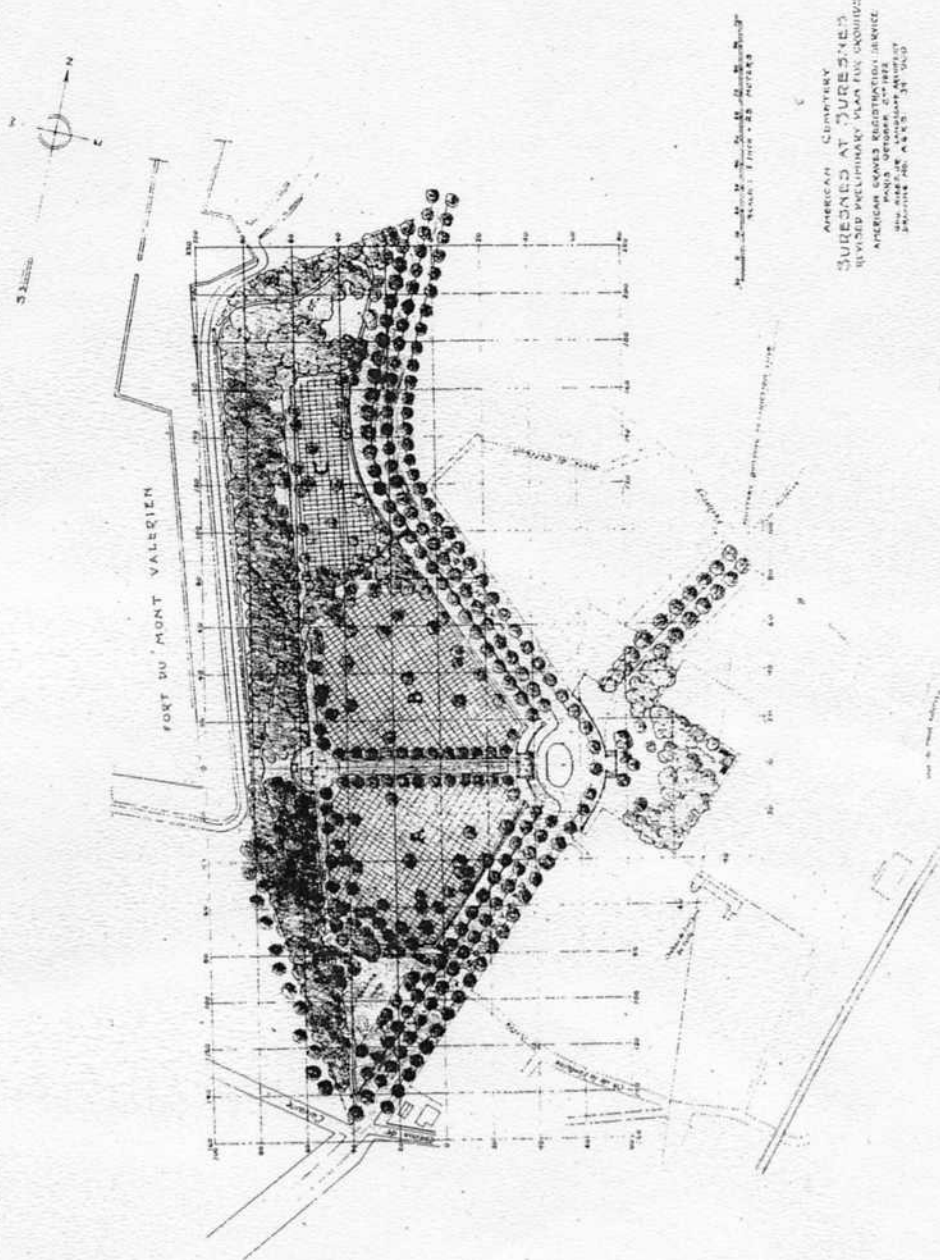


AISNE-MARNE AMERICAN CEMETERY
 at Belleau Wood.
 Revised Preliminary Plan for Grounds.

<u>CEMETERY NAME.</u>	<u>COMMUNE.</u>	<u>DEPART- MENT.</u>	<u>NUMBER OF BODIES.</u>	
			<u>Concen- trated.</u>	<u>Repatria- ted.</u>
French Communal.	Le Ribay.	Mayenne.	1	-
French Communal.	Mayenne.	Mayenne.	6	4
American.	Meucon.	Morbihan.	32	67
Local, (Amer. Plot).	Montrichard.	L.-et-C.	4	3
American.	Nantes.	Loire Inf.	80	237
French Civilian.	Negent-le-Retrou.	Eure-et-Loir.	1	-
American.	Noyers.	L.-et-C.	150	404
American.	Ploisy.	Aisne.	1,020	949
French Civilian.	Quiberon.	Morbihan.	2	3
American.	Romerantin.	L.-et-C.	19	41
American.	Savenay.	Loire Inf.	120	274
Local, (Amer. Plot).	Selles-sur-Cher.	L.-et-C.	2	4
French Municipal.	St. Aignan.	L.-et-C.	14	13
American.	St. Malo-de-Beignon.	Morbihan.	44	135
American.	St. Nazaire.	Loire Inf.	349	833
Local Civilian.	Tourlaville.	Manche.	13	29
American.	Tours.	Indre-et-Loire.	103	169
TOTALS.			4,206	7,415
38 Cemeteries.				
From Seringes-et-Nesles Cemetery.			1,824	2,045
New Locations, (Unrecorded Burials).			41	-
AGGREGATE.			6,071	9,460

AISNE-MARNE AMERICAN CEMETERY #1764.
 (Belleau, Aisne, France).

French, (Amer. Sect.)	Aix-les-Bains.	Savoie.	19	39
French Civilian.	Bezu-le-Guery.	Aisne.	15	37
French Civilian.	Chamonix.	Hte-Savoie.	2	1
French Military.	Chateau-Thierry.	Aisne.	57	72
American.	Chatelguyon.	Puy-de-Dome.	18	39
American.	Clermont-Ferrand.	Puy-de-Dome.	89	175
Catholic Civilian.	Condamine.	Ain.	1	1
Pontmoulin French.	Coulommiers.	Seine-et-Marne.	6	7
French Military.	Creil.	Oise.	4	2
French Military.	Crepy-en-Valois.	Oise.	19	26
French Civilian.	Crezancy.	Aisne.	18	30
French Military.	Glaignes.	Oise.	1	-



SURESNES AMERICAN CEMETERY.

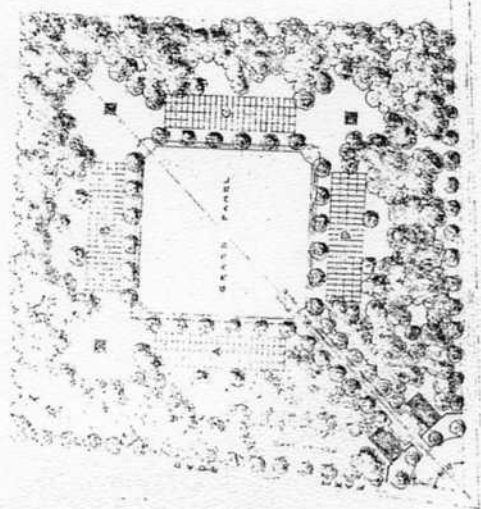
Revised Preliminary Plan for Grounds.

<u>CEMETERY NAME.</u>	<u>COMMUNE.</u>	<u>DEPART- MENT.</u>	<u>NUMBER OF BODIES.</u>	
			<u>Concen- trated.</u>	<u>Repatria- ted.</u>
St. Roch Cemetery.	Grenoble.	Isere.	5	3
Chateau-Pereuse.	Jouarre.	S.-et-M.	8	10
American.	Jouy-sur-Morin.	S.-et-M.	16	41
American.	Jully.	S.-et-M.	53	96
French Military.	La Ferte-sous- Jouarre.	S.-et-M.	105	209
French Civilian.	Lyon.	Rhone.	13	22
Saint Brice.	Macon.	S.-et-L.	1	-
French Civilian.	Meaux.	S.-et-M.	10	27
French Civilian.	Mery-sur-Marne.	S.-et-M.	2	-
American.	Mouroux.	S.-et-M.	67	138
French Military.	Nangis.	S.-et-M.	1	-
French Military.	Ognon.	Oise.	8	15
French Civilian.	Pierrefonds-les- Bains.	Oise.	47	80
French Military.	Senlis.	Oise.	3	6
French Military.	Sery-Magneval.	Oise.	26	63
French Civilian.	Sezanne.	Marne.	2	5
American.	Vichy-les-Bains.	Allier.	64	132
TOTALS.			680	1,276
29 Cemeteries.				
From Belleau Woods Cemetery.			1,496	1,316
New Locations, (Unrecorded Burials).			44	-
AGGREGATE.			2,220	2,592

SURESNES AMERICAN CEMETERY #34.
(Suresnes, Paris, Seine, France).

French Civilian.	Angoulême.	Charente.	14	18
French Military.	Asnieres-sur- Oise.	S.-et-O.	3	3
French Civilian.	Avignon.	Vaucluse.	1	-
French Civilian.	Bagneux.	Seine.	1	-
St. Leon French.	Bayonne.	Basses Pyrenees.	1	5
French Civilian.	Beaumont-sur- Oise.	S.-et-O.	1	-
Village.	Biard.	Vienne.	1	-
Freneuse.	Bonniers-sur- Seine.	S.-et-O.	10	16
French Communal.	Bourron.	S.-et-M.	1	1
French Communal.	Brou-sur- Chantereine.	S.-et-M.	1	-
French Local.	Cannes.	Alpes Mar.	3	2

<u>CEMETERY NAME.</u>	<u>COMMUNE.</u>	<u>DEPART- MENT.</u>	<u>NUMBER OF BODIES.</u>	
			<u>Concen- trated.</u>	<u>Repatria- ted.</u>
French Military.	Cannes-Ecluse.	S.-et-M.	2	3
American.	Carbon Blanc.	Gironde.	67	135
French Communal.	Chelles.	S.-et-M.	1	2
French Civilian.	Eaux-Bonnes.	Basses Pyr.	2	-
French Municipal.	Evreux.	Eure.	3	3
French Civilian.	Fontainebleau.	S.-et-M.	1	4
Jewish.	Fontainebleau.	S.-et-M.	1	-
Camp Santo.	Genoa.	Italy.	17	59
French Civilian.	Gien.	Loiret.	3	1
French Civilian.	Hyeres.	Var.	4	8
French Civilian.	Ivry.	Seine.	1	-
Labouheyre.	Labouheyre.	Landes.	1	-
French Civilian.	La Bourboule.	Puy-de-Dome.	2	6
French Civilian.	Lacanau.	Gironde.	2	6
American.	La Courtine.	Creuse.	27	57
Military Section,	Laigle.	Orne.	1	1
French Civilian.	La Rochelle.	Charente Inf.	41	86
St. Eloi.	Le Courneau.	Gironde.	21	66
American.	Le Courneau.	Gironde.	1	-
French Senegalese.	Le Mont Dore.	Puy-de-Dome.	5	7
French.	Libourne.	Gironde.	49	117
American.	Lieusaint.	S.-et-M.	1	-
French Civilian.	Limoges.	Hte-Vienne.	73	161
American.	Lucon.	Vendee.	1	-
French Communal.	Marseille.	Bouches-du-	25	25
French Communal.	Marseille.	Rhone.		
American.	Marseille.	Bouches-du-	26	37
		Rhone.		
American.	Martignas.	Gironde.	30	122
French Communal.	Menesterol-	Dordogne.	48	137
	Montignac.			
Trebuquet.	Menton.	Alpes	4	-
		Maritimes.		
American.	Merignac.	Gironde.	89	217
French Civilian.	Miramas.	Bouches-du-	4	5
		Rhone.		
French Communal.	Montereau.	S.-et-M.	3	5
Caucade French	Nice.	Alpes	8	23
Civilian.		Maritimes.		
St. Baudile French.	Nimes.	Gard.	2	2
Nouveau French.	Orleans.	Loiret.	32	68
Vaugirard.	Paris.	Seine.	2	3
French Civilian.	Pauillac.	Gironde.	15	48
American.	Perigueux.	Dordogne.	30	110
Pierre Love.	Poitiers.	Vienne.	6	16
Protestant.	Pons.	Charente Inf.	4	13
American.	Pontoux-les-	Landes.	2	6
	Forges.			



AMERICAN ARMY RECONSTRUCTION SERVICE
 G-4 C. in Europe
**FLANDERS FIELD AMERICAN CEMETERY
 AT WAEREGBEM (BELGIUM)**
 REVISED PRELIMINARY PLAN FOR GROUNDS
 PREPARED BY THE AMERICAN ARMY
 RECONSTRUCTION SERVICE
 DATE: 1919-1920
 DRAWING NUMBER: A. S. S. 1022-1049

Scale: 1 inch = 100 feet
 0 10 20 30 40 50 60 70 80 90 100

Flanders Field American Cemetery
 at Waereghem, Belgium.
 Revised Preliminary Plan for Grounds.

CEMETERY NAME.	COMMUNE.	DEPART- MENT.	NUMBER OF BODIES.	
			Concen- trated.	Repatria- ted.
Nouveau Neuilly.	Puteaux.	Seine.	2	2
Civilian.	Ris Orangis.	Seine-et- Oise.	1	-
Cemetery de la Marine.	Rochefort-sur-Mer.	Charente Inf.	4	4
French Civilian.	Rosny-sous-Bois.	Seine.	1	-
French Civilian.	Rouffiac.	Charente Inf.	1	-
French Civilian.	Samois-sur-Seine.	S.-et-M.	1	2
French Civilian.	Saumur.	M.-et-L.	8	8
French Military.	Savonniere- devant-Bar.	Meuse.	1	1
French Civilian.	St. Germain-du- Salembr.	Dordogne.	1	5
French Military.	St. Jean de Monts.	Vendee.	7	21
French Civilian.	St. Louis de Montferrand.	Gironde.	1	-
French Civilian.	St. Maixent.	Deux Sevres.	2	2
French Civilian.	St. Trojan-les- Bains.	Charente Inf.	3	7
American.	St. Maixent.	Gironde.	3	17
American.	Talence.	Gironde.	176	387
St. Genes French.	Talence.	Gironde.	35	72
French Civilian.	Thouars.	Deux-Sevres.	2	1
Hospital Cemetery,				
St. Mandner.	Toulon.	Var.	1	-
French Civilian.	Toulouse.	Hte-Garonne.	2	4
French Civilian.	Vals-les-Bains.	Ardeche.	1	5
Gonards.	Versailles.	S.-et-O.	2	1
French Communal.	Voves.	E.-et-L.	1	1
TOTALS.		74 Cemeteries.	950	2,144
From Suresnes Cemetery.			539	486
New Locations, (Unrecorded Burials).			8	-
AGGREGATE.			1,497	2,630

FLANDERS FIELD AMERICAN CEMETERY #1252.
(Waereghem, Belgium).

Military.	Motor Car Corner.	Belgium.	1	-
Communal.	Namur.	Belgium.	3	2
Lijessenthoek British Military Cemetery.	Poperinghe.	Belgium.	53	67

<u>CEMETERY NAME.</u>	<u>COMMUNE.</u>	<u>DEPART- MENT.</u>	<u>NUMBER OF BODIES.</u>	
			<u>Concen- trated.</u>	<u>Repatria- ted.</u>
Nine Elms British Military Cemetery.	Peperinghe.	Belgium.	18	77
Abeels British Military Cemetery.	Peperinghe.	Belgium.	32	50
Hagls Dump British Military Cemetery.	Peperinghe.	Belgium.	10	15
Local Cemetery, American Plot.	Schoolselhof, Antwerp.	Belgium.	1	1
TOTALS.		7 Cemeteries.	118	212
From Waereghem Cemetery.			245	450
New Locations, (Unrecorded Burials).			2	
AGGREGATE.			365	662

BROOKWOOD AMERICAN CEMETERY #107-E.
(Brookwood, Surrey, England).

British Cemetery.	Aldershot.	Hants, Eng.	1	3
Amesbury.	Amesbury.	Wilts, Eng.	1	5
Aylesbury City.	Aylesbury.	Bucks, Eng.	1	1
Perrymead Catholic.	Bath.	Somersetshire, England.	1	1
Locksbrook.	Bath.	Somersetshire, England.	1	6
City Cemetery Glens- alina Ext., Falls Rd.	Belfast.	Antrim, Ire.	4	15
Lodge Hill.	Birmingham.	Warwick, Eng.	3	11
New Market Road.	Cambridge.	Cambridge, Eng.	1	-
Carsaig.	Carsaig, Isle of Hull.	Argyllshire, Scotland.	1	-
Fort Pitt.	Chatham.	Kent, Eng.	1	1
Grange Gorman Military				
Blackhorse Road.	Dublin.	Dublin, Ire.	3	1
British Military.	Durrington.	Wilts, Eng.	4	9
Ocklynge.	Eastbourne.	Sussex, Eng.	1	1
Craigton.	Glasgow.	Lanark, Scot.	18	92
Grantham.	Grantham.	Lincoln, Eng.	1	2
Shettersmill Church- Yard.	Haslemere.	Surrey, Eng.	1	-
Kilchoman.	Kilchoman, (Islay).	Argyllshire, Scotland.	76	237

<u>CEMETERY NAME.</u>	<u>COMMUNE.</u>	<u>DEPART- MENT.</u>	<u>NUMBER OF BODIES.</u>	
			<u>Concen- trated.</u>	<u>Repatria- ted.</u>
Newport.	Lincoln.	Lincoln- shire, Eng.	3	10
Kirkdale.	Liverpool.	Lancs., Eng.	7	51
Everton.	Liverpool.	Lancs., Eng.	114	517
Southern.	Manchester.	Lancs., Eng.	16	68
Willow Grove.	Manchester.	Lancs., Eng.	5	20
Old Betley.	Oxford.	Oxon, Eng.	2	2
Paignton.	Paignton.	Devon, Eng.	12	88
Port Charlotte.	Port Charlotte.	Argyll, Scot.	10	42
Kilnaughton.	Port Ellen, (Islay).	Argyll, Scot.	15	78
Reading.	Reading.	Berks, Eng.	2	2
Coatham Churchyard.	Redcar.	Yorks, Eng.	1	-
Shorncliffe.	Shorncliffe.	Kent, Eng.	1	1
Holly Brook.	Southampton.	Hants, Eng.	1	8
Stamford Cemetery.	Stamford.	Lincoln, Eng.	1	8
Church Cemetery.	Thetford.	Norfolk, Eng.	1	1
Magdalen Hill.	Winchester.	Hants, Eng.	91	454
New Fulford.	York.	Yorks, Eng.	1	4
TOTALS.		34 Cemeteries.	402	1,739
From Brookwood Cemetery.			33	99
AGGREGATE.			435	1,838

CHAPTER VII.

THE REGISTRATION BRANCH.

In Chapter I, Volume No. 2 of this History, under the heading "ORGANIZATION OF STAFF", is shown the organization of the Registration Branch, and a general outline of its functions.

With the expansion of the field operations of this Service, an automatic expansion of the work of this Branch was experienced, and with the beginning of the year 1922 its efforts were being taxed to the fullest capacity.

In addition to the formulated routine record work, it was now necessary to initiate G.R.S. Forms #114-A, not only for normal concentration cases, but also for all bodies now buried in the permanent cemeteries which must be exhumed and reinterred in order to obtain uniform spacing of graves. Prior to the initiation of these forms, an individual study of each and every case was necessary, in order to prevent the possibility of a "Do not Disturb" case being moved from original location, and, at the same time, comply with any wishes that might have been made by relatives, such as being notified as to the date a certain exhumation and reburial was to take place, bodies to be buried side by side, etc.

Upon the receipt of accomplished G.R.S. Forms #114-A from the field, reporting final interments in the permanent cemeteries, the following additional action was necessary in this Branch, in

each individual case:-

- (a). - G.R.S. Forms #114-A and #16-A were compared to determine whether any discrepancies existed in the accomplishment of same.
- (b). - Change of grave location on G.R.S. card.
- (c). - Change of grave location in the mimeographed directory of grave locations, and also in the directory of the cemetery from which the body had been originally exhumed.
- (d). - Accomplishment of G.R.S. Forms #114-B.
- (e). - Arrangement of forms according to grave locations, and the accomplishment of G.R.S. Forms #1-A.

Upon the completion of the above, one copy each, of G.R.S. Forms #1-A, #16-A, #114-A and #114-B, was forwarded to Washington, and one copy each filed in Headquarters at Paris, for reference purposes.

Another angle of the increased work in this Branch may be seen in the effect resultant from the changes of mind of the next of kin as to disposition of bodies. At first an application might be received for the remains to be returned to the family, and, consequently, a G.R.S. Form #114 appeared, or was initiated in the Branch. Subsequently a cable would be received stating that this body was not to be returned, and the case must be looked up, and steps taken to recall from the field the Form #114, which had been sent out. The same was true of concentration cases. The Branch, being advised that a certain body was to be buried in a permanent cemetery, would initiate the proper concentration forms and send them to the field for compliance. In the meantime, however, cabled

instructions would be received to the effect that the next of kin now desired the remains to be returned to the United States. These changes of mind necessitated the same action as in the former cases. From January 1st to August 31st, 1922, the following number of such "changes" were recorded and acted upon:

633 Permanent concentration cases changed to shipments.

164 Shipments changed to permanent concentration cases.

The most interesting phase of the work of the Registration Branch comprised the attempts to locate a body theretofore unlocated, and to identify "unknowns". Complete identification was sought by a constant and thorough check of all correspondence, forms, and other burial information, against the casualty cards on file in this office. In this manner ninety-six theretofore unidentified bodies were identified from January 1st to August 31st, 1922.

CHAPTER VIII.

IDENTIFICATIONS.

One of the most absorbing problems of the work of the American Graves Registration Service was that connected with the question of identity. The bodies of a vast majority of the dead possessed metal tags and no doubt as to identity ever arose. There were in all some 2,000 unknown dead and unlocated burials. It was a constant occupation of interested officers and their staffs to try, by one means or another, to connect the "unknown" burials with the men who were known to be missing, but whose graves had never been reported. Such loss of graves, or of the identity of bodies within graves, was common to all armies and arises from a variety of causes. Of these, one of the most important was carelessness among the men themselves. Any Company Commander will testify that he has personally inspected a Company and has seen a tag on every soldier, and that, in all probability, were he to inspect the same men half a day later, he would find that some had removed their discs, and this in spite of the most stringent orders that could be given.

Another contributory cause may result from the giving of orders in time of war to remove identifying marks to keep troop positions secret. A man, killed under such circumstances, might easily be lost trace of, for, though his comrades rudely mark his grave, the chances favor the destruction of the temporary indicator.

Battle conditions produce all sorts of freakish happenings - cemeteries may be wiped out, graves may give up their dead, and burial parties may be smothered in debris. There is, of course, also the possibility that a missing man may have been destroyed by shell fire without leaving an identifiable trace.

Such occurrences were, fortunately, rare, but it was hard for relatives not conversant with these terrible happenings to realize how easily a man might be all but annihilated.

To identify a hitherto unknown body was a most important factor in the work of this Service and to gain a successful issue the greatest efforts were brought forward. The sentiment of the parents was fully appreciated. It might be the frame of a body, or only a skull, but the entire interest in life for a heartbroken father or mother might lie buried in some grave in France.

During the identification operations an average of a dozen perfect identifications was made each month. When disinterred and concentrated into permanent American cemeteries, the number of unidentified dead was materially reduced.

To establish the question of identity many contributing circumstances were employed. To find a tag on the body was, of course, the most conclusive means of identification; but in addition to this the position and location of the body, as found in the cemetery chart or other records, was also considered.

The original caretakers often were able to describe exactly the position of every body in the small cemeteries under their care. As an example of frequent occurrences, which would nullify the value

of the dental chart, or even the presence of the identification tag, an instance might be cited in the case of the 26th Division at White Cross Farm, between Chateau-Thierry and Fismes. There was a direct hit on one of the 75 mm. guns of the 102nd Regiment of Artillery. It exploded the caisson, which overturned on three men of the gun crew who had taken refuge behind it. The following day their bodies were discovered - two of them headless, and all mutilated beyond identification. They were known, however, also their serial numbers, and they were buried in the forest by their comrades. A proper grave marker was erected on which was inscribed their names and numbers, and the date and circumstances of their death. A low rustic fence surrounded the grave. To all intents and purposes, the identification was complete, and yet there was no possibility of a dental chart, or a tag. This instance is only an example of a number in one division alone. As a matter of fact, regardless of the care taken, there was bound to be a certain number of unidentified dead by the very exigencies and circumstances of modern warfare.

As an example of some of the difficulties encountered by this Service, not so much in arriving at proper identifications, but in demonstrating them to the complete satisfaction of the families of the deceased soldiers, there might be recounted the following experience.

The father of a soldier buried in an American Military Cemetery in France first visited the grave of his son who had been killed in the war. He desired at that time to take the body home with him, but, individual exhumations not being authorized, he returned alone.

The remains were later exhumed for positive identification. This was accomplished to the complete satisfaction of this Service by comparing a shell wound in the back of the skull with the description in the hospital records, which exactly corresponded. This evidence was further substantiated by the surgeon who himself had performed the operation consequent to the wound.

The family, in the meantime, placed a small non-regulation cross at the grave. This was allowed to remain as supplementary to the regulation cross which was afterwards erected in conformity with the plan of the cemetery.

The body was found under the regulation cross. The non-regulation cross was a little to one side of the latter. This concession to the sentiment of the family proved, through no fault of the American Authorities, to be productive of much unnecessary doubt and extensive correspondence.

A careful dental chart had been prepared in duplicate and sent to Washington, together with a report of any other identifying features discovered. These were transmitted to the father of the deceased soldier for comparison with the dental data available to him.

After comparing these he stated that the proofs indicated conclusively to all of his family, and to the two dentists consulted, that the identification was absolutely wrong, and advised that nothing further be done with his son's supposed body until he should be furnished with additional proof. He wrote that he deeply regretted that it was not the right body and therefore requested that it be not sent to him.

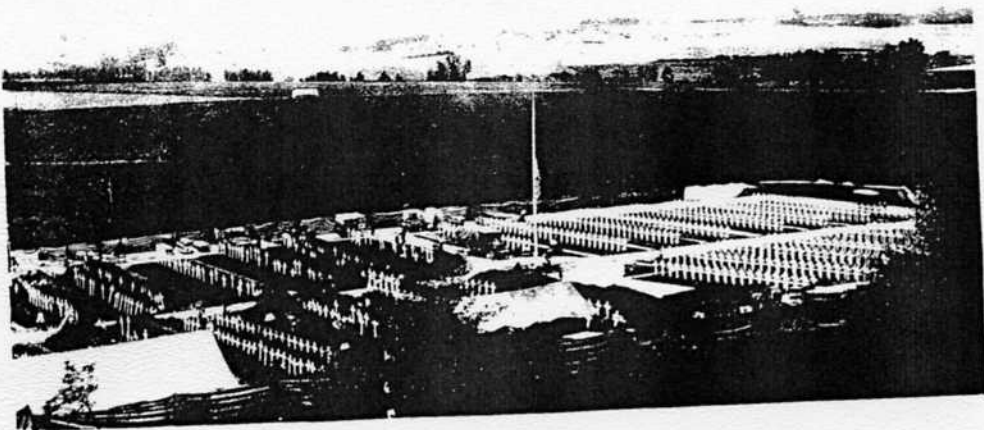
The body was again exhumed, following which another dental chart was sent, containing more detail, showing that the right eye-tooth was missing before death and four others after death.

His dentist examined the corrected edition of the chart and said it showed it was not the body of the son. He stated that on the first bi-cuspid tooth in the upper left jaw he had put a "Richmond" crown, which type showed a porcelain surface, whereas in the chart it mentioned a gold crown.

The grave was again opened, examination of contents made, and Form #16-A again accomplished. This time the tooth chart was made by a medical officer and it was found that the chart, formerly made, was correct except for certain technical terms, and that what had been called a gold crown was a gold crown, but had, in addition, a porcelain inlay on the outside of the crown. This corresponded with the dentist's description of a "Richmond" crown.

The officer in charge of the exhumation, making a careful examination of the same, and taking the first dental chart, stated positively that he was able to identify the body.

In connection with this, the following letter from the officer in charge, stating why he was satisfied the body had been properly identified, is interesting, showing by what extraordinary coincidences, unquestionable decisions on difficult identifications were made possible:



View of Cemetery at Belleau Woods during Exhumation
Operations.

"I was especially interested in this exhumation as the deceased and I were in the same Training School together. His bed was about the third from mine so we became very good friends during the nine weeks of the school. I well remember that we had spoken of the fact that he and I had the same tooth missing only his was on the right and mine on the left side.

"After having made out the tooth chart and completing a careful examination of the body I knew it was that of my friend. The shape of the head and teeth were exactly as I remembered them."

After receipt of this last information the father cabled asking that his son's remains be not removed until his arrival in Europe. Operations were accordingly ordered to be suspended pending his arrival, and an aluminum strip reading "Do not disturb; Pending Instructions", was placed on the cross marking this grave, to prevent any exhumation of this body during operations in that cemetery.

These instructions regarding the disturbing of the body were rescinded when the father of the deceased, accompanied by the representative of this Service, arrived at the cemetery for the purpose of witnessing the exhumation with the view to establishing positive identity. The former had procured an exact model of the original "Richmond" crown from the dentist who had treated his son, and this he brought with him. Upon arriving at the cemetery the officer in charge persuaded him not to view the actual exhumation, but himself directed it.

After some months of doubt and painful uncertainty on the part of the family, and of courteous correspondence and the constructive patience of the Quartermaster Corps and the officers of the American Graves Registration Service, the whole question of this

particular identification hinged on the one tooth which this Service was asked to take from the skull, that it might be compared with the model which the father held, as he waited at the edge of the cemetery.

So much depended on the outcome that it was a tense and dramatic moment when the officer returned and silently held out the tooth which he had taken from the exact location shown by the dental chart - the tooth which the father had traveled thousands of miles to see. They were exact replicas. The question was settled and, as a result, the father said "This is proof positive - the trip over here was worth it". He then requested that the remains be sent to the United States.

On the return trip to Paris he repeatedly expressed his great satisfaction at the manner in which the work had been done and that he considered the Service a great undertaking, adding "and to think that this entire organization has only one purpose in view and that is to send back to their mothers, fathers or other relatives, the remains of their dead".

If the American Graves Registration Service had only identified and restored to his sorrowing family one of our dead American soldiers, it would perhaps have justified its entire organization and existence. Its whole vast interlacing machinery hinged on successful identifications, and the solving of many of these most difficult problems was due to the untiring patience, plus constructive reasoning, on the part of men devoted to the interests of this Service.

As an example of one of the many channels through which

information is received of isolated and unmarked graves, and of the way in which such is utilized, the following may be cited:-

A letter from Monsieur P. E. Mairesse, of Paris, was received by Mr. Floyd Gibbons, of the Chicago Tribune, on January 10, 1921, more than two years after the Armistice. The letter was referred by Mr. Gibbons to Colonel Rethers, who at once sent a copy to the Area Supervisor with directions to make a thorough search of the vicinity, report the action taken and the result obtained.

It appeared from the communication of Monsieur Mairesse that he had returned home to spend the New Year with his mother and while going about among the ruins of the French first lines, and paying a few visits to his old friends of pre-war times, he learned that the body of an American soldier was buried in a lonely field near the village of Cantillon, (Nord). The English and American soldiers had united during October, 1918, in an advance between Guise and Le Cateau, and this young American had evidently been killed and hastily buried in that sector.

A small board over the grave marked simply "American Soldier", was the only legend of the burial, and when the farmer, on whose property it had been located, began to plow up the land in 1920, he ran furrows around the grave with his tractor. Hearing of this, Monsieur Mairesse decided to notify some official organization of the fact. He felt that the man's family would be glad to know that their son was no longer missing and that, having been killed in action, he had, without doubt, proved a gallant soldier. Furthermore, he included detailed instructions as to the people through whom

the grave could be located, and accompanied this by a rough drawing of the locality.

In compliance with these instructions, a search was made, with the following results:-

The grave was found at the point designated. The body had been buried in a shell hole and was clothed in an American uniform. There was no cross or any marking whatsoever surmounting the grave at that time. The only personal effects found with the body were a pocket book containing a scapular, a crucifix and a religious medal. A Catholic medal also hung around the neck. No identification tag was discovered about the body. These effects were carefully treated with the hope that a possible identification might be effected at such a time as they should become dried out.

After the accumulated earth of two years and more had been carefully removed, and the pocket book cleaned, it was found that one of the inner sides contained a thin sheet of transparent celluloid on which were very faintly discerned certain characters, almost illegible, even when placed against a glass held towards a light.

On what at first appeared to be meaningless and inadequate data, a complete identification was finally established. Within three days after the original notification of the reported location of the soldier's remains, this Service had located and exhumed them and only very shortly after that the problems leading to this complete identification were solved.

Another characteristic example of interest, was that of

an American soldier exhumed during the operations at Somme Cemetery. In this case there were no means of identification found in the way of insignia, personal letters, or identification tags. A dental chart in this instance would have proved of little avail. There was only the dilapidated and almost undecipherable remains of a slip of paper on which was written a poem, evidently composed by a friend, and possibly sent to the soldier from home. This poem later was discovered to be an acrostic; each line beginning with a letter of the man's name, and from which was finally established the proper identification of the remains.

The peculiarity of some of the burials made identification almost impossible, but the brighter side to the question was the remarkable number of successful identifications, results obtained after diligent, persistent, and exhaustive research work.

In many hundreds of cases, where any trace of identification appeared at first impossible, a thread of light was thrown upon the case by the discovery of some remote evidence. The only clue available at times to restore individuality to a body which had been considered unknown were a penknife, a card case, an unused check, or a newspaper clipping.

One identification was obtained by a searching party looking for a body of a deceased soldier with a Polish name. In a certain area there was buried a supposed unknown soldier, the only possible identifying clue was a Polish newspaper in the breeches pocket. A Polish name appeared on the list of unidentified bodies and the newspaper was the link which finally led to the complete identification of the remains.



Exhumation Operations at Aisne-Marne Cemetery.

Another identification was traced by means of a newspaper clipping. Upon exhumation there were no marks whatever upon the body or the clothing, both of which were in a bad state of decomposition. In the folds of the clothing, however, protected by several layers of newspaper, was a clipping, containing an interview with the father of the deceased, in which he gave his son's name and an account of an engagement in which he took part. Many others were identified by letters found on the remains.

To illustrate the importance of international cooperation in the solving of the problems of identification, the following may be shown as a significant example:-

The body of an officer in the American Flying Corps had not been located although his death had been reported as having occurred southeast of Grandcourt in July, 1918, this information having been furnished by the International Red Cross in Geneva from a report from Berlin. In the meantime the British had found and reburied the body of an unknown officer of the Royal Air Force at a cemetery near Courcellette. The Germans had left a record of the number of the machine in which the American officer had been shot down, and the Canadian Burial Corps, when concentrating the body, preserved the original marking "N.P.85, Unknown, R.A.F., killed in Machine B, 1113". An investigation of the Royal Air Force records, after some disappointing negative results, finally revealed that the only machine bearing the above number that could be traced was a Bristol Fighter, reported missing in July, 1918, a machine that was flown by the American officer which was last seen in combat east of Albert. The records in Washington yielded the further fact that

this officer was on duty with the Royal Air Force at the date of his death. This completed the chain of evidence and made the identification certain; but it was a problem that could only have been solved by the use of German burial records, of British Army and Cemeterial reports, and American confirmatory data.

An extraordinary instance of constancy rewarded was seen in the search by a mother for the body of her son - an American who was a sergeant in the French Flying Corps. The mother was a charming old lady, seemingly frail and wholly unsuited to the continued trials she made on her strength, yet one who crossed the ocean twice and walked over many miles of battle front, looking up reported locations, and finally finding the object of her search, just as she was about to give up in despair. She won everyone to her side. The French War Office, the Liaison Officers, and the staff of this Service extended her every assistance, while exhaustive searches were made in Berlin to secure personal testimony on the case.

The French Authorities reported that the soldier had been interred at "Missey-aux-Bois", on July 29th, 1918, the information being based on a French legal burial declaration. This Service investigated the vicinity mentioned without results and the mother personally covered all the ground.

It was known that the Sergeant, flying a Spad 15, plane No. 3423, Hispano 180 H.P. motor No. 5562, had taken the air at 8.45 July 8th, 1918, with a patrol directed to operate on the Chaudun-Billy s/Ourcq front. At 9.45 the patrol attacked a group of monoplanes between Lanatre and St. Remy. Other enemy planes came up; there was a general melee for five minutes, and, though the

patrol regained the French lines, the American's machine was missing. This fight occurred in the region of Chaudun Vierzy.

Just as all investigation seemed to be at a standstill because of the complete failure to find anything at Missy-aux-Bois, the mother herself, in looking through the French War Office dossier, discovered there was a confusion relative to her son's case and that of another man of the same surname, serving in an infantry regiment, who had been interred at Missy-aux-Bois. Thus all her previous visits to the Soissons Area had been in vain and she would indeed have been at a loss had not her agent in Berlin at last secured the personal testimony of the aviator who had brought down her son. He reported that the body was buried in Chacrisee Churchyard, twelve kilometers southeast of Soissons, and that the cross had been marked with the name on one side and umbrella check from an American College club, on the other. With the aid of the American Area Supervisor of this Service, the cemetery was found by the mother, and, though the cross had been lost in the German retreat, the group of graves reported was found and among them the body of her son.

Occasionally practically conclusive evidence of identity will not be accepted by a soldier's family. Such a situation is somewhat embarrassing to the Service, as in the following instance, when the rejection of one man's identity also destroys knowledge of another's grave.

The family of a lieutenant, who was an observer, was not satisfied as to the identity of the body found and identified as his. This body was originally located in an isolated grave near Tronville,

Meurthe-et-Moselle, and had been marked by the Germans as follows: "Here lie two American aviators, died September 14, 1918". A boy in a neighboring village had a handkerchief, from the body, marked with the officer's name, rank, and corps, which the Germans had thrown away. The father, however, argued, with some truth, that a handkerchief was meagre evidence; that any of his son's friends in the Squadron might have had it or that he might have dropped it from his plane while flying. He pointed out that the officer's identification disc had not been found and that he had a confidential report to the effect that his son had been seen in a German hospital in October, after the supposed burial.

Thus questioned, the double grave was ordered opened. The one grave, containing the two bodies, was marked by two large wooden crosses, not regulation, but, judging from the style of lettering, American in origin. They were marked with the name of the officer in question and with the name, rank and organization of his pilot. The old German board above mentioned, with its lettering, was also there.

Upon opening the grave it was found that one of the bodies was buried face downward, one on top of the other. The upper of the two bodies, as found in the original grave, was so badly burned and mutilated that it was absolutely impossible even to hazard a guess as to his probable height and weight, and only the fact that a portion of his whipcord breeches remained, indicated that he was an American officer. The bodies, when buried, had been wrapped in pieces of aeroplane covering. These remains were then taken to Thiaucourt Cemetery, where another careful search was made and the

following information was gleaned. The underwear, as found on the under body, as originally buried, was of a superior grade of mercerized nainsook, athletic style in cut; when this underwear had been washed and dried, on the neckband in two different places, were discovered the initials of the officer in question plainly written in ink. There was nothing else found on the body which would give any clue to the identity of the man. The appearance of the body supposed to be that of the deceased officer was that of a man approximately 170 pounds, broad-shouldered, small waist, well-shaped legs, full chest, high forehead, dark hair, and prominent teeth. The initials on the underclothing, together with the handkerchief found, completed the chain of evidence to the satisfaction of this Service, since the other officer found in the same grave had been the pilot on their fatal flight and whose identity was also considered established.

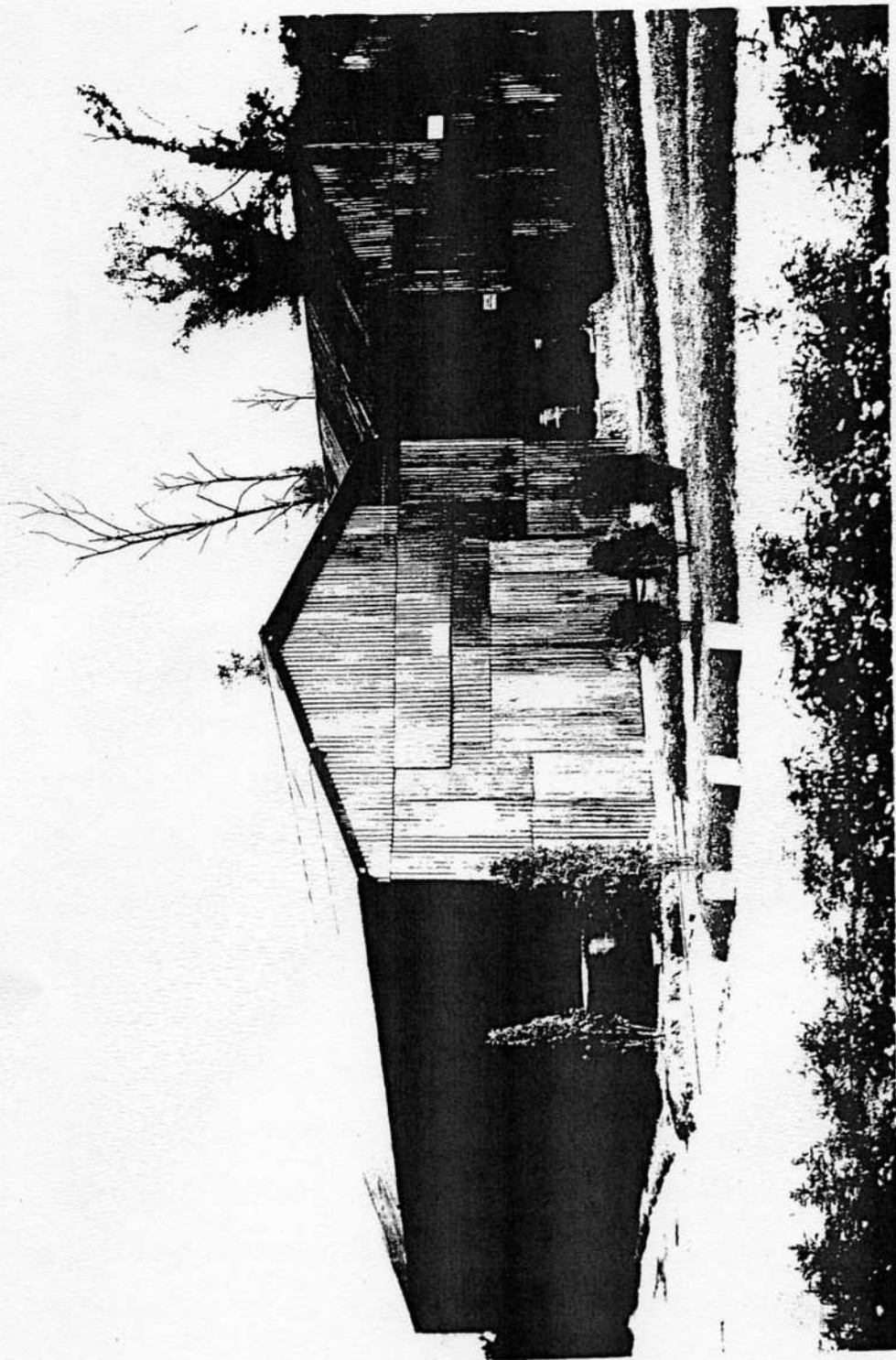
The family, however, were still unsatisfied. In January, 1920, the grave was again opened and a detailed dental chart was taken. The chart was not accepted by the family as being a true account of the teeth. Owing to the process of decomposition, only an impression chart was procurable when investigation was made. The father maintained also that the underwear found marked with the initials could not have been those of his son, since each garment, as he knew it, had been marked by a tape containing his full name woven into the fabric of the cloth and sewn firmly to the garment. He also declared that his son's uniform had been marked on each

piece with his name in indelible ink. He also maintained that on personal investigation he had found parts of the machine brought down near the point where the bodies had been discovered and that these parts were not those of a Salmson machine, such as the two officers were flying. He also claimed that he had heard of a German report recording a Salmson plane which was shot down near Conflans on the same day as these two men met their death.

To the declarations of the officer's family, which contradicted the evidence on which this Service had based its identification, it was impossible to enter a denial, and on the other hand, since the facts in the possession of the Government were not applicable to any other missing men, it was difficult to confirm the family's refusal to acknowledge the body. The fact that it involved also the location of the pilot's body made action even more difficult. It is of course obvious that owing to the passage of time, when a question reaches such a point, it is almost insoluble.

This Service was informed that on January 23rd, 1922, some wood cutters, working in the Blanche-Couronne Wood, had discovered the bones of an American soldier, a loaded Army revolver by his side. According to the information there were evidences of a ball having passed through both sides of the skull and that the condition of the bones and clothes found were such as to indicate they were torn by foxes or other animals; that from insignia found on the clothing it appeared the remains were those of a lieutenant.

The woodmen reported the discovery to the Gendarmerie at Savenay and also the Mayor of La Chapelle Launay. Inspection



Mortuaries - AISNE-MARNE CEMETERY.
(Belleau Woods).

of the remains was made the same day by officials of the town and the bones buried in the municipal cemetery of La Chapelle Launay.

This Service was notified and immediately despatched a representative to the spot to make an exhaustive investigation. It was determined from the condition of the body that death had taken place about four years ago, but the identity disc was so badly corroded the inscription could not be deciphered.

The uniform was in shreds, but a gold watch was found in the pocket of the blouse. Every possible clue to identification was obtained and an investigation begun by this Service. A second identification tag was found from which could be deciphered a Christian name and middle initial, also five letters of the last name and the corps, which led to the complete identification of the body.

The condition of the revolver and the evidence of identity were sufficient to lead to the conclusion that the officer, who had been ill at Base Hospital #119, at Savenay, and who disappeared on March 10th, 1918, and had been dropped from the rolls about two months later as a deserter, had gone into the dense forest and shot himself through the head.

The body, after remaining four years unburied in this lonely and unvisited section of the woods between St. Nazaire and Nantes, in the Department of the Loire Inferieure, was transported to the Oise-Aisne American Cemetery at Fere-en-Tardenois for burial.

All questionable identities, which could not be determined at the graveside, were submitted to the Board of Review at the Headquarters office in Paris. In the succeeding chapter there will be found an account of the activities of this body.

CHAPTER IX.

THE BOARD OF REVIEW.

The Board of Review consisted of three officers, appointed for the purpose of considering questions of identification regarding individual burials, and irregularities in cemeteries, which could not be corrected in the ordinary routine.

The Masters of Sections were directed to refer all doubtful cases of identity to the Board of Review. These cases were marked "HOLD", and so held pending action of the Board.

The method by which the Board determined identification in the majority of cases was by a thorough investigation of all records on file in the Headquarters at Paris, in addition to a thorough check of the information contained on G.R.S. Forms #114 and description of the remains as contained on G.R.S. Forms #16-A submitted for the exhumation.

In addition thereto, a graphical chart for each row in which questionable cases were located was accomplished, and, by this means, the Board determined whether any burial irregularity existed in the row by a comparison of the location in which the soldier was supposed to have been buried with the location in which the remains were actually found. For example:

A case of questionable identity for a body, upon which had been found no tag, nor other means of identification, is submitted to the Board of Review. There are 26 burials in the row from which

this body was exhumed. A chart is then accomplished showing the name of every soldier as shown on the grave markers over the respective graves. By reference to copies of G.R.S. Forms #16-A for the exhumations in that particular row, the Board completes data on each grave on the chart, showing where bodies were found and identification in each case. If, after completion, the chart indicates that all 26 bodies were located under their proper markers, and the percentage of bodies identified by means of tag, etc., being sufficiently large enough to warrant same, and there being no evidence to the contrary, the Board concludes that no burial irregularity exists in the row, and identification in the case is then concluded as being positive.

The work of the Board of Review was at its maximum during the fore part of the year 1922. The irregularities of burial encountered caused the Board to be confronted with a number of very difficult and perplexing problems.

The conditions mostly encountered, causing Board of Review action, were:

(a). - Burials were originally made at uneven distances apart. This condition, when regulation crosses were placed in alignment, caused the bodies to be located one, two, three and frequently four graves either to the right or left of their respective markers. The Field Forces, in exhuming a body from under a certain cross, upon finding no means of identification, would naturally not be aware of this condition existing throughout the row. The Board of Review, however, after study of the graphical chart would encounter

this condition, and eventually determine by which cross this body should have actually been marked.

(b). - Transpositions existed between bodies buried within a row and, in some cases, between bodies buried in different cemeteries. In some cases transpositions existed between three and four bodies and resulted in the body, upon which had been found no means of identification, being reported by the Field Forces as "unknown", and certain bodies reported "not found". When effecting exhumations in a certain row, if a body, not supposed to be buried in the row, was identified in one of the graves therein, the Field Forces would naturally report such body as an extra body located, and the body of the soldier, supposed to be buried in that particular grave, as "not having been found". The Board of Review would investigate the case from the beginning of the existing irregularity and connect the unidentified body with the body not found, submitting detailed report to Washington in order that that office might have something tangible upon which to base decision.

(c). - Authorization having been received for the return of a certain body in Bony Cemetery, the Field Forces exhumed the body in the grave specified. Upon exhumation, however, the body was identified as one not supposed to be buried in the cemetery. The case was referred to the Board of Review, which, upon investigation of the records, found that the soldier whose body was identified in Bony Cemetery was supposed to have been buried in St. Souplet, (Nord). The body under his cross in St. Souplet, (Nord), was, therefore, directed exhumed and, upon investigation, same was

identified as the soldier supposed to have been buried in Bony Cemetery, thus completing a transposition between bodies buried in two different cemeteries.

The following figures will illustrate the work accomplished by the Board of Review up to and including August 31st, 1922:

Number of cases referred to Board of Review for investigation.....	1,746.
Number of cases identified by Board.	1,061
Percentage of cases identified by Board.....	60.77
Number of cases referred to Washington for further investigation.....	685
Percentage of cases referred to Washington.....	39.23
Number of cemeteries in which irregularities were investigated by the Board.....	81



Memorial Day. - May 30, 1922.

Waereghem, Belgium.

CHAPTER X.

PROCUREMENT OF LABOR.

In order to fully understand the difficulties experienced by this Service in its dealings with the question of the labor which it was forced to use for its work, it is thought that a brief resume of the labor situation in France at the end of the war, when the American Graves Registration Service commenced its operations, might be of interest and help to explain why certain policies were adopted, with reference to labor contracts, which at first glance do not seem consistent with the general policy of labor contracts between the American Government and Contractors in the United States.

As is well known, the male population of France was greatly reduced by the war, and an extended region of France had been over-run and the cities and villages therein reduced partly or wholly to ruins.

The reconstruction of these regions by forced German labor was disapproved by the Versailles Conference, and the hiring and introduction of foreign labor was prohibited by the natural opposition of the French labor organizations. Hence, France was confronted with a need for vast reconstruction with a much reduced supply of labor to perform it.

After the Armistice, a great majority of the original laboring population returned as soon as possible to their pre-war habitations. This population, however, was not adequate in the devastated regions to the requirements for prompt rebuilding, but, strange as it

may seem, continuous work in the devastated regions was not always available for the entire male population which had returned to these localities.

This condition, which produced unemployment, was due to the system adopted by the French Government for financing the reconstructing operations. The net result of this system was that the advancing of moneys for reconstruction was made dependant upon the receipt of war indemnities from Germany, therefore, labor in the devastated regions was alternately actively employed or idle, depending upon the receipt and distribution of such indemnity payments. This condition produced the result, that French labor was in a state of general unrest because of lack of continuous employment, although a great amount of work remained to be done.

When the United States Government, acting through the American Graves Registration Service, started work in the Battle Areas, the French Minister of Labor was alarmed for fear that the labor market in those localities would be disturbed, by the fact that such labor as this Service employed would have better inducements offered it, both as to rates of pay and by the assurance of prompt payment and definite periods of employment.

The American Graves Registration Service was, therefore, requested by the French Labor Ministry, in securing labor for its requirements in these regions, to adhere to the rates of pay established for the various classes of labor by the "Bureau Departemental de Placement" in each region, and to prevent the introduction of labor from other localities than those in which work was taking place.

Further, under French laws relating to hiring and discharging of personnel, there are in force very complicated laws for the protection of labor. These laws tended to place the United States in a peculiarly awkward position, since the protection of the employer against employees' unreasonable claims for injuries received while working, for disability resulting from accidents, and for old-age pensions, consists in recourse to Judicial Decisions in the Courts.

As the United States has from time immemorial declined to appear in Foreign Courts of Justice, this protection was not open to this Service. Thus it became necessary to find a way in which the United States could comply with the laws of France regarding labor, and yet, preserve its prerogative and established traditions in not subjecting itself to Foreign Courts of Justice.

The American Graves Registration Service was faced with a double task of complying with the wishes of the French Government and, at the same time, obtaining contracts which would satisfy the peculiar French laws relative to the conditions existing between employer and employee, without submitting this Service to French Courts for protection.

This was done by employing labor through a Contractor who was required under the terms of his contract, to assume the position and obligations of the employer, in so far as the liability for accidents and injuries to laborers was concerned, and at the same time, to fulfil all requirements of the French Labor Ministry, which were specifically stated in the contract.

It should be understood that the making of contracts which would be sufficiently flexible to fulfil the requirements of this

Service in its various activities, presented many difficulties, as it was necessary first, to avoid any labor disturbances at the Ports and devastated regions where the American Cemeteries were located, and second, to comply with the wishes of the French Minister of Labor as to non-importation of labor.

These conditions and the fact that he was being asked to enter into a contract with a party which could under no circumstances in case of disagreement be brought into French Courts, caused the contract to appear burdensome and of questionable desirability from the Contractor's standpoint. It was undoubtedly due solely to the confidence generally existing among French people in the justice and reason of the United States in all of its dealings that enabled this Service to obtain workable contracts.

CHAPTER XI.

THE AMERICAN Y.W.C.A. HOSTESS HOUSES.

The American Young Women's Christian Association began co-operating with the Graves Registration Service, American Expeditionary Forces, in September, 1919, when they were invited to assist the Army in providing facilities for visitors at the various American Cemeteries. The Chief of that Service addressed a communication to the Y.W.C.A. as follows: "At the town of Romagne (Meuse) there is an American Cemetery containing the graves of about 21,500 of our soldiers. The town of Romagne itself is completely destroyed, as is the nearest railroad point, Dun-sur-Meuse, which is about 10 kilometres distant therefrom. The Commander-in-Chief desires that facilities be provided for obtaining food and lodging for visitors at this cemetery, and information is therefore requested as to whether these could be provided by the American Y.W.C.A. Visitors arrive at the Cemetery very tired, after having endured many hardships, and at present there are no means of caring for them."

This appeal received a prompt and sympathetic reply from the leaders of the Y.W.C.A., who immediately set to work making plans to furnish the assistance requested. They decided to send two Secretaries as Hostesses to Romagne to run the house provided for their use by the Army and equipped by the Red Cross Society, and, in addition, to supply any extra furnishings which might add to the

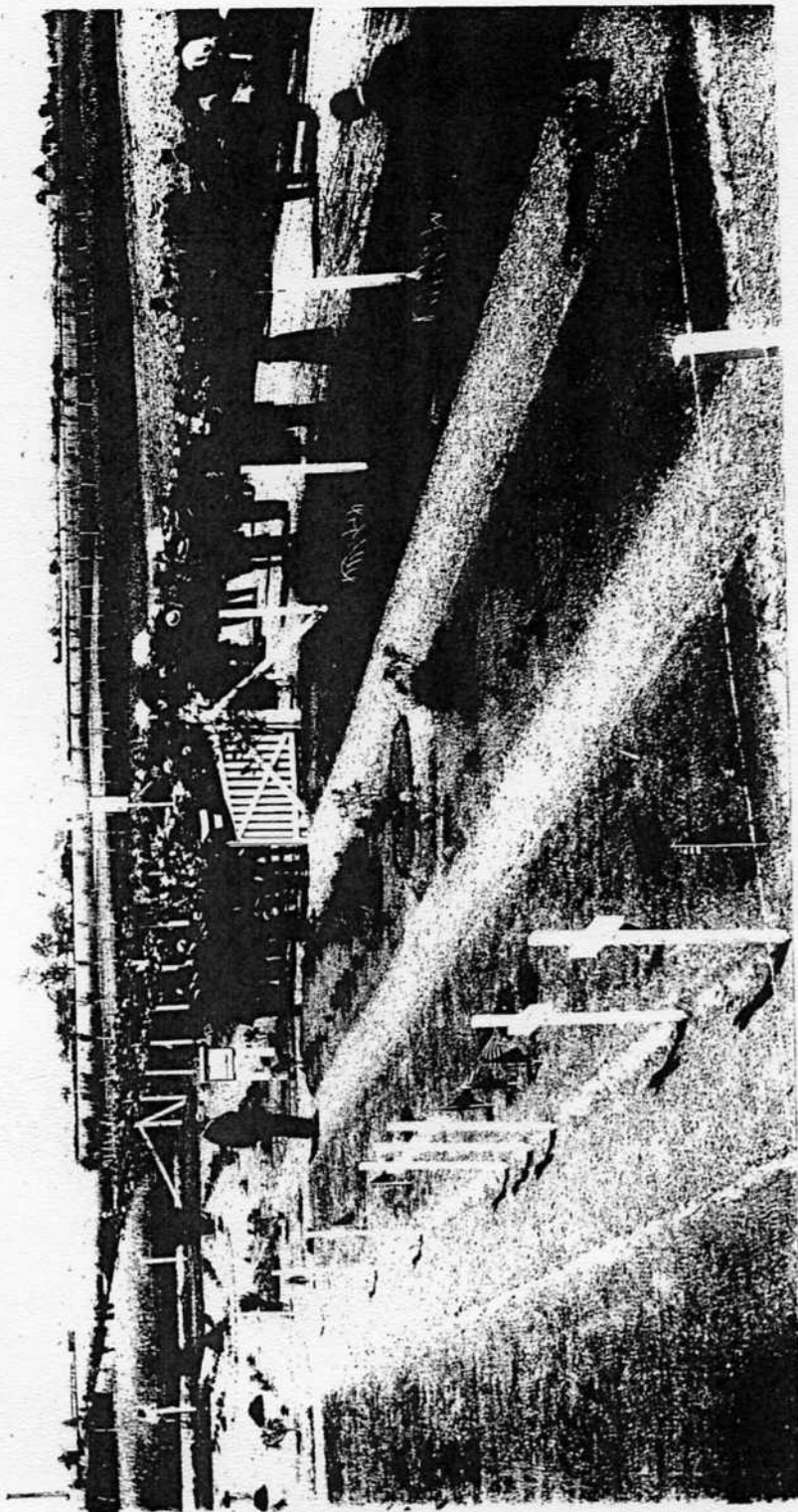
comfort and happiness of the women visitors. On September 17th provisions were dispatched from Paris and the first worker arrived at the barracks.

Some extracts of the reports of these Secretaries give a unique picture of the interior of this little "Rest Home" at Romagne, and of the variety of services it has rendered.

"Our living room has caught the eyes of all our visitors with its cretonne hangings over white scrim curtains, orange the prevailing tone, and its typically American table parallel with the fire-place and covered with magazines, the gifts of visitors. We have a victrola, a piano, which was found in a German dugout, although originally it came from a French Chateau, a commodious desk where one finds postal cards and panorama views of the cemetery. A glassed-in porch or sun parlor connects the two army barracks. Our Hostess House is better suited than ever for offering cheer and hospitality to our many guests. Tea is served here, except on rainy days when the spacious fire place, with its andirons of German railroad tracks and its poker made from a French bayonet, prove more inviting.

"One night a Major's widow came to visit the grave of her husband. She arrived on the late afternoon Army Bus and was able to decorate his grave at sundown. She came back to the Hostess House feeling very much the need of a sympathetic atmosphere and expressed profound gratefulness to the American Y.W.C.A. for having helped her in her sad errand.

"During the spring of 1921 the Romagne Hostess House



Memorial Day. - May 30th, 1922.

Maereghem, Belgium.

offered hospitality to eight hundred people. Besides the Americans and French there were visitors from all parts of the world, for the trip to the Verdun battle field included in almost every case a glimpse of this, the largest of the American military centers in France - and indeed this cemetery is worthy of a special trip. Some come to visit the graves of their relatives, others to pay tribute to America's fallen sons, others to admire this American memorial which is in every respect a standard of cemetery beauty. It is ideally located on the slope of a hill, beyond which rises Montfaucon, that figured so prominently in the Meuse-Argonne drive in September, 1918. With its plots of freshly cut grass, surmounted by white crosses, its foreground of landscape gardening, perfect in every detail, - its gold star made of a solid mass of yellow pansies, its bright garden beds and green box bushes, and finally the floral design 'Argonne Cemetery' spelled out in tiny purple pansies - produced on the spectator an impression of great beauty and dignity. In certain lights, as one looks at rows upon rows of white crosses - 24,000 in all - the illusion was often that of a field of lilies. Rising over all, just on the crest of the hill floats the American Flag, thus completing the picture. The words that are uttered instinctively by almost every visitor are: 'Surely if the families of our men buried here could see these surroundings and feel the peace and tranquillity that reign in this sacred spot they would not consider asking for the return of the bodies to America.'

"One of our recent guests was the so-called 'War Mother of Illinois', who came to look up the resting places of 150 boys, whose

mothers could not come, and to put on each grave a small American Flag. She was particularly sensitive to the comforts of the Hostess House.

"We have become a link between America and France for the families at home who desire to have flowers placed on their sons' graves on special occasions or write to ask if we will take pictures for them.

"Frequently we have visits from large numbers of ex-service men, who come in parties or with their parents or friends and are especially interested in going over the ground where they fought during the war. Oftentimes they have lists of their fallen comrades and are searching for their graves. We have been glad to receive representatives of the officers of the American Graves Registration Service, the Embassy, the American Forces in Germany, the Red Cross, the Catholic War Council, the Young Women's Christian Association, the Salvation Army, the French Red Cross, the Rotarians, etc."

Other Rest Homes were also opened up, at the request of the Army, by the American Y.W.C.A. near three of the principal American Cemeteries and became known as the Hostess Houses of Belleau Wood, Bony, and Fere-en-Tardenois. A hostess at Bony writes: "One widowed mother came twice to the shrine of her only son, where she spent the entire day seated by one of our little white crosses. We were so happy to be able to take her from her chair beside the grave to our comfortable little living room and a warm lunch. A cup of tea and some wafers often provide cheering comfort to many sad

pilgrims who deeply appreciate this touch of brightness in an otherwise dreary trip.

"Not only parents of the men who gave their lives in the war visit Belleau Wood Cemetery, but also parents whose sons have returned safely to America. They come with a prayer of thanksgiving for the safety of their own, and homage for the dear ones left behind in France.

"The French around us greatly admire our well kept cemetery and especially the little Hostess House. One dear old French couple, who had come a long way to visit the grave of their son at the French cemetery nearby, came also to Bony. Upon learning their mission, we urged them to come into our house and explained that we were here to receive and make comfortable the relatives and friends of our American Soldiers who had been laid to rest in this cemetery. At this explanation the old mother burst into sobs and with her face buried in work-worn hands told us that they had lost their three sons in the war, two killed in three days. The father could not speak for emotion but mumbled repeatedly: 'Les Americains sont genereux'. We promised to put flowers on the son's grave and they left, seeming a little less sad.

"Memorial Day was the climax of our experiences. For several days the caretaker and his staff, whom we aided when possible, decorated the cemetery in flags and wreaths. Upon each grave were Old Glory and the Tricolor crossed and also a wreath. This was done by the American Government who spared no pains or expense in making

the cemeteries beautiful. We made it our special care to put flowers on the unknown graves. By enlisting the children of the village we gathered enough daisies and ferns to make dainty sprays for the more than 200 graves marked 'U.S. Unknown Soldier', and lovingly placed this simple tribute upon the remains of these unknown heroes.

"The weather was glorious on the thirtieth of May and the memorial service dignified and touching. Afterward the poor little broken town of Belleau, in pitiful but festive array, extended its hospitality in its own way to the American guests."

The American Y.W.C.A. co-operated very heartily with this Service, and its hostesses, who were entrusted with the direction of these Rest Homes, conducted their work cheerfully and with great credit to the association which they so efficiently represented.

As an index to the vast number of visitors which comes to our cemeteries, it might be stated that during the period of six months from April to September inclusive, 1922, the registrations were as follows:

MEUSE-ARGONNE AMERICAN CEMETERY:

Number of visitors registered at Cemetery..... 4,047
Number of visitors registered at Hostess House. 1,079

AISNE-MARNE AMERICAN CEMETERY:

Number of visitors registered at Cemetery..... 8,580

CHAPTER XII.

MISCELLANEOUS.

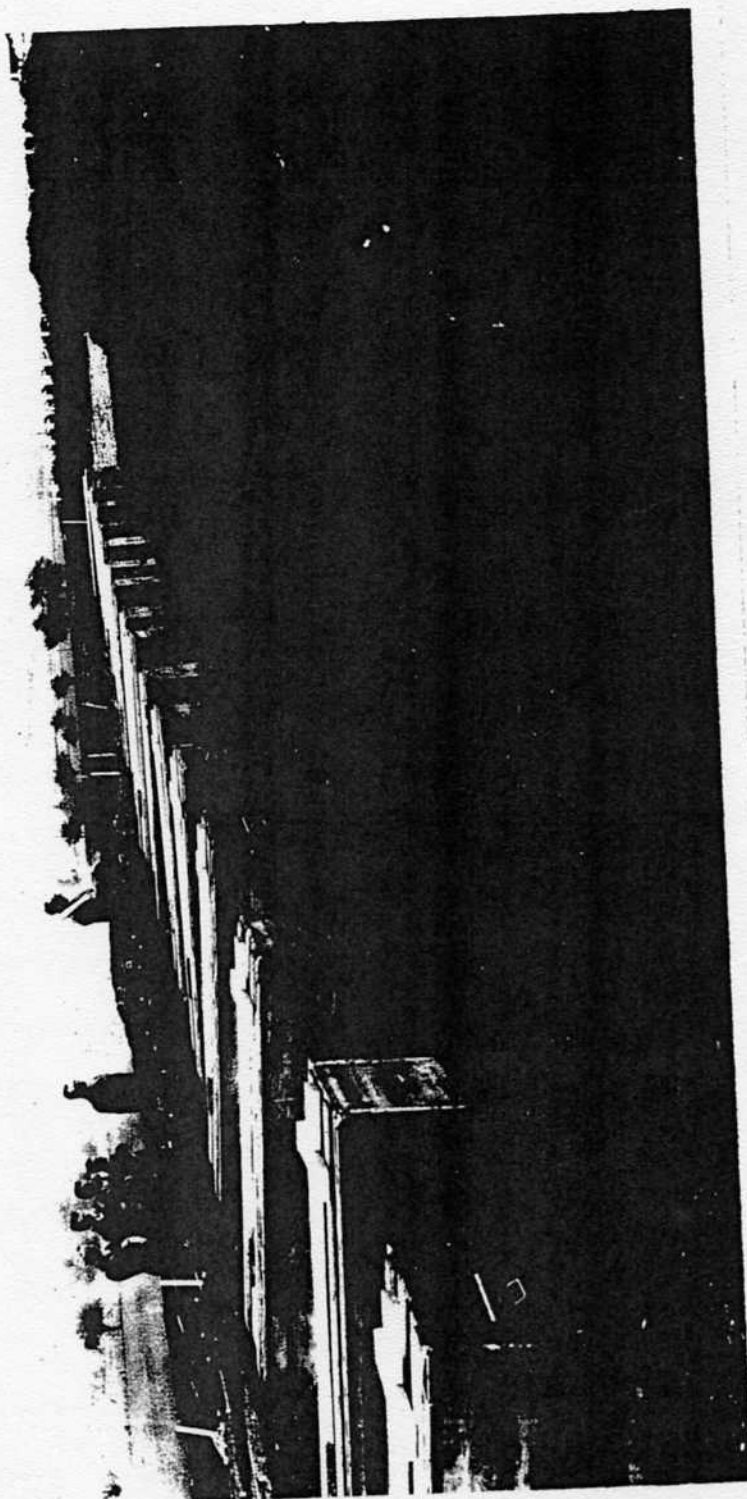
DIRIGIBLE DISASTER
AT
HULL - ENGLAND.

On August 21st, 1921, at Hull,
England, the Z.R. #2, a new blimp

which had just been completed by the British Admiralty, set out on a trial flight with a mixed crew of British and American Naval officers and men. Had this flight been successful the United States Government would have purchased the blimp for \$2,000,000.00 and it would have been flown across the Atlantic to the United States. However, as the huge ship was floating over Hull, watched by thousands in the streets, a terrific explosion was heard and a few seconds later the dirigible broke into two halves, which fell into the Humber River. For days after the accident the river was dragged for the bodies of the missing airmen but the bodies of some of them were never found. The final death list held the names of sixteen Americans and twenty-eight British.

Immediately the sad news reached the American Graves Registration Service Headquarters in Paris, a detachment of two embalmers, with sufficient caskets to take care of the American dead, were sent to Hull to prepare the bodies for shipment to the United States.

This detachment hastened to the scene of the disaster and so efficiently and expeditiously performed its work as to obtain the commendation of the Commanding Officer, U.S. Naval Rigid



Chaplain reading Burial Service over Bodies prior to their permanent interment.

Airship Detachment and the American Consul at Hull. Several Hull physicians, who witnessed the skillful work of the embalmers, expressed astonishment at the ability of and results obtained by these professional men.

After the bodies had been carefully prepared and placed in regulation metallic caskets and shipping cases, they were given a military funeral and placed on board a British Cruiser, which then conveyed the remains to the Brooklyn Navy Yard for final interment.

MEMORIAL DAY At a special meeting of the American
1922. Memorial Day Committee held at #10 rue
de l'Elysee, Paris, March 16th, 1922, and at a subsequent meeting,
the American Graves Registration Service was requested to carry out
the decoration of graves in our permanent cemeteries, the cost of
same to be defrayed from an appropriation made by the Committee.

The progress made by the American Graves Registration Service in returning American Dead to the United States and in constructing the Permanent American Cemeteries, simplified the task of fittingly decorating the remaining graves in France and Belgium.

To provide similarity in decorating all graves the A.G.R.S. decided that the following features would constitute the general scheme:

1. - Each individual grave to have placed thereon a green wreath, a small U.S. Flag and a small French or Belgian Flag, depending upon the location of the Cemetery.
2. - A large floral wreath to be placed in each Cemetery.

3. - The U.S. Flag to be flown at half mast until noon, when a French or Belgian Flag would be also attached to the halyards and both Flags flown from the top of the staff until sunset.

4. - A large floral wreath for each Mortuary.

5. - Mortuaries to be suitably draped with U.S. Flags. Cut flowers to be spread in the aisles and small wreaths and Flags to be placed on the exposed ends of caskets.

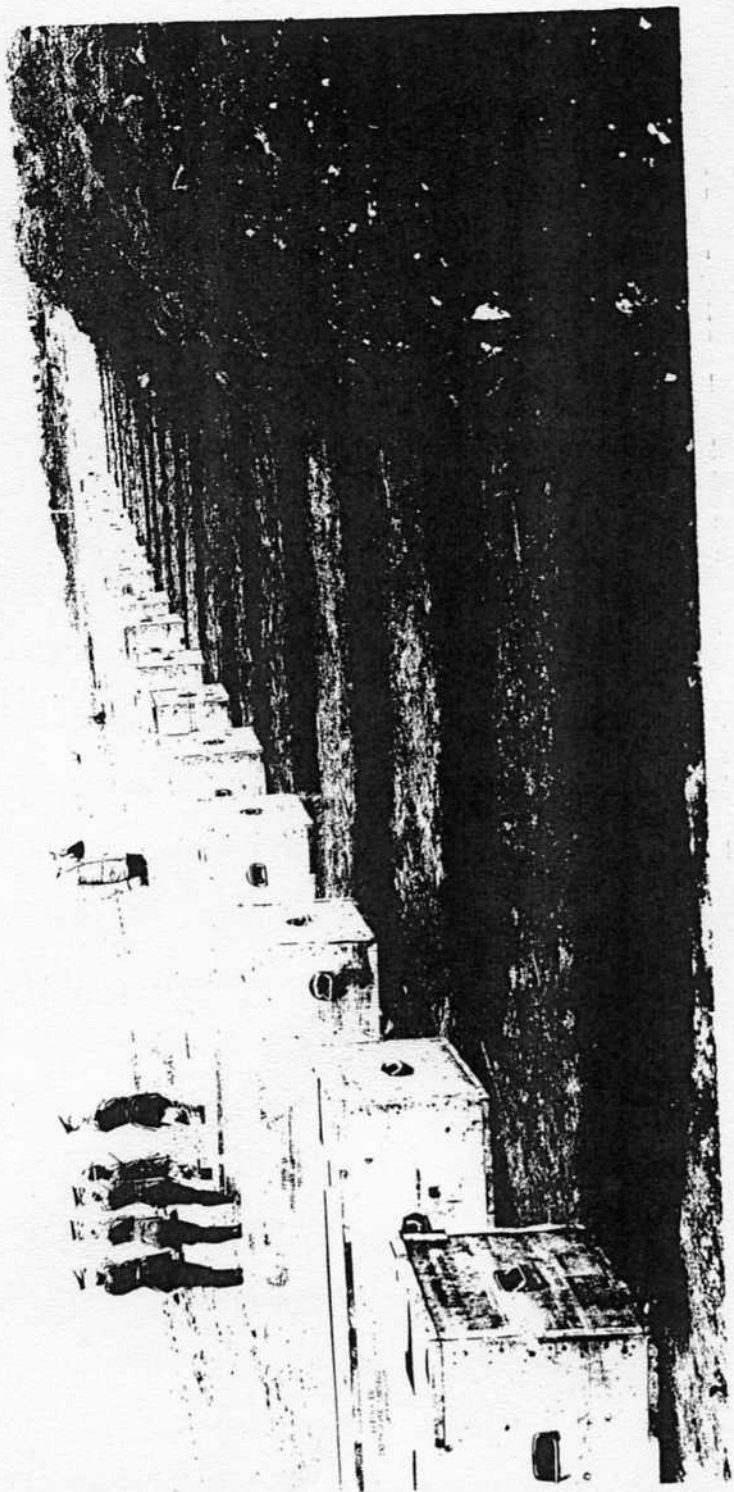
6. - An extra large floral wreath, bearing a silk red, white and blue ribbon, inscribed "To Our Allied Dead", to be sent to the Inter-Allied Military Cemeteries which were in close proximity to the seven permanent American Cemeteries in France and Belgium.

"DO NOT DISTURB" CASES.

The decoration of these graves, located throughout France, was handled by the American Legion. A list of these graves was furnished the Legion, and also the Comité Franco-Amérique, which had written these Headquarters for information relative to our cemeteries, stating that it desired to co-operate in decorating American graves on Memorial Day. The delegates appointed by the Legion to visit these graves were furnished with wreaths, poppies and small flags by the American Graves Registration Service prior to their departure. So far as can be ascertained all these graves were decorated on Memorial Day.

ASSISTANCE FROM U.S. CONSULS.

A check of American Soldier and Sailor Dead, other than A.E.F. Dead, with known grave locations throughout France, Spain, Portugal and Italy, was made in conjunction with the Navy and Marine Corps Graves Registration Service. Upon completion of the check arrangements for decorating all these located graves were begun with the American Consuls residing in or near the places where the



"The Last Taps".

graves were located. Funds for purchasing flowers and small U.S. flags were forwarded to the Consuls and they co-operated most willingly in thus fittingly honoring these Dead.

ASSIGNMENT OF CHAPLAINS. On April 6th, 1922, this Service received cablegram advice from the Adjutant General that four Chaplains had been ordered to report to it for duty. A Chaplain was to be stationed at each Cemetery while inhumations were taking place and burial services were to be held daily over the bodies so interred.

In compliance with above cablegram Chaplains Herbert S. Smith, Walter K. Lloyd, W. D. Cleary, and John Hall reported to the Headquarters, A.G.R.S., about April 13th and were assigned to stations.

From that date burial services were held over all interments made in our permanent cemeteries. A non-sectarian Burial Service had been prescribed for use when a number of bodies were interred at the same time. In individual cases, where the faith of the deceased was known, the service conformed accordingly.

The presence of the Chaplains in the cemeteries and their zealoussness and fervor in committing to the final resting place the earthly remains of the Dead, gave marked solemnity to the interments.

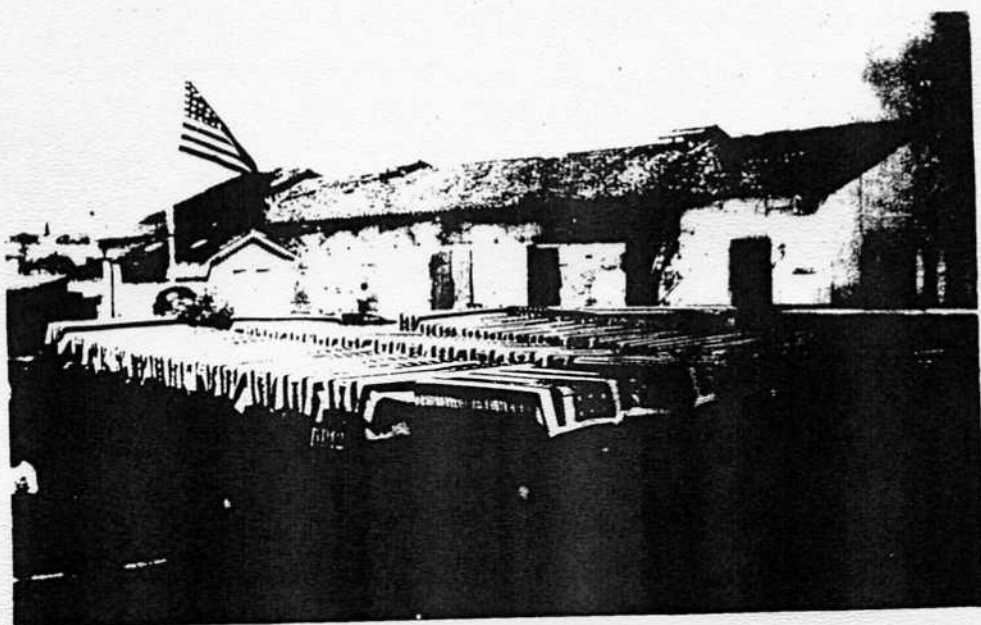
SUMMARY OF ACTIVITIES. The following figures will show the work completed by the Service as of November 30th, 1922.

(a). - Eleven thousand five hundred and thirty-four bodies were shipped to the United States during the year 1920 as follows:

<u>PORT.</u>	<u>DATE.</u>	<u>VESSEL.</u>	<u>NUMBER OF BODIES.</u>
Liverpool.	1.14.20	Baltic.	1
Portsmouth.	2.23.20	Northern Pacific.	18
Southampton.	3.25.20	Nansemond.	87
Brest.	4. 6.20	Mercury.)	
Southampton.	4.17.20	Mercury.)	353
Antwerp.	5. 9.20	Princess Matoika)	
Southampton.	5.11.20	Princess Matoika)	430
Brest.	5.13.20	Nansemond.)	
Antwerp.	5.22.20	Nansemond.)	208
Southampton.	5.27.20	Buford.	9
Brest.	6. 6.20	Mercury.)	
Antwerp.	6.12.20	Mercury.)	828
Brest.	6.21.20	Princess Matoika)	
Antwerp.	7. 3.20	Princess Matoika)	810
Southampton.	7.14.20	Antigone.)	
Brest.	7.21.20	Antigone.)	
Liverpool.	7.27.20	Antigone.)	1,338
Antwerp.	8.18.20	Princess Matoika)	
St. Nazaire.	8.24.20	Princess Matoika)	
Brest.	8.21.20	Princess Matoika)	1,285
St. Nazaire.	8.20.20	Sherman.	763
Antwerp.	9.10.20	Antigone.)	
Liverpool.	9.18.20	Antigone.)	644
Antwerp.	9.25.20	Pocohontas.)	
Calais.	9.29.20	Pocohontas.)	
St. Nazaire.	10. 1.20	Pocohontas.)	
Bordeaux.	10. 6.20	Pocohontas.)	2,125
Southampton.	10.20.20	Northern Pacific.	57
Calais.	11.15.20	Wheaton.	446
St. Nazaire.	11.22.20	Wheaton.	1,096
Antwerp.	11.22.20	Pocohontas.	11
Bordeaux.	11.29.20	Wheaton.	919
Calais.	12.23.20	Cantigny.	106

(b). - Thirty-one thousand nine hundred and forty-five bodies were shipped to the United States during the year 1921, as follows:-

Antwerp.	1.10.21	St. Mihiel.	2
Bordeaux.	1.26.21	Wheaton.	289
Calais.	2.27.21	Somme.	1,594
Antwerp.	3.21.21	Cambrai.	1,222
Antwerp.	4.22.21	Somme.	1,252
Antwerp.	4.27.21	Wheaton.	1,755
Cherbourg.	5. 1.21	Wheaton.	2,794
Antwerp.	5. 3.21	Wheaton.	649



Transport of Bodies from Dock at Toulon to
U.S.S.S. "Mars", for return to the United States.

<u>PORT.</u>	<u>DATE.</u>	<u>VESSEL.</u>	<u>NUMBER OF BODIES.</u>
Antwerp.	5.23.21	Cambrai.	1,522
Toulon.	5.30.21	Mars.	145
Antwerp.	6.19.21	Wheaton.	5,826
Antwerp.	6.23.21	Somme.	1,428
Antwerp.	7.21.21	Cantigny.	1,400
Antwerp.	8. 6.21	Wheaton.	5,748
Antwerp.	9. 1.21	Cantigny.	1,197
Antwerp.	9.20.21	Wheaton.	2,614
Antwerp.	10.14.21	Cantigny.	352
Antwerp.	11.26.21	Cantigny.	801
Antwerp.	12. 4.21	St. Mihiel.	897
Antwerp.	12.28.21	Crook.	657
Le Havre.	10.25.21	Olympia.	1

(c). - Two thousand, one hundred and nine bodies were shipped to the United States during the year 1922, as follows:

Antwerp.	1. 6.22	Cambrai.	53
Antwerp.	2. 3.22	Cantigny.	278
Antwerp.	3.19.22	Cambrai.	1,065
Antwerp.	4.23.22	Cambrai.	74
Antwerp.	5. 8.22	Cantigny.	203
Antwerp.	5.16.22	Cantigny.	27
Antwerp.	5.19.22	Chateau-Thierry.	71
Antwerp.	5.27.22	Somme.	63
Antwerp.	6.20.22	Cantigny.	181
Marseille.	8.24.22	Sapelo.	64
Marseille.	11. 9.22	Brazos.	30

Number of Bodies returned to U.S. in 1920 ...	11,534
Number of Bodies returned to U.S. in 1921....	31,945
Number of Bodies returned to U.S. in 1922....	2,109
Total number of Bodies returned to U.S.....	45,588

Number of Bodies shipped to Italy.....	609
Number of Bodies shipped to Great Britain....	19
Number of Bodies shipped to Sweden.....	6
Number of Bodies shipped to Ireland.....	64
Number of Bodies shipped to Poland.....	17
Number of Bodies shipped to Scotland.....	4
Number of Bodies shipped to Czecho-Slovakia..	4
Number of Bodies shipped to Denmark.....	14
Number of Bodies shipped to Greece.....	25
Number of Bodies shipped to Jugo-Slovakia....	2

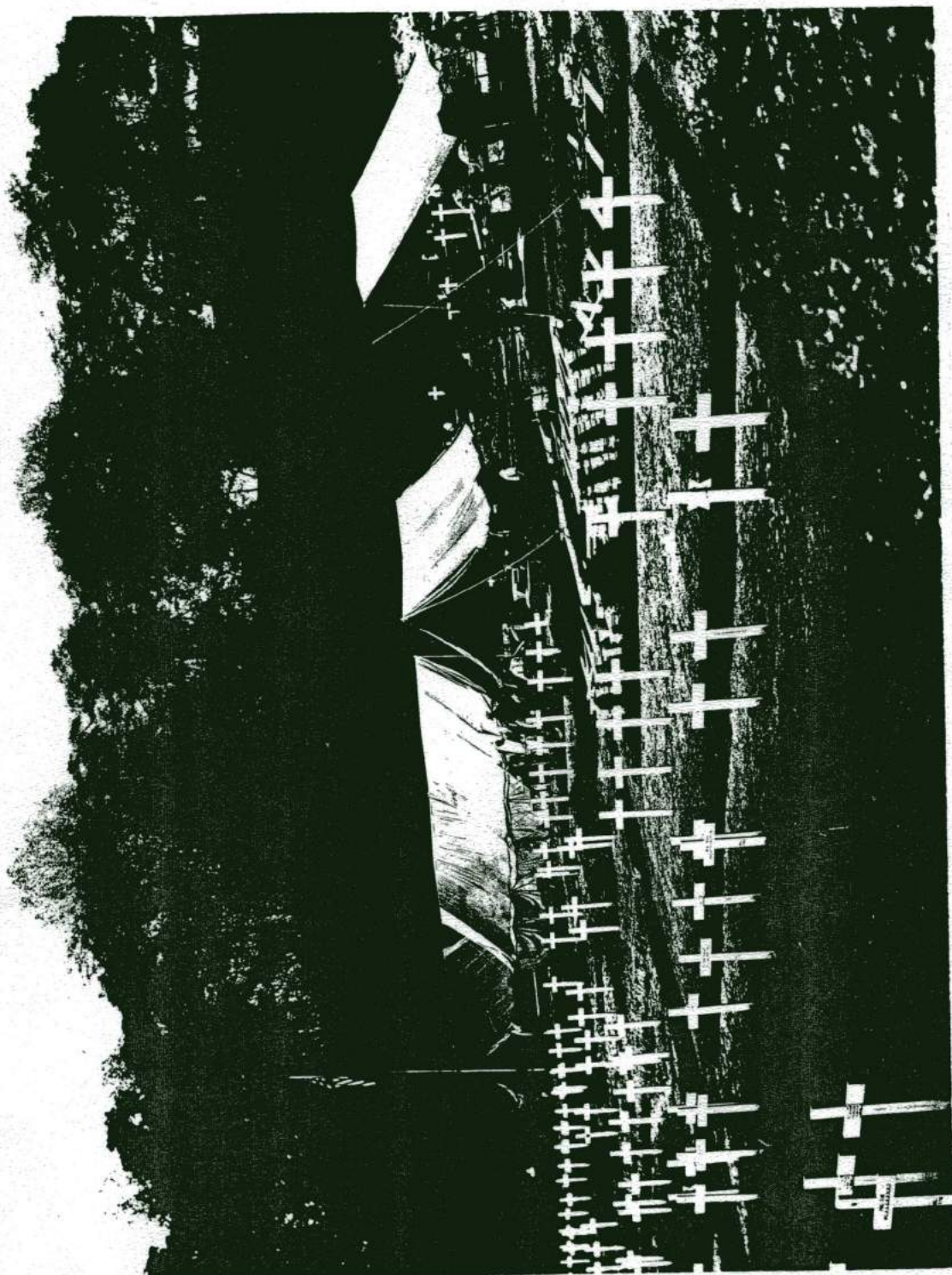
Total number of Bodies shipped to Foreign Countries..	764
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Number of bodies removed from outlying
cemeteries and concentrated into large
permanent cemeteries..... 12,697

Number of bodies located in permanent
cemeteries which were exhumed and
reburied..... 13,658

Total number of exhumations and re-
burials effected..... 26,355

Total number of "Do not disturb"
cases; nearest of kin or relatives
having assumed responsibility for
upkeep..... 161



Field Section Office
and
Embalmers' sheltered work tables.

CHAPTER XIII.

MANUAL OF REGULATIONS AND TABLES OF ORGANIZATION OF THE
AMERICAN GRAVES REGISTRATION SERVICE, Q.M.C. IN EUROPE,
issued April 15th, 1921.

GENERAL POLICY.

1. The exhumation, preparation and shipment of the American Dead who are buried in Europe and all operations in connection therewith will be performed by the American Graves Registration Service, Q.M.C. in Europe, and will be conducted in a dignified and reverent manner. This requirement will be observed carefully by all personnel connected with the Service, and the work will be carried out in the most expeditious manner with as little publicity as possible.
2. To prevent publication of misleading and inaccurate statements, no information, either verbal or written, pertaining to operations, will be given to the public press either by Officers or other personnel connected with the A.G.R.S., Q.M.C. in Europe. Statements for publication will be made through regular official channels.

GENERAL ORGANIZATION.

3. For purposes of administration, coordination of duties, and proper functioning, the different phases of activities pertaining to the exhumation work will be divided into those (1) in the Field, (2) at Evacuation Points, and (3) at the Ports.

4. FIELD FORCES. The organized Field Forces consist of the mobile personnel of the A.G.R.S., Q.M.C. in E., that is engaged in the actual exhumation work and preparation of bodies for shipment.
5. EVACUATION POINTS. Evacuation Points will be located at such places in the Interior Areas which provide railroad facilities near groups of cemeteries in which Field Operations are to begin.
6. PORTS. Certain Ports will be designated by the Chief, A.G.R.S., Q.M.C. in E., where supplies and material will be received for use in exhumation work; where all supplies intended for the Field Operation Forces will be placed in serviceable condition; and where bodies will be concentrated for shipment.
7. BUILDINGS AND REAL ESTATE. The leasing and securing of all buildings and real property necessary for the general functioning of any phase of the operations and maintenance of the Graves Registration Service, will be performed by the Supply and Transportation Division, A.G.R.S., Q.M.C. in Europe.

FIELD FORCES

ORGANIZATION

8. The actual work of exhuming and preparing the bodies will be performed by the Field Forces, organized into Sections, commanded by a Commissioned Officer, known as the Master of Section.
9. The absolute identity of remains is required in all cases and every possible precaution will be taken and

every means exhausted to fulfill this requirement.

10. The organization of the Sections shall consist of Section Headquarters and Field Operations personnel. The Headquarters will include the necessary clerical personnel to conduct the administration and supply of the Section. The Field Operations personnel will consist of Inspectors (Commissioned Officers) and operating groups, the composition of which shall be:

- 1 (one) Supervisory Embalmer
 - 2 (two) Technical Assistants
 - 1 (one) Checker
- Such Laborers as may be necessary for evacuation.

11. The normal organization of the Section will consist of four operating groups, but this number may be increased when necessary. Two groups in contiguous plots may be designated as units, and placed under the immediate charge of one Inspector, but in all cases, even when only one group is operating separately, an Inspector will be in charge.

PERSONNEL AND DUTIES

12. MASTER OF SECTION (COMMISSIONED OFFICER)

The Master of Section will have general supervision of all Graves Registration Service work pertaining to Removals and Shipments within the Section to which he is assigned. This general supervision will include the administration, supply, pay and transportation of his Section, the rendition of required reports, the preparation of required forms, the necessary arrangements for changes of station and such other details as will insure the complete functioning of his Section. He will be responsible that the instructions

issued to the Field Forces are thoroughly understood and that the same are carefully observed.

13. INSPECTOR (COMMISSIONED OFFICER). The Inspector is responsible for the proper performance of duties by the group, or groups, under his direction. He will be present during the preparation of all bodies exhumed by his group, or groups, and will verify personally the identification of said bodies. The Inspector will also perform such other duties pertaining to the functioning of the Section as may be directed by the Master of Section.

14. SUPERVISORY EMBALMER (Civilian). The Supervisory Embalmer is in direct charge of the technical supervision of the group, and is responsible for the proper preparation and disposition of remains and the compliance with local sanitary and mortuary laws.

15. TECHNICAL ASSISTANT (Civilian). The Technical Assistant assists the Supervisory Embalmer in the preparation and disposition of remains, performing such duties as the Supervisory Embalmer may direct.

16. CHECKER (Civilian). The Checker in each group will handle identification tags, copy data from grave markers, accomplish G.R.S. Forms F-1 and 114, keep necessary data and perform such other duties as the Supervisory Embalmer may direct.

17. CONVOYER (Civilian). Convoyers will be stationed with the Section Headquarters, at Evacuation Points, and at the Ports. They will convoy bodies, material, supplies and important records, giving necessary receipts for

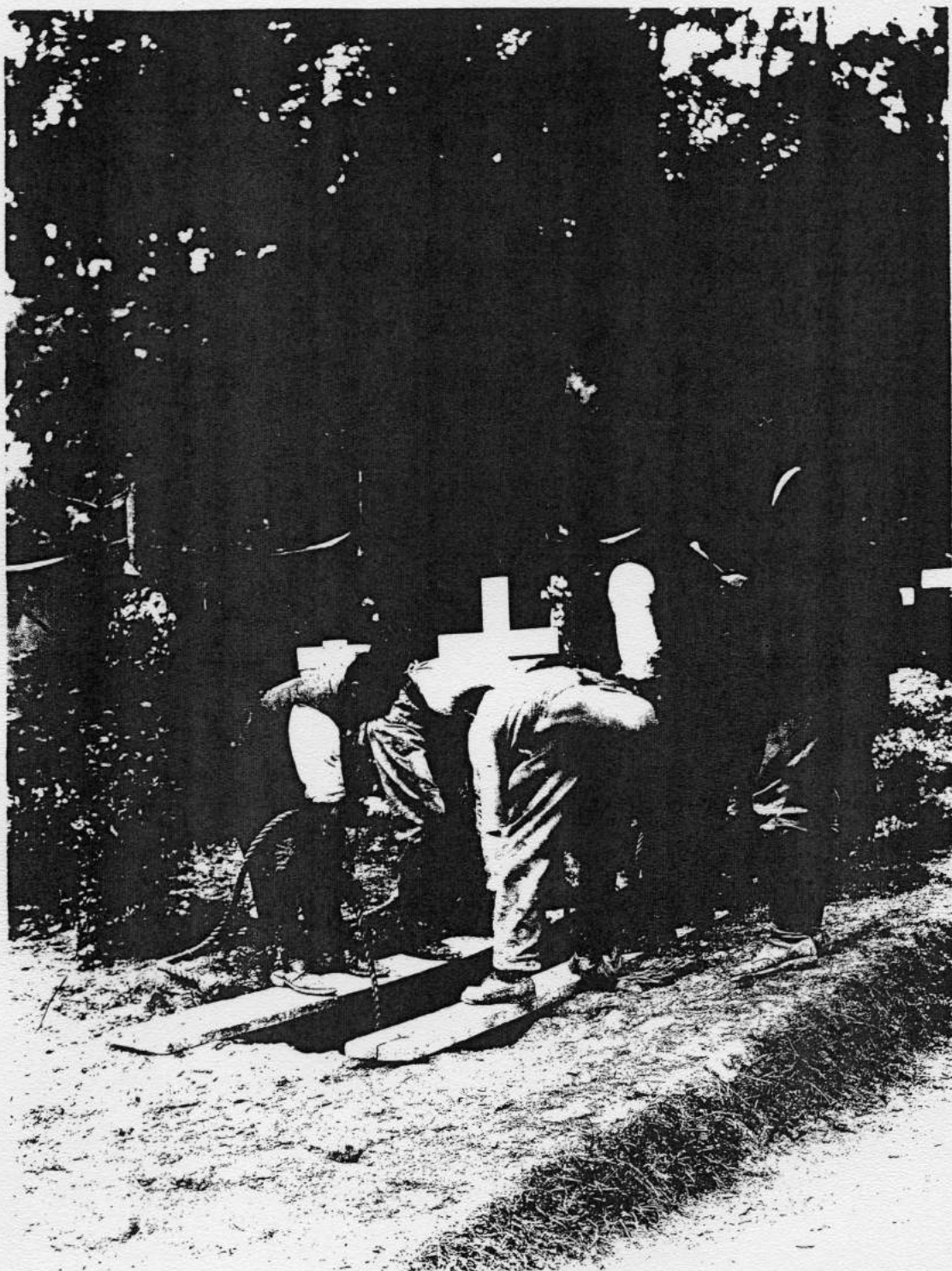
all such articles entrusted to their care, and accompany them to their proper destination. They will take every means to prevent delays, improper handling, loss or damage, and will secure receipts from the Officer to whom delivery of shipment is made. The Convoyer on boarding the transport will report to the Transport Quartermaster or to the Transportation Agent, if there is no Transport Quartermaster present. He will present his credentials and his instructions and will fully inform the representative of the Quartermaster Corps as to what he is conveying and of the instructions which he has received regarding the care of the remains and property in his charge.

18. WATCHMEN (Civilian). Only Americans will be employed as guards or watchmen at Cemeteries, Evacuation Points and Ports.

19. LABORERS (Civilian). Laborers will open graves, refill graves, load and unload trucks and perform such other duties as may be required by the Master of Section or Inspector in charge of the working groups.

EXHUMATION AND PREPARATION OF BODIES

20. Upon receipt by the Master of Section of exhumation instructions removal licenses and G.R.S. Forms 114 for a particular cemetery he will, before beginning actual operations secure the necessary local permits, routing for trucks carrying supplies and bodies between the cemetery and concentration point, and necessary police supervision from the local authorities, and make such other arrangements as will avoid delays, and misunderstandings. Particular care will be exercised to fully inform the local authorities as to the proposed proced-



EXHUMATION OPERATIONS.

Lifting coffin from grave.

ure in each cemetery and to operate in such manner as is necessary to comply with local regulations and ordinances.

21. Upon completion of the above arrangements, the cemetery will be prepared for operation. The necessary supplies and material will be placed therein and properly protected from the elements. Screens will be placed so that the operations incident to the preparation of remains will not be public.

22. Every possible precaution will be taken to avoid damage to grounds and property and in no way to disturb adjacent graves. It must be borne in mind that cemeteries are consecrated ground, and no effort will be spared to avoid giving offense to local authorities, committees or individuals. Careful and reverent handling of remains is the duty of each person connected with the operations and all Officers will be held responsible that these instructions are always complied with. Traffic and speed regulations in cemeteries and towns will be strictly enforced and every precaution will be taken to avoid display, advertisement or public comment.

23. Excavating and the raising of coffins will be done by the laborers. In the meantime, the Supervisory Embalmer and his assistants will prepare the caskets and other material for the reception and treatment of the bodies. Coffins will be raised to the surface of the ground under the observation of an officer, and will be taken intact to the location of the Supervisory Embalmer where they will be opened in the presence of an Inspector. When practicable the body work will be done at the graveside. In the case of broken or col-

lapsed caskets, they will be raised to the surface of the ground and removed to the location of the Supervisory Embalmer under personal supervision of an Officer. At no time, unless the body cannot be identified, will there be on the ground more than one body for each working group.

The remains will be liberally sprinkled with disinfectant fluid as soon as the casket is opened or the body exposed. The outer wrapping will then be removed from the body when practicable, and thorough search made for identification tags or marks. These tags and marks will be securely wired to the remains. When identity is established, the body will be placed upon a clean blanket, saturated with fluid according to the method prescribed in Par. 37, this manual, and then wrapped in such manner that the "package" will be in a most presentable condition, according to the best undertaking practice. Safety pins will be used to affix the wrappings and give solidity to the package.

When the remains have been thus treated, the aluminum strip taken from the cross will be pinned to the blanket over the chest of the remains. The identification tag found on the grave marker, will be placed in an envelope, the envelope sealed and then pinned to the original Form 114 pertaining to the body. If there is no identification tag on the grave marker and duplicate identification tags are found on the body, one of these tags will be removed from the body, sterilized and placed in an envelope and disposed of as stated for the tag found on the grave marker.

The body will then be placed carefully in the met-

allic case, and the blanket wrapping saturated with disinfectant fluid, after which it is covered with a clean sheet carefully tucked in along the edges. Sufficient muslin excelsior pads will then be placed over the remains to pack the body and prevent shifting of same during transportation. As soon as the body has been identified and placed in the casket, the name on the grave marker pertaining to the body, will be effaced. The metallic lid will then be placed, fastened down securely, and sealed. A coating of asphaltum paint will be used on the rubber gaskets to secure perfect sealing.

The Supervisory Embalmer will be held responsible that the metallic lid is properly sealed, that all dirt stains are removed from the metallic case and casket top, and that finally the lid of the casket and the shipping box are properly secured in place. The stencilling and marking of the shipping case will then be done by the working group handling the bodies, under the supervision of an Inspector.

24. Field Sections will stencil the shipping case containing the remains of deceased soldiers, in accordance with the regulation method of marking shipping cases, containing remains of deceased soldiers, as shown in official blue print. The long aluminum strip, bearing the name, serial number, rank and organization and cemetery number, from which the remains were exhumed, will be tacked on the head end of the shipping case, above the handle. A small aluminum strip, bearing the box number, as shown on G.R.S. Form 114, will be tacked below the long strip referred to above.

25. Where no coffins were used, bodies will be care-

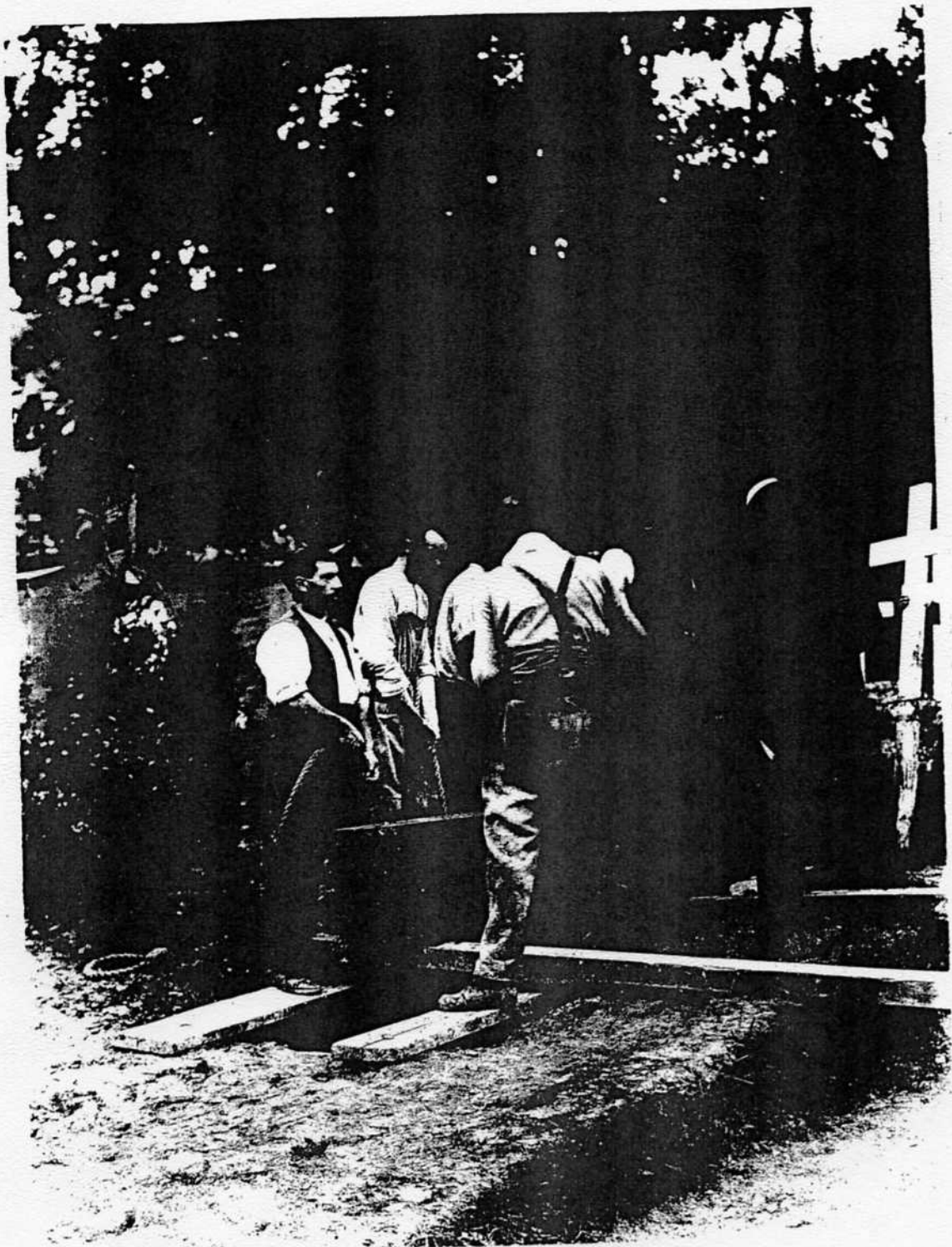
fully raised and removed on suitable cradles of sheet metal or wood by the embalming group and in the presence of the Inspector. The Inspector will remain with the body until the same is properly identified and recorded.

26. In establishing identification, the following means of identity have been used in original burials and should be thoroughly searched for:

- (a) Identification Discs.
- (b) Bottles buried with body.
- (c) Hospital tags attached to uniform or wrapping.
- (d) Name of deceased on coffin - tags being tacked thereon or name written in crayon.

27. The Supervisory Embalmer is held responsible that the casket is fitted and secured with frames provided for that purpose or, in the absence of such frames, in the following manner:

"Four blocks of white wood or chestnut, each 3 inches long, 2 inches wide, and of a thickness to serve the purpose, shall be secured with two screws on each inner side of shipping case, and one block shall be secured in like manner on each inner end of shipping case, the upper level of each block when in place shall be level with upper surface of sides and ends of the casket (without cover). Two additional blocks shall be placed at each bottom end of the casket and secured to the bottom of shipping case, being placed in such a manner as to take up the weight of the casket without placing undue strain on any part of it. These securing blocks serve to prevent any movement of the casket, within the shipping case, during handling and transportation. The casket



EXHUMATION OPERATIONS.

Coffin lifted from grave.

when covered, shall be further secured with three cleats of chestnut or white-wood, each 3 inches wide by 1½ inches in thickness, placed across the covered casket. Each securing block and securing cleat shall be covered on the inside with plush to prevent scratching the casket, and shall be fastened with two wood screws from the outside of the shipping case into the blocks and cleats."

28. The Inspector will check the embossed strips furnished by Area Supervisors with Forms 114, and is held responsible that the duplicate aluminum strip bearing name, rank and organization and cemetery number of the deceased, is securely tacked on the casket top, near the head; that the triplicate aluminum strip, with the same information, is tacked on the head end of the shipping case; that the aluminum strip, bearing the box number, as shown on the particular G.R.S. Form 114 is tacked beneath the triplicate strip and the marking and stencilling of the shipping case is correctly done in accordance with prescribed regulations.

29. Operating forces will so outline their daily task that all bodies exhumed during the day will be prepared and sealed for shipment and removed to place of local storage before work ceases for the day.

30. All body work upon remains will be done at the graveside as far as possible. An Officer will be present at the raising of each body by the laborers, and will see that the cross, pertaining to the body, is placed upon the coffin and remains there. The coffin will then be carried by hand to the place set aside for the body-work.

SPECIAL INSTRUCTIONS FOR FIELD OPERATIONS

31. RULES GOVERNING VISITORS IN CEMETERIES. No visitors will be allowed to witness exhumations in Cemeteries under operations unless they have written permission from Headquarters, A.G.R.S., Q.M.C. in Europe. While it is the policy of the "War Department to permit interested relatives and friends to be present", each of these instances will be considered as a special case and no general authorizations will be granted.
32. When operations are started in a cemetery, a guard will be placed over the work at all times while the operating force is absent. In Communal Cemeteries, which are closed and locked during the night and in which no one is allowed to enter, a guard will be posted on the outside of the cemetery and will patrol the enclosure. These guards will be charged especially with the safety of the supplies remaining in the cemetery.
33. EXHUMATION OF BODIES IN HERMETICALLY-SEALED CASES. When bodies exhumed for shipment to the United States are found in hermetically-sealed caskets, the body will not be removed therefrom if identification is positive and the condition of the metallic casket will allow of its shipment. A new wooden container for the metallic casket and a shipping case will be constructed at once and the metallic casket placed therein. If the condition of the metallic casket is such that the use of same for shipment would be questionable, the body will be prepared and shipped in the casket provided for the Field Forces, but a notation will be made on the G.R.S.

Form 114, applying to the particular case, showing why original metallic case was not used.

34. UNIDENTIFIED DEAD. Field Forces will disinter all cases of unknown or unidentified dead found in any cemetery in which they are making exhumations. Forms 16-A will be accomplished in triplicate and forwarded to Headquarters, A.G.R.S., Q.M.C. in E., for all such disinterments. The bodies so disinterred, will, after a thorough examination, be prepared according to the prescribed procedure and reburied in new coffins in a suitable and available plot.

35. REBURIALS. All reburial operations will be performed by designated groups under the direct supervision of an Officer. The bodies will be treated and prepared in the same manner as prescribed in Par. 23, this Manual, and then placed in a new coffin. In order to perpetuate the identity, a piece of script, bearing the name, rank and organization of the deceased, with the date of reburial, will be placed in a small bottle, which after being tightly corked, will be inserted in the blanket. G.R.S. Form 16-A will be prepared in triplicate, the part referring to disinterments being completed by the checker of the group which prepared the body for reburial, and initialled by him. After the lid of the coffin has been screwed on, a duplicate embossed strip will be tacked on the head end of the lid and the wooden cross will be placed on the coffin. The coffin will then be conveyed by the checker of the group preparing the body, to the designated reburial group and will be turned over to the Officer in charge of this designated group, who will receive the body and also



EXHUMATION OPERATIONS.

Cleaning exterior of coffin in search for
identifying markings on same.

G.R.S. Form 16-A. Upon re-interment, the G.R.S. Form 16-A will be completed and initialled by the checker of the reburial group. These forms will then be transmitted to the Section Commander.

36. CONCENTRATIONS. Except in special cases authorized by Headquarters, A.G.R.S., Q.M.C. in E., concentration in exhumation operations will be made only when, for the purpose of establishing identification, it is necessary to exhume bodies other than those for which authorizations are on hand or because of the nature of the soil it is necessary to expose bodies other than those prepared for shipment. The bodies so exhumed or exposed will be concentrated in some suitable plot in the cemetery being worked. G.R.S. Form 16-A will be accomplished in triplicate in all these instances.

37. DEODERANT AND DISINFECTANT FLUIDS USED IN PREPARATION OF BODIES AND METHOD OF USE. The following fluids have been supplied by the Q.M.C. for use in preparing bodies: Phenolin Liquor Cresolis and Necrosan. When Liquor Cresolis and Necrosan are available, they will be used exclusively in the following manner:

"As soon as the body is exposed and outer wrapping and clothing removed it will be thoroughly drenched with Liquor Cresolis Compositis (5 to 10% solution, Liquor Cresolis and Water), then about four ounces of Necrosan will be sprayed over the body, the funnel of the spray being held very close to the body during this operation. After identification is established and the "package" prepared and placed in the metallic lining, it will again be thoroughly drenched with the Liquor Cresolis

Compositis. If only Liquor Cresolis is available, the Compositis Solution will be prepared and used as indicated above."

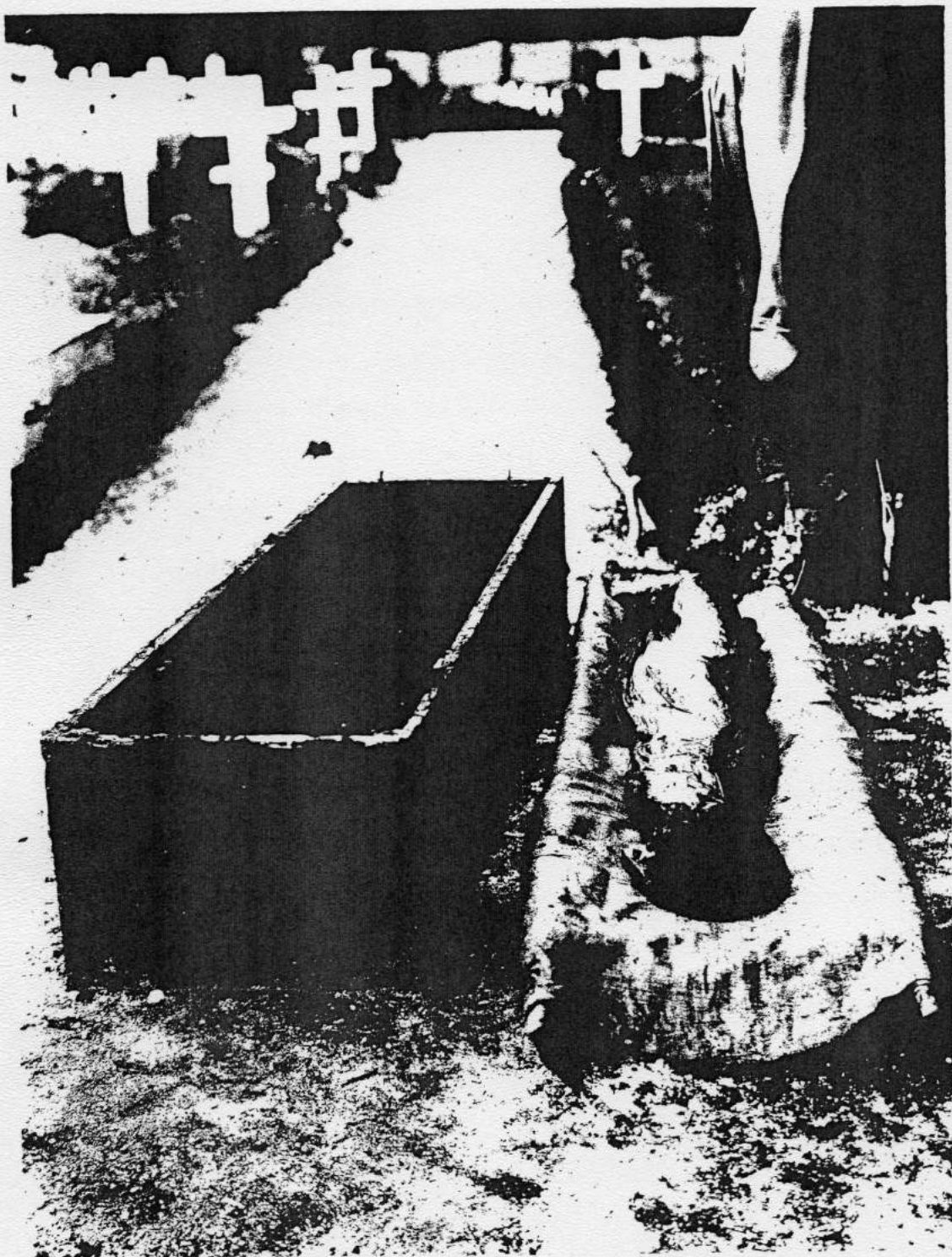
The variation of the condition of exhumed bodies is recognized and it is the duty of the Section Commander to see that the bodies are properly prepared for shipment and to see that every step has been taken to deodorize, disinfect and preserve the remains shipped. If in individual cases the formula laid down by these Headquarters cannot possibly carry out its object, the Section Commander must use his discretion and do the work properly, making a full report on these exceptional instances.

38. POLICING CEMETERIES DURING AND AFTER OPERATIONS. During operations, at the completion of each day's work, all Officers on duty with the Field Forces will be held responsible that proper police of grounds is made and that supplies and material are safely stored and protected from the elements. Upon completion of the work in a cemetery the Field Forces will see that all graves are properly marked and filled up before the Cemetery is vacated. The Master of Section will inform the Area Supervisor at least 48 hours in advance of the date of completion of work in a Cemetery so that he can make the necessary preparations for putting the cemetery in proper condition.

REPORTS

39. All telegraphic reports and all telegrams submitted to Headquarters, A.G.R.S., Q.M.C. in E., will be addressed:

"AMGRASMA, Paris". The original and one copy of all tele-



EXHUMATION OPERATIONS.

Body removed from coffin and outer wrappings partially removed.

grams will be lodged with the local telegraph office. An additional copy will be forwarded to these Headquarters as mail confirmation. The Master of Section will submit all mail reports in original and four copies.

40. DAILY TELEGRAPHIC REPORT. Daily telegram as to number of exhumations will be made out in the following form and filed for transmission before 9.00 P.M. of the day on which exhumations are made:

AMGRASMA, Paris.

..... O.R..... A.....
Code Tel.No. Date of Name of Cemetery and Number bodi-
Exhumation as for shipment to U.S.

B..... C.....
Number bodies held in Number bodies shipped
storage in Section. to Port or Railhead.

D.....
Number and disposition of bodies other than those shipped to
Railhead or Port. Does not apply to bodies disinterred for
reburial.

.....
Signature Master of Section

Example: "AMGRASMA, Paris." F2S ten O.R. January twenty-
one A Vosges thirty B fifty C twenty-six D one delivered French
relatives Tours period

BARKLEY

NOTE - This paragraph was amended by Field Operations Bulletin #6, August 22nd, 1921, and rescinded by Field Operations Bulletin #1, February 8th, 1922. (See F.O. Bulletin #6, August 22nd 1921 and F.O. Bulletin #1, February 8th, 1922.)

41. DAILY MAIL REPORT. There will be submitted daily in quintriplicate, a mail report of daily exhumations, showing name, serial number, rank, organization, grave location, and

anything unusual about which inquiries may be made. Reports to be mailed prior to nine (9) a.m. of the date following the day exhumations are made. Number of reburials will be shown on this report by number only.

NOTE - This paragraph was amended by Field Operations Bulletin #6, August 22nd, 1921, and rescinded by Field Operations Bulletin #1, February 8th, 1922.) (See F.O. Bulletin #6, August 22nd, 1921 and F.O. Bulletin #1, February 1st, 1922)

42. **MORNING REPORT.** Morning Report will be prepared on Form 332-AGO, and will be kept in Section's file at all times.

43. **WEEKLY PROGRESS REPORT.** The Weekly Progress Report will be submitted, in quintuplicate, each week as of noon Saturday and will be mailed prior to noon on Monday of the following week. It will show:

- (a) Number of exhumations for shipment to U.S.
- (b) Number of reburials.
- (c) Number of bodies in storage in concentration points.
- (d) Number bodies shipped to port warehouses.
- (e) Supplies received in cemeteries during week and source of these supplies.
- (f) Number of days of actual operation.
- (g) Condition of Motor Transportation.
- (h) General remarks.

NOTE - This Paragraph was amended by Field Operations Bulletin #6, August 22nd, 1921, and rescinded by Field Operations Bulletin #1, February 8th, 1922. (See F.O. Bulletin #6, August 22nd, 1921 and F.O. Bulletin #1, February 8th, 1922)

44. **WEEKLY PERSONNEL REPORT.** The Weekly Personnel Report will be submitted in quintuplicate each week as of noon Saturday and will segregate the personnel of the Section under the following classifications:

Commissioned personnel.
Enlisted personnel (if any)
Contracted civilian personnel
Losses and gains and authority therefor
Number of carpenters, laborers, etc.

The personnel of each classification will be listed alphabetically. The alphabetical list of contracted civilian personnel will show the duty for which contracted, the group to which assigned and the duty they actually perform. Motor Transport personnel will be shown on a separate report. Carpenters, laborers, etc., will be shown only by numerical strength.

45. PERIODICAL REPORTS. The Master of Section will submit the following reports periodically as their nature indicates:

A. REBURIALS. G.R.S. Form 16-A.

G.R.S. Form 16-A will be used in the following instances:

- (a) On all disinterments and reburials made in Europe.
- (b) To accompany G.R.S. Form 114 for all bodies disinterred from the Zone of the Armies, whether for shipment to the United States or for concentration in permanent cemeteries.
- (c) To accompany Forms 114 for bodies buried in locations outside the Zone of the Armies when such bodies do not have attached thereto an identification tag or when any doubt arises as to identification of said body.
- (d) When Forms 16-A are required they will be



EXHUMATION OPERATIONS.

Placing Remains on work table, and examining same for fractures, missing parts, etc.

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prepared in triplicate by the Field Forces and distribution will be made as follows:

- (1) When to accompany G.R.S. Forms 114 the original of Form 16-A will be sent with Form 114 to the United States by convoy. Two copies will be sent to Headquarters, A.G.R.S., Q.M.C. in Europe.
- (2) When accomplished for disinterments and reburials, the original and two copies of said form will be sent to Headquarters, A.G.R.S., Q.M.C. in Europe.

B. BURIAL IRREGULARITIES. Upon completion of work in a cemetery, a report of all burial irregularities will be submitted listing irregularities in numerical order, according to row and plot. This report will not interfere with reports on special cases where identification of remains is involved. The following are examples of irregularities that may be found:

- (1) Where more bodies are found in a grave than the grave marker specifies.
- (2) Where graves opened contain no bodies.
- (3) Where graves opened for a certain person, are found to contain the remains of an entirely different person.
- (4) Where burial is improperly made, such as

buried face down, at an insufficient depth or not in coffin.

(5) Discrepancies between grave marker and tag on body.

- C. DISPOSITION OF EFFECTS FOUND ON BODIES. All personal effects found on bodies will be forwarded to Headquarters, A.G.R.S., Q.M.C. in E., upon completion of work in each concentration sector. These effects will be sterilized, wrapped in tissue paper and placed in strong envelopes. On the envelope will be typed the name, serial number, rank, organization and grave location of the body and complete description of the article found.
- D. PERMANENT TOMBSTONES. At the commencement of operations in a Cemetery, the Master of Section will make a thorough inspection of all permanent grave markers and note their condition. Permanent markers for remains that are to be exhumed will be carefully removed and handed over to the Area Supervisor or caretaker for safeguarding until such time as instructions are received for final disposition. Upon completion of the exhumations, another inspection of the markers will be made and the condition of same noted. Report covering these inspections and disposition of permanent markers will be submitted to Headquarters, A.G.R.S., Q.M.C. in Europe.
- E. METALLIC CASKETS OR CONTAINERS. Where remains exhumed for shipment to the United States are found to have been

buried in metallic caskets, notation will be made under item 36 of Form 114, of the condition of caskets, showing defects that render them unsuitable for transportation of remains. This entry will be brief but sufficiently detailed to show nature and location of the defect that rendered casket unserviceable. Report of these exhumations will be made in quadruplicate.

- F. COMPLETION OF EXHUMATION OPERATIONS. Immediately upon completion of operations in any cemetery, the Master of Section will submit the following TELEGRAPHIC report to Chief, A.G.R.S. Q.M.C. in E.:

AMGRASMA, Paris

..... O.R. Cemetery No..... completed
Code Tel. No. Place

..... period Total exhumations..... period
Date number

Reburials.....period For shipment.....
number number

period

.....
Signature Master of Section

Example: AMGRASMA, Paris. F 1 Sixteen period O R Cemetery 419
Kerfautras Brest completed August ten period Total exhumations
647 period Reburials 32 period For shipment 615 period

WALTERS

- G. MONTHLY RETURN. The monthly return will be made up from the morning report Form 332-AGO and will show the condition of the Organization as of midnight the last day of the



EXHUMATION OPERATIONS.

Anatomical arrangement of Remains preparatory to wrapping
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month, as follows:

Officers - Present
 Within the Department
 Without the Department
 Total

Contracted Civilian Employees (Report Motor Transportation personnel separately.)
 Present
 Within the Department
 Without the Department
 Total

Strength last Monthly return
 Officers
 Contracted Civilian Employees

Motor Transportation
 Passenger - Serviceable
 Non-serviceable
 Trucks - Serviceable
 Non-serviceable

Strength - Officers
 Contracted Civilian Employees

Alterations since last Monthly return
 Officers - Loss
 Gain
 Contracted Civilian Employees - Loss
 Gain
 Total Gain or Loss

EVACUATION POINTS

46. Evacuation Points are centers selected for the concentration of bodies removed from surrounding cemeteries for the purpose of shipment by rail, water or motor transportation to Ports, in the case of removals to the United States, or to Permanent Cemeteries.

47. These centers are designated in orders and organized and administered as prescribed in each case in the following manner:

(a) RAILHEADS. Those points, at which there is to be concentrated such a number of bodies that

their transportation will require shipment by trainload lot or by rane (20 or more cars) are designated as "Railheads", and are organized and administered by S. and T. Division. Rail Transportation required for shipments from a Railhead will be arranged by the Supply and Transportation Division, these Headquarters.

- (b) CONCENTRATION POINTS. These points, at which there is to be concentrated a small number of bodies for shipment by groups of cars, are designated as "Concentration Points", and are organized and administered by the Operations Division through the Senior Section Commander operating at that point. In the case of Concentration Points, rail transportation will be arranged by the Section Commander with the local Chef de Gare by timely notification in advance of making shipment.

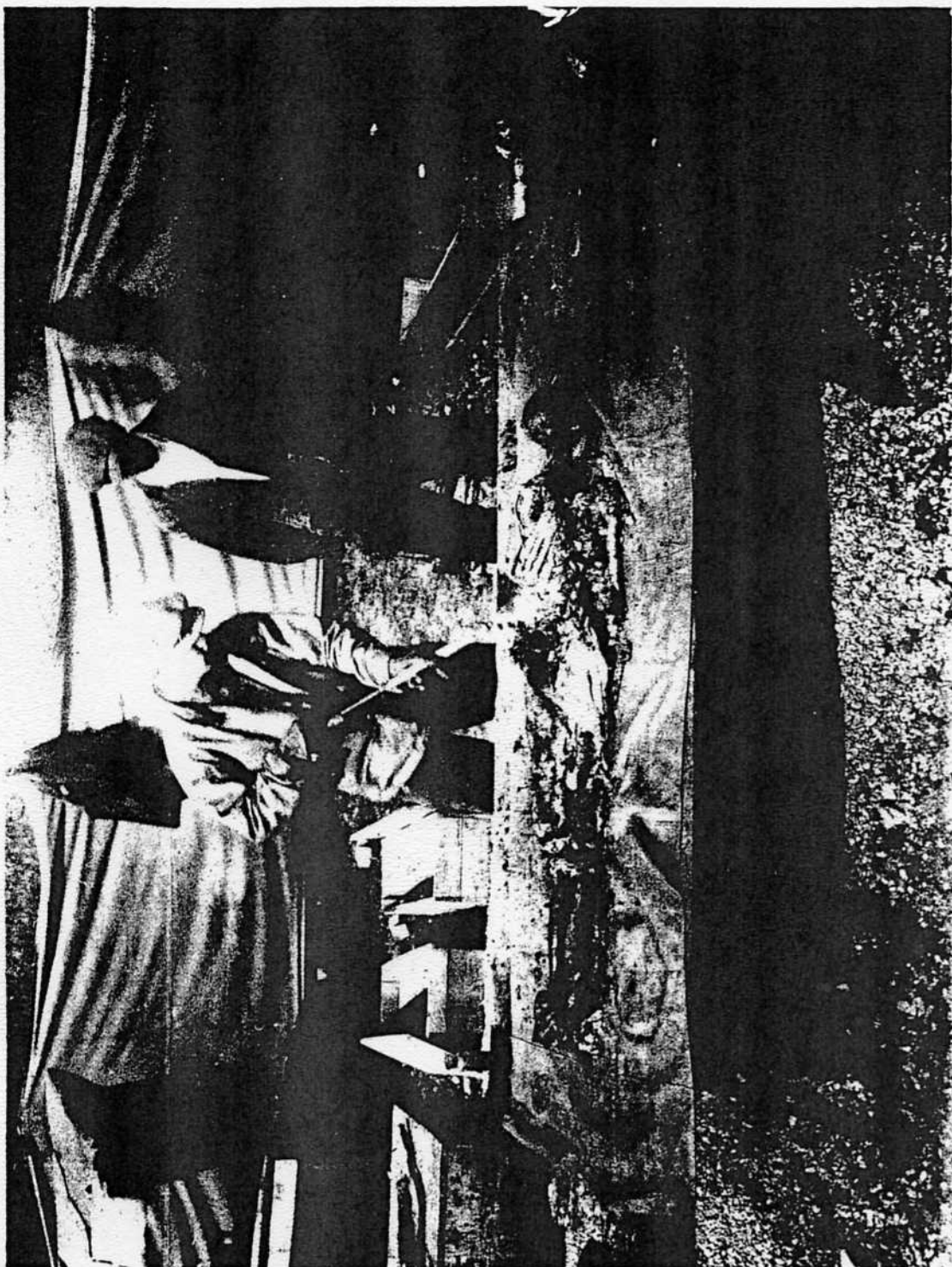
48. Section Commanders will notify these Headquarters at least three days before the completion of operations at any concentration point or Railhead. When the Section Commander makes a shipment of bodies direct to Port, he will immediately, by telegraph, notify the Port Officer concerned.

RAILHEADS - ORGANIZATION AND FUNCTIONS

49. RAILHEAD PERSONNEL. The personnel for the operation of a Railhead will consist of a Railhead Officer and such civilian assistants as clerks, checkers, conveyers and watchmen as may be authorized in each particular case.

50. RAILHEAD OFFICER'S DUTIES. It will be the duty of the Railhead Officer to:

- (a) Select ground and buildings for Railhead facilities, and make definite arrangements and agreements for occupancy of same. The lease agreements entered into for necessary ground and buildings will be for the minimum time with short notice of cancellation. Detailed instructions in regard to rentals and accomplishment of leases will be obtained through application to these Headquarters, attention Supply and Transportation Division.
- (b) Receive, provide storage for, and be responsible for the safety of, all supplies for the Railhead. All non-expendable stores invoiced to the Commanding Officer of a Railhead will be taken up upon receipt, and accounted for, on Property Loan Cards. For expendable supplies a careful record of receipts and expenditures will be kept. Requisitions for supplies for Railheads and Field Sections based thereon will be submitted in accordance with Office Memorandum No. 10, these Headquarters, dated January 22, 1921. Supplies received at a Railhead consigned other than to the Railhead Officer will be received by the Railhead Officer, checked against Shipping Tickets as to number of packages and turned over to consignee



EXHUMATION OPERATIONS.

Spraying remains with necrosan.

The Railhead Officer will not ordinarily open and check contents of packages of such shipments.

(c) Receive and provide suitable storage for all bodies delivered to his Railhead for shipment, and all bodies delivered to be held for identification

(d) Make arrangements for all shipments leaving his Railhead, including the filling out and proper disposition of shipping papers. Detailed instructions regarding shipments are contained in Rail and Water Transportation Circular No. 10.

(e) See that all shipments leaving his Railhead are properly loaded and securely braced.

(f) Provide conveyors for all Petite Vitesse shipments, and all Grande Vitesse shipments of bodies. Three conveyors will be assigned to each rail shipment of bodies with instructions that one conveyor will remain with any car or group of cars that may of necessity have to be cut out of the train. For Petite Vitesse shipments one conveyor unless otherwise specified by higher authority, will be assigned. For shipments of bodies by canal barges, one conveyor for each barge will be assigned. In the event the number of conveyors assigned to a Railhead proves to be insufficient at any time, these Headquarters will be notified as to the additional number required.

(g) Make out all Bons de Transport for transportation of his own personnel, for personnel re-

porting to him for temporary duty, and for personnel of Field Sections when it is not practicable for Section Commanders to issue Bons de Transport. Ordinarily Section Commanders will be provided with Bons de Transport Forms and will, except where emergency prevents, issue same for their personnel. Detailed instructions regarding issuance of Bons de Transports are contained in Rail and Water Transportation Circular No. 2.

(h) Secure necessary labor for Railhead from representative of labor contractor. A representative of the labor contractor will ordinarily be on the ground in advance of requirements. Labor will not be hired other than through the proper representative of the labor contractor, except in emergency. In such cases authority for hire of labor locally should be obtained in advance from these Headquarters. In case emergency does not permit delay a detailed report of circumstances will be submitted at once and approval of action requested. Bills for labor will be carefully checked, vouched, vouchered, signed and delivered to these Headquarters for settlement.

51. REPORTS. The Railhead Officer will submit the following reports to these headquarters. For details as to number of copies, etc., reference is made to Par. 39, this manual.

(a) DAILY TELEGRAPHIC REPORT, using the following

form of telegram in so far as it may be applicable to the report for that day:

AMGRASMA, Paris

R.....	H.....	A.....
No. of Railhead	Tel. No. Date of receipt of bodies.	Name of cemetery from which disin- terred and number bodies received.

B.....	C.....
Number Bodies in Storage	Name of Port & Number bodies ship- ped thereto.

D.....
Number bodies disposed of other than by shipment to Port. To be reported to these Headquarters in detail.

.....
Signature Railhead Officer

Example: AMGRASMA, Paris

R2H 15 A Bazoilles 10 Vittel 15 B 230 C Shipped Cherbourg 850

D 10 returned Section for reburial period.

DOE

(b) DAILY LETTER REPORT giving name, serial number, rank, organization and cemetery number of all bodies received during the day. The names should be arranged in alphabetical order under each cemetery.

(c) WEEKLY PROGRESS REPORT will be submitted to these Headquarters each week as of noon Saturday giving the following information:

(a) Number of bodies received at Railhead during week.

(b) Total number of bodies in storage, giving sepa-

rately the number of bodies held for identification.

(c) Number of rail shipments of bodies during the week showing number of cars; number of bodies; destination and names of conveyors for each shipment.

(d) Total number of caskets on hand (not including reburial caskets.)

(e) Supplies received during the week (list of all supplies).

(f) Number of reburial coffins on hand.

(g) Remarks as to general operations during the week.

G.R.S. FORM 114

REPORT OF DISINTERMENT, PREPARATION AND SHIPMENT OF
BODY AND INSTRUCTIONS COVERING ITS ACCOMPLISHMENT.

52. G.R.S. Form 114 will be used for all exhumations of remains to be returned to the United States or to be delivered to relatives for burial by them in Europe. Exhumed bodies reburied in European Cemeteries by the American Graves Registration Service, Q.M.C. in E., will be reported on G.R.S. Forms 16-A and 1-A. Form 16-A will be executed by the Field Forces and Form 1-A by the Area Supervisor (G.R.S. Bulletin No. 16, Nov. 16, 1918). The items on G.R.S. Form 114 have been numbered for convenient reference to particular items or parts of the Form.

53. Form 114 will be executed in triplicate and the three copies disposed of as follows:

The Original - To Chief, G.R.S., Q.M.C., Washington, D.C., thru
Land Convoyer; G.R.S. Officer at European Port;
Overseas Convoyer and G.R.S. Officer at American
Port.

Duplicate - To the Port Officer for office files, thru Land
convoier.

Triplicate - To Headquarters, A.G.R.S., Q.M.C. in E., thru Land
convoier and Port Officer.

The original report which is forwarded to the Chief,
Graves Registration Service, should be typewritten and its cor-
rectness is imperative.

54. Form 114 has been divided into three parts, viz.,
Disinterment, Preparation and Shipment.

DISINTERMENT

55. Items 1 to 9, incl., 18 to 22, incl., and 32 and 33
are accomplished before the Form is sent to Europe. This in-
formation, abstracted from the verified files in Washington,
will be compared with the grave marker and information found on
the remains.

56. Any discrepancy found in the record of grave loca-
tion at the time of disinterment will be noted in Items 15, 16
and 17. Insert the accurate location as found upon disinter-
ment, underscoring the detail thereof which does not reconcile
with the records of the Chief, Graves Registration Service. If
the grave location reconciles, "No Discrepancy" should be noted
on line No. 17.

57. Item 23. It is not necessary that the persons do-
ing the actual disinterring should sign, but their names should
be reported.

58. Item 24. This information will be entered just
as it appears on the grave marker.

59. Item 25. Enter "Yes" or "No" in both places. Signatures of Junior Technical Assistant will be on the line specified.

60. Item 26. This question will be answered regardless of whether or not identification discs are accounted for, specifying letters, photographs, watches, rings, money order receipts, and the like. If no discs are found, describe in detail for final action of the Chief, G.R.S. Specify height, estimated weight, color of hair, beard, eyes, description of teeth, and all markings on body.

61. Item 27. Note condition of body, such as "badly decomposed" or "in good state of preservation" or "badly disintegrated" and state whether features ARE or ARE NOT recognizable.

62. Item 28. State nature of burial, such as "in uniform", "burlap and wooden box" or "metallic casket" or "in hospital shroud and wooden casket", or "embalmed and in sheet and wooden casket", or "in uniform", "not inclosed in box or casket", etc. If body is found in hermetically-sealed casket and this casket is not used to ship the remains the reason therefor will be noted under this item.

63. Item 29. Various items of discrepancy should be noted in space at top of Form. If there is a discrepancy in a part of the name, show complete name found upon examination of the body, UNDERSCORING that part of name which differs from the records of the Chief, Graves Registration Service, the serial number, rank, organization, and date of death to be handled in the same manner, in case the GRAVE MARKER may show



EXHUMATION OPERATIONS.

Wrapping Remains in blanket.

this information. IF GRAVE MARKER shows date of burial, make note on line D.B., Item No. 14B.

64. Item 30. Enter date and name of embalmer or Junior Technical Assistant actually preparing body and placing it in casket.

65. Item 31. Enter name of person sealing casket. The embalmer supervising preparation will sign on line specified.

SHIPMENT

66. Item 32. Enter information which is stencilled on shipping box. The box will be stencilled and the entry made as given by the Chief, Graves Registration Service, in Items 1, 2, 3 and 4.

67. Item 33. Contains information supplied by the Chief, Graves Registration Service, which will be stencilled on shipping case.

68. Item 34. Enter date of marking and name of person who actually marks box.

69. Item 35. Inspector must assure himself, before signing this certificate, that the markings on the box are absolutely in accordance with Par. 24, this manual, and that all instructions regarding preparation for overseas shipment have been complied with.

70. Item 36. (Reverse side of Form) Should contain information which cannot be reported at sufficient length on special cases in the space allowed on face of Form and this should be so noted by words "See Item No. 36."

71. Item 37. (Reverse side of Form) Enter date body

is shipped from point of operations to point of evacuation,
name of evacuation point and name of convoyer.

72. Item 38. (Reverse side). Enter date body is received at such evacuation point and give signature of G.R.S. Receiving Officer at that point.

73. Item 39. (Reverse side). Enter date body is shipped from evacuation point to European Port, Name of Port, and name of Convoyer.

74. Item 40. (Reverse side). Enter date body is received at such Port and give signature of the G.R.S. Receiving Officer at that Port.

75. Item 41. (Reverse side). Enter name of Port of arrival in United States, the boat on which body is shipped, name of Convoyer, and date of sailing. The second, third and fourth entries will be made by the Port Officer at the Port from which body is shipped.

76. Item 42. (Reverse side). Enter date that the G.R.S. Port Representative received and checked the consignment upon its arrival in the United States and give signature of the Receiving Officer.

77. Item 43. (Reverse side). G.R.S. Officer at home Port will enter date that remains are shipped to destination and number of Bill of Lading or Express Order.

78. RESPONSIBILITY OF PORT OFFICERS. The attention of the Port Officer is called especially to the fact that after complete accomplishment of G.R.S. Form 114, insofar as the responsibility rests with the Service in Europe, the original goes direct to the United States and eventually to the Office

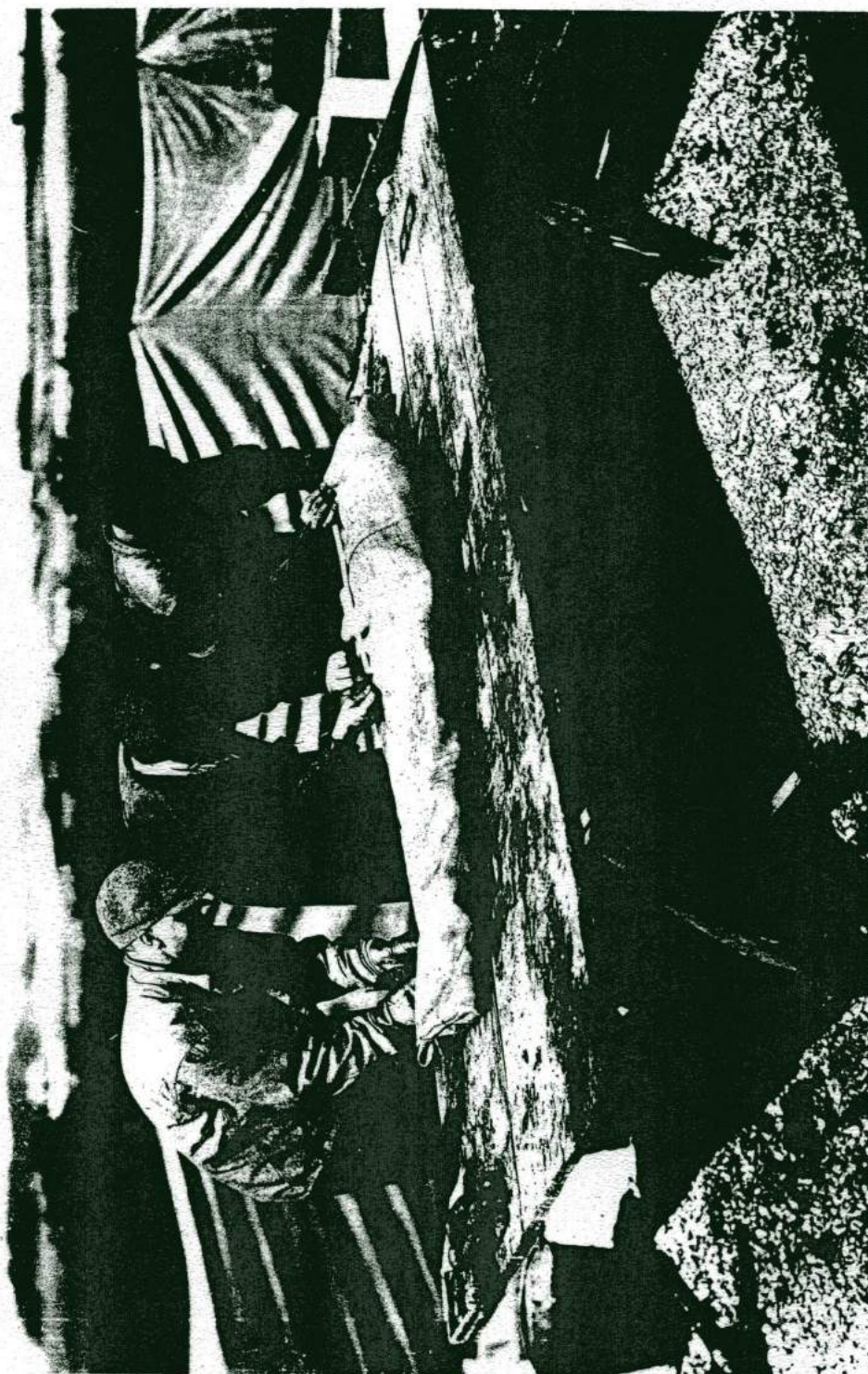
of the Quartermaster General, without verification from the Section Commander, or Chief of the Service in Europe. Port Officers, therefore, will compare all Forms 114 that accompany bodies transferred to him; this for the purpose of noting discrepancies between the original, duplicate and triplicate. In each case where discrepancies exist between the three copies of G.R.S. Form 114 a letter will be written by the Port Officer to Chief, Cemeterial Division, Washington, D. C., through Representative, A.G.R.S., Hoboken, New Jersey, inviting attention to the discrepancies. The original of this letter will be attached to the original copy of Form 114 and copies of the letter to the duplicate and triplicate copies of the Form. Where incomplete data exists, the defective form will be returned to the Master of Section for his attention and necessary action. When shipment is made from a Port to the United States, the Port Officer will forward immediately to these Headquarters, by conveyer, the duplicate copies of all G.R.S. Form 114 for all bodies forwarded in the shipment to the United States.

PORTS

79. PORT OFFICERS AND GENERAL INSTRUCTIONS. A Port Officer for each Port in operation will be designated by the Chief, A.G.R.S., Q.M.C. in Europe. The Port Officer will be provided with such personnel as may be required.

80. The Port Officer will have command of and be held responsible for all Graves Registration Service activities at the Port to which he is assigned.

81. The Port Officer will be charged with securing such transportation, labor and material as may be necessary for the



EXHUMATION OPERATIONS.

Attaching embossed strip to blanket in which Remains are wrapped.

complete performance of his duties.

82. He will receive, store and make proper disposition of all material and supplies consigned to this Service and arriving at the Port.

83. He will receive from the Field Forces the shipping cases containing bodies to be evacuated through his Port, and, as may be directed, will ship them to their final destination.

84. Port Officers will give full instructions to conveyors as to their duties on board ship, as prescribed by regulations.

85. Port Officers will be charged with the submission of the various reports required of them by this manual of regulations.

86. DUTIES OF PORT OFFICERS. Port Officers will be held responsible that only serviceable caskets complete with shipping cases, are sent to the Field Operating Forces for use. In order to insure that such material is furnished, inspection must be made of all consignments received from the United States and the necessary precautions taken and tests made to place the material in serviceable condition. In making inspections, the points set forth in the following paragraphs should be covered in the order mentioned.

87. SHIPPING CASES. Examine the exterior of the case.

See if it is in perfect condition.

If any defects are observed, state specifically what they are.

Note securing screws, iron strappings and handle

Open the case and note the condition of securing

braces. If any defects are observed, state specifically what they are.

88. SHIPPING CASES AND SHIPPING CASE HANDLES. All shipping cases found upon careful examination to be defective or to have become weakened in transit from the United States will be strengthened by the addition of No. 14 flathead wood screws, $2\frac{3}{4}$ inches in length.

- (a) Handles will be placed on shipping cases by using screws in the upper three screw holes and small stove bolts in the two lower screw holes.
- (b) Broken shipping case handles will be replaced by Port Officers upon receipt of shipping cases from the United States and before same are forwarded to the operating forces in the field. Broken handles on shipping cases containing caskets received from Field Forces will be replaced by Port Officers before shipment to the United States. To avoid opening shipping cases and removal of caskets for the repair work, the following method is approved:
Cast-iron handles to be broken off with a hammer and wrought-iron handles to be screwed on the proper place. Bolt-heads can be utilized to take up the direct pull on the handle by placing this wrought-iron handle under the two bolt-heads which remain on the shipping case after the broken handle has been knocked off.

- (c) Special care will be exercised that the securing blocks and frames on the inside of each shipping case are properly fitted so that the wooden casket will be held securely in place. When the holding-down frame between top of wooden casket and top of shipping case is fitted in place at the Port the frame will be so marked that after removal in the field it may promptly and readily be replaced in the exact position in which fitted at the Port.

89. CONTENTS AND PROTECTION OF SHIPPING CASES SENT TO FIELD FORCES. Shipping cases complete, prior to being sent to the Field Forces, will be inspected to ascertain if they are in serviceable condition, and that the following supplies are placed in the casket:

Sufficient shipping case lid screws and casket top screws to properly seal same.

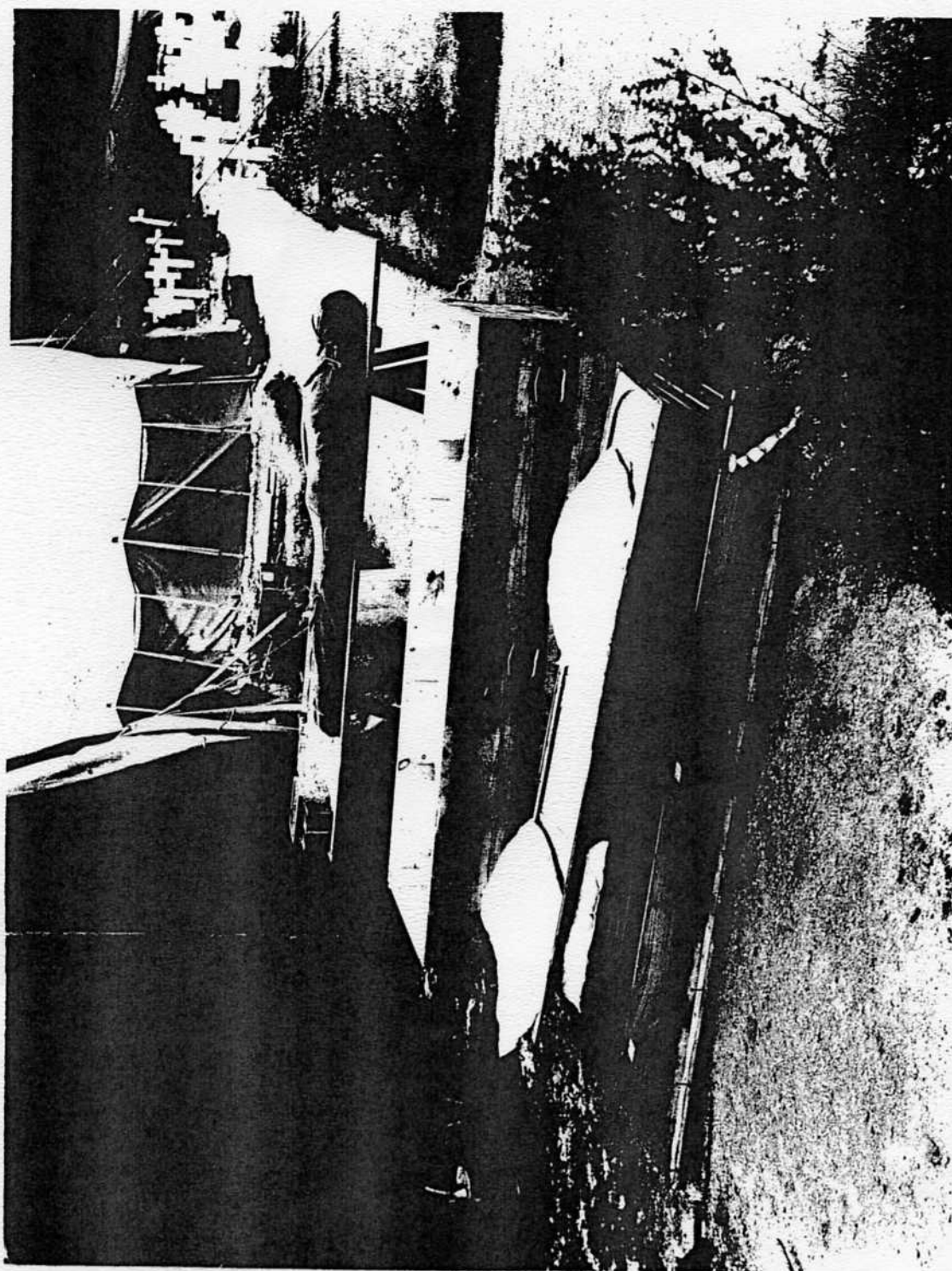
1 blanket

1 sheet

4 muslin excelsior pads or their equivalent

1 sq. yd. wiping cloth

- (a) Metallic lids will then be attached by at least four lugs and the casket top screwed in place by atleast four screws on each side. Shipping case lids will then be attached with one-half the original number of screws.
- (b) If the Shipping Cases are equipped with cast-iron handles, the following procedure for their protection



EXHUMATION OPERATIONS.

Remains, wrapped and tagged, ready to be placed in casket.

will be employed.

"A wooden cleat, four (4) inches long, one and one-half ($1\frac{1}{2}$) inches wide and one (1) inch thick will be placed immediately above and flush with the circular portion of each handle same to be parallel with the long axis of the handle grip. This cleat will be secured by three (3) flat-head, one and three-quarter ($1\frac{3}{4}$) inch, wire nails."

- (c) The original address and all markings on shipping cases will be removed before they are sent to the Field.
- (d) The utmost care will be used when loading and unloading shipments so that handles do not jam and that undue strain is not placed on one or two handles.

90. CASKETS. Examine the casket, paying particular attention to the following points:

Is the lid cracked or damaged in any way?

Is the finish marred?

Is the moulding intact and in good condition?

Remove the lid and examine the lugs that hold the metallic lining in place.

91. CASKET INSPECTION AND REPORT. Each lot of 100 caskets or fractional part thereof representing separate shipments received from the United States will be inspected by the Port Officer who will make a report thereon to the Headquarters, A.G. R.S., Q.M.C. in Europe. A careful check will be kept of the manufacturer's name, identifying marking, inspector's initials, date and consignment to which the casket pertains. Reports should include also such information available as to whether the caskets and shipping cases were damaged or broken in transit

and whether the damage was due to rough handling at Port of Embarkation or Debarcation. These reports will be made on prescribed forms.

92. METALLIC LINING.

Note the condition of the hold-down across the lid.

Are any of them bent or disfigured?

Remove the lid and examine the gaskets.

Examine all seams and joints and note specifically any defects found.

Test the metallic lining for air and water tightness, and, if any leaks are found, state specifically the location of the leak.

93. TESTS. All metallic linings will be tested at the Port for leaks. The preferred method of making the test is as follows:

(a) AIR TEST. A small tube is soldered to one of each type of metallic casket cover furnished and this cover will be used for the testing of all caskets of that size and make. This tube is connected with a rubber hose to an air pump or compressor tank. After all the seams, lid fasteners and the rubber gaskets have been covered on the outside with soapy water, the metallic body should be filled with air at a pressure of from four to five kilogrammes. The appearance of bubbles will indicate leakage. Test all metallic lids with water.

(b) WATER TEST. In case the casket cannot be tested by air, a water test will be given by stripping all pad-

ding and lining from the metallic casket, and then filling it with water. Continue the test for at least one hour.

94. RECEIPT OF BODIES AT PORT. On their return to Port Warehouses from the Cemeteries, all shipping cases will be carefully scrubbed and washed, and in cases where this will not remove stains or discolorations the wood will be scraped or sandpapered. Care will be exercised in scrubbing or washing top of shipping cases that excessive amount of water is not used thus guarding against the water leaking through into the casket. At the same time, an inspection of the shipping case handles will be made and, in the event that they are broken, they will be replaced immediately.

95. CASKET LEAKS. In no instance will a body be shipped from a Port to the United States where any development indicates a possible leak. In such cases no untried method of repair or temporary measures will be used or authorized, but if investigation develops a leak and same cannot be properly closed as would be the case in original test of casket, transfer of remains will be made to a casket which is in proper condition, and notation to this effect must always be recorded on all copies of Form 114 as well as a special report made to the Officer in charge of Operations.

96. RE-STENCILLING. Shipping cases which are received from the Field and on which the stencilling has become obliterated or marred will be re-stencilled at the port.

97. STORAGE. When shipping cases containing bodies have been prepared as shown in Pars. 94, 95 and 96, they will be



EXHUMATION OPERATIONS.

Stencilling shipping case.

placed in a suitable room or building for storage awaiting shipment. This room or building will be cleaned, the walls and ceiling will be scraped, and, if practicable, whitewashed or stained. The walls, in addition, will be suitably draped with flags. The shipping cases containing the bodies will be aligned and spaced, each case being covered by an American flag. It is only when the floor space is not sufficient for the number of bodies awaiting shipment that the shipping cases will be placed in tiers.

98. GUARD. A guard or watchmen will be kept over the bodies of exhumed American dead at all times at points of evacuation or storage.

SHIPMENT OF BODIES FROM PORT

99. An inspection will be made of the hold of the vessel by the Port Officer before loading operations begin, to see that it is cleaned of refuse. In case he is dissatisfied with the hold or its condition, proper representation will be made by him to the Transport Quartermaster.

100. During the transfer of the bodies from the Storehouse to the Dock, there will be no riding by employees on the shipping cases.

101. A commissioned Officer will always be present during the loading of the bodies on the Transport.

102. At least one member of the enlisted guard of honor should be present on the dock when the bodies are being loaded on a vessel.

103. A flag will be draped on each shipping case when being loaded from the dock to the hold of a vessel and removed

when the case has been deposited in the hold. Care will be observed that these flags are not lost or stolen while being so used.

104. Bodies will be loaded singly on a vessel by means of the standard platform described in official blue print.

105. Nine such loading platforms will be available at each port.

106. Canvas paulins will be placed over the layers of caskets when arranged in the hold so that the shipping cases will not become soiled or marred by foot marks of the stevedores engaged in storing the bodies.

107. The stevedores in the hatch, as well as those on shore, are under the direction of the Port Officer. Neither they nor any member of the crew are to be permitted to turn the casket on end or roll them about to get them in place. After being lowered into the vessel the case should be carried to proper place top upmost. If, under certain conditions, it is necessary to use rollers, these are allowed. In the event that caskets become damaged in loading or after being placed on board, should there be such an occurrence as water in the hold, the Port Officer will cause the bodies to be removed from the vessel and taken back to the warehouse. The metal casket will then be placed in a new wooden casket and a new shipping case. The damaged casket and shipping case will then be thoroughly wiped and dried so as to prevent warping, and any repairs necessary will be made.

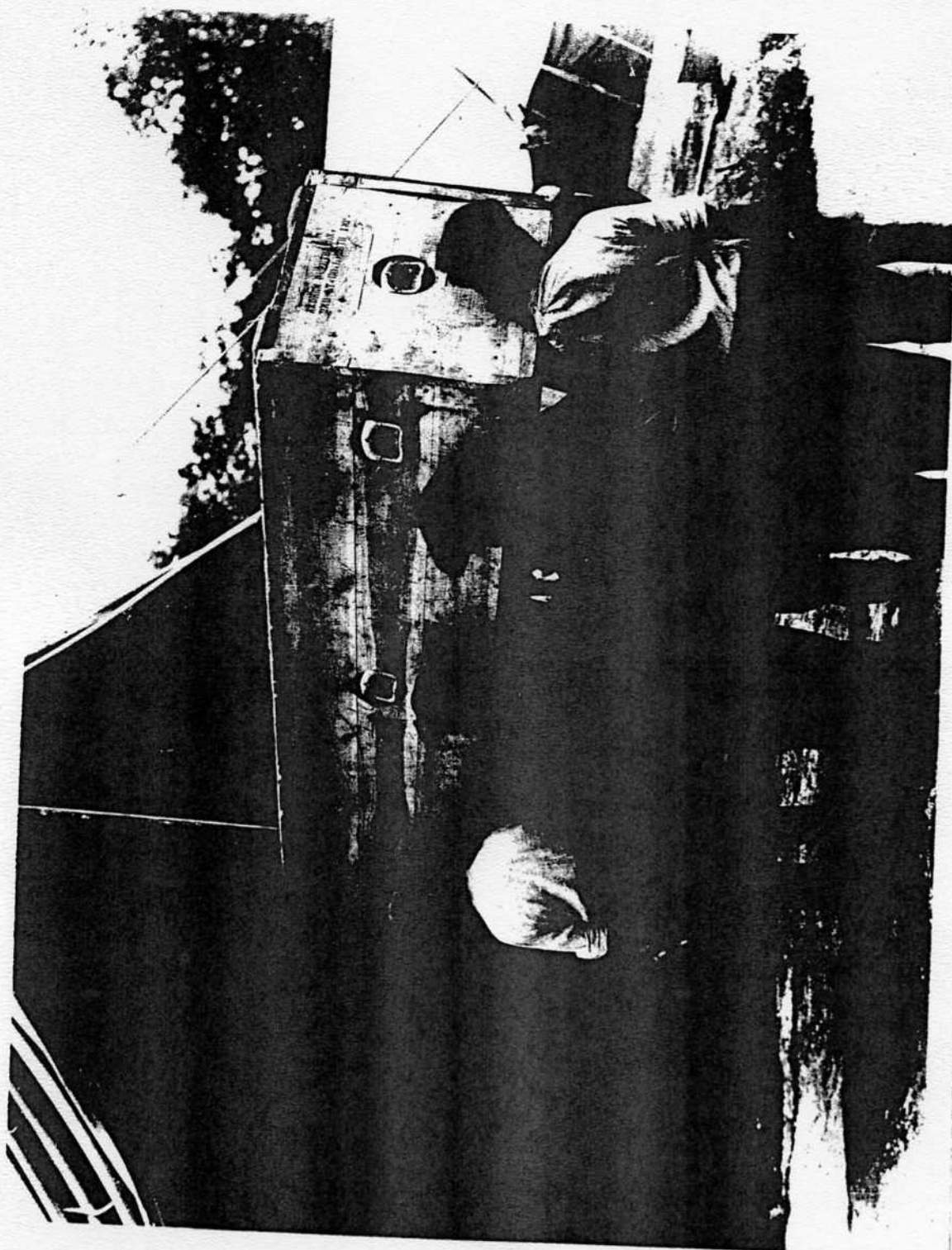
108. After the shipping case have been stowed away, the matter of lashing and securing them will be taken up with the

Master of the vessel or the Transport Quartermaster, in order that there will be no shifting about in the event of rough weather.

109. All bodies will be delivered to the Transportation Service at the docks in Europe for transportation to the United States, and will be accompanied during the voyage by a Convoyer of the Graves Registration Service, who will carry all necessary records and papers concerning the shipment for delivery to the Graves Registration Officer at the destined Port in the United States. The instructions given to the convoyer will in each case contain a request that the Transport Quartermaster observe the convoyer during the journey and upon arrival at destination report by letter to the Chief, these Headquarters, any neglect of duty on the part of the convoyer. The convoyer's instructions will also contain a request that the representative of the Graves Registration Service be extended every facility for caring for the caskets during the voyage.

110. Should the Army Transport Service send a special representative to a Port to supervise the loading or unloading of a shipment, it is the duty of the Port Officer to be present either in person or by responsible representative, to see that the foregoing instructions are carried out. Should anything occur which can be considered as damaging government property or treating American Dead with disrespect, a protest will be lodged at once with the Army Transport Officer present and a full report with affidavits will be submitted to the Chief, A.G.R.S., Q.M.C. in Europe.

111. In those instances where the Port Officer has a



EXHUMATION OPERATIONS.

Shipping case containing Remains being carried from cemetery.

dual capacity as representative of the A.G.R.S., Q.M.C. in E., and the Army Transport Service, a division of responsibility for the two Services operated by the same official is hereby fixed and directed as follows:

- (a) The responsibility of the Army Transport Service ceases when discharged cargo reaches the quay, dock or landing stage, or, in other words, the first permanent facility. Similar responsibility commences when outgoing cargo is first placed aboard mobile water accommodation or transportation.
- (b) The responsibility of the Q.M.C. (A.G.R.S.) will commence where that of the Army Transport Service terminates and will cease where responsibility is charged to the Army Transport Service as above indicated.
- (c) While the responsibility of the two services is divided as per above, the responsibility of the Port Officer includes the operations of both Services.

112. Port Officers acting as representative of the Army Transport Service must expedite as much as possible the discharging and loading of cargo to the end that transports encounter no avoidable delays at Ports.

113. Except in emergency, the ship's crew will furnish men only to man the ship winches in loading or unloading cargo.

114. Where a special representative of the Army Transport Service is ordered to a Port for temporary duty by authority other than Headquarters, A.G.R.S., Q.M.C. in E., or through these Headquarters, the local Port Officer is relieved of responsibility as far as operation is concerned, but he will keep constant-

ly in touch with the work independently on behalf of the G.R.S. to determine from observation whether, in his judgment, the work is being performed in a satisfactory manner. Where the work is not being satisfactorily performed he will confer with the Army Transport Service or special representative and report the situation through channels, in writing, to the Chief, A.G.R.S., Q.M.C. in E., advising whether the questions upon which he reports, were given proper attention by the Army Transport Service representative.

115. SPECIAL INSTRUCTIONS. As soon as Army Transports dock at a Port, the Port Officer will inquire of the Transport Quartermaster whether there are any Forms 114 on the vessel. Where the vessel carries consignments of disinterment orders, these Forms 114 will be obtained by the Port Officer and forwarded immediately by Convoyer direct to Headquarters, A.G.R.S., Q.M.C. in Europe.

116. Within two days after the unloading of a transport, the Port Officer will forward direct to Headquarters, A.G.R.S., Q.M.C. in E., a copy of the manifest and a signed statement as to what was actually received. The statement should be in sufficient detail to determine to what extent pending requisitions have been filled.

117. RESPONSIBILITY FOR INFORMATION ON G.R.S. FORMS 114. Attention of Port Officers is invited to Par. 78, this manual, fixing their responsibility for information on G.R.S. Forms 114.

REPORTS REQUIRED OF PORT OFFICERS

118. All reports from Port Officers rendered by mail will be submitted in original and five copies. All telegrams and

telegraphic reports will be addressed "AMGRASMA, Paris."

119. SPECIAL REPORTS. The Port Officer will submit special reports as follows:

- (a) Cable report of bodies shipped on Transports in accordance with Office Memorandum 17, these Headquarters, dated Nov. 12, 1920, (two copies to be forwarded to Hoboken, N.J., by overseas Convoyer) to be cabled direct to AGWAR for Quagwar, Washington, from Ports having direct cable communication with the United States, six copies of which together with duplicate copies of Forms 114 and copy of or Roster of bodies shipped to be forwarded promptly to these Headquarters, by Convoyer. Ports not having direct cable communication with the United States will prepare the cablegram, have it properly signed, made ready for filing, and send the original and six copies to these Headquarters by Convoyer, together with duplicate copies of Forms 114 and copy of Roster of bodies shipped.
- (b) Telegraphic report as per following form, to be submitted whenever there is any change in status of bodies at Ports:

AMGRASMA, Paris
POR (Serial number of telegram) A (Number of bodies received and cemetery from which received. When bodies for foreign shipment are received, they should be reported as in the following example: Blois 20, Orleans for United States 24, Italy 2, Greece 1, etc.) B (Bodies on hand for shipment - for example: United States 439, foreign 12) C (Number of bodies shipped giving destination - for example; United States 982, Bordeaux 10, Finland 1)

- (c) Telegraphic report to these Headquarters and to the Port



EXHUMATION OPERATIONS.

Placing body in G.M.C. Truck.

Commander, Antwerp, immediately upon arrival of each Transport, giving date and hour of arrival.

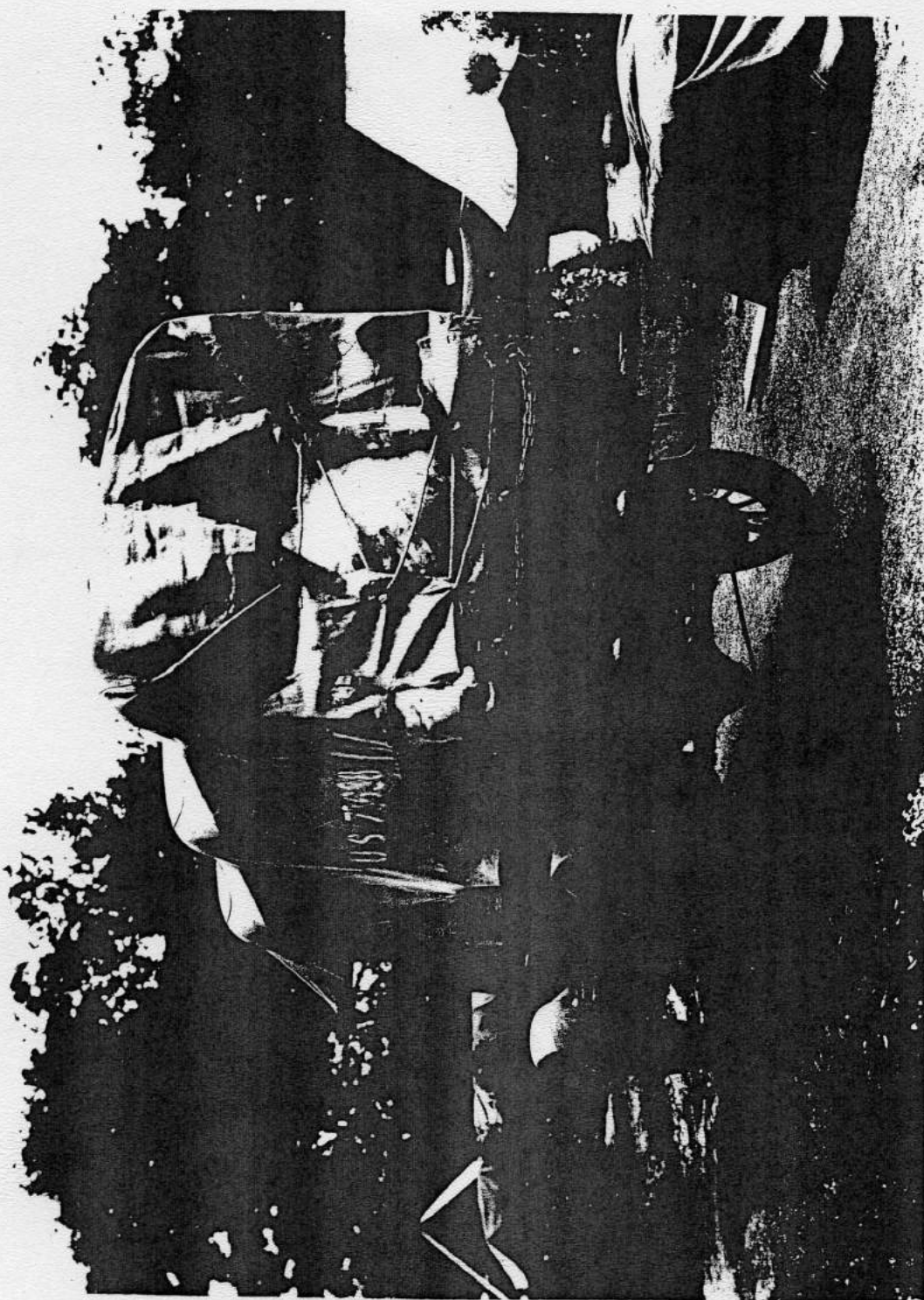
- (d) Telegraphic Report to these Headquarters and to Port Commander, Antwerp, immediately upon departure of each Transport, giving date and hour of departure.
- (e) Telegraphic Report to Port Officer of next G.R.S. Port of call for each departing Transport giving date and hour of departure and anticipated date and hour of arrival of Transport at next Port of call.
- (f) Mail report to be forwarded to the Port Commander, Antwerp, upon departure of a Transport, showing the following: (a) All cargo unloaded, showing number of packages and weight in kilos. (b) All cargo loaded showing number of packages and weight in kilos. (c) Number of Passengers embarked, showing separately Army personnel and Civilian Personnel by classes.
- (g) Mail report of bodies received giving: Name, Serial Number, rank and organization of remains, and designating cemetery by number, the names to be listed alphabetically under each cemetery. Of the bodies received, those not to be shipped to the United States will be listed separately and name and address of consignee added.
- (h) Mail report consisting of letter of transmittal and roster of bodies will be forwarded with original copies of Forms 114 accompanying bodies on Transports.
- (i) Report of inspection of each 100 caskets inspected. Forms supplied by these Headquarters to be used. Individual forms will be used only for caskets in which de-

fects or damages are found.

- (j) Report of damages to government property per Par. 110.
- (k) Report of disrespect to American Dead per Par. 110.
- (l) Mail report of all supplies purchased, to be submitted on the forms furnished.

120. WEEKLY REPORTS. Port Officers will submit the following reports each week as of noon Saturday:

- (a) Weekly Progress Report showing the following:
 - (a) Number of bodies in storage for shipment to the United States.
 - (b) Name, rank and organization of bodies in storage for shipment to Foreign Countries giving names and addresses of consignees.
 - (c) Total number of caskets on hand.
 - (d) Number of caskets on hand inspected and ready for issuance to Field Forces.
 - (e) Number of caskets shipped during week to Field Forces and points to which shipped.
 - (f) Arrivals and departures of Transports during week showing dates and hours of dockings and clearances, supplies received therefrom, and bodies shipped thereon.
 - (g) Number of reburial caskets on hand and number shipped during week to Field Forces and points to which shipped.
 - (h) Remarks as to general operations during the week.
- (b) Weekly Personnel Report will be rendered as prescribed in Par. 45, this manual.



EXHUMATION OPERATIONS.

G.M.C. truck with bodies ready for departure to railhead.

121. SEMI-MONTHLY REPORTS. The following report will be submitted by mail on the 15th and last day of each month:

- (a) Mail stock report, as per form supplied, showing issues during the past 15 days, and also surplus articles on hand.

122. MONTHLY REPORTS. Port Officers will submit the following reports monthly:

- (a) Monthly Cost of Operations, showing:
 - (a) Rental of all facilities.
 - (b) Salaries of personnel, exclusive of Commissioned, including office force and warehouse labor charged to A.G.R.S.
 - (c) Salaries of personnel chargeable to the Army Transport Service, loading and unloading Transports.
 - (d) Pilotage, docking, lighterage, rental of cranes, and other expenses incidental to the handling of Army Transports.
 - (e) Supplies purchased for Army Transports, including water, coal, vegetables, etc.
 - (f) Local purchases of supplies for operations at Port.
 - (g) Local purchases of supplies for operations of Field Forces.
- (b) Mail Report transmitting two true copies of all telegrams sent (to be forwarded within five days after the close of each month).
- (c) Mail Report of Declaration d'Expedition en Grande Vitesse and en Petite Vitesse (See Par. 28, Rail and Water Transportation Circular No. 10, dated March 1, 1921).

- (d) Mail Report of Bons de Transport (See Par. 14, Rail and Water Transportation Circular No. 2, dated May 1, 1920).
- (e) Mail Report of Motor Transportation (use forms Monthly Cost sheet, Motor Transportation).
- (f) Mail Report of Vehicles (use forms supplied).

FIELD OPERATIONS)
BULLETIN #6)

August 22, 1921.

1. DAILY TELEGRAPHIC REPORT.

1. Paragraph 40, Manual of Regulations is amended so as to show the form of the daily telegraphic report as follows:

AMGRASMA, Paris

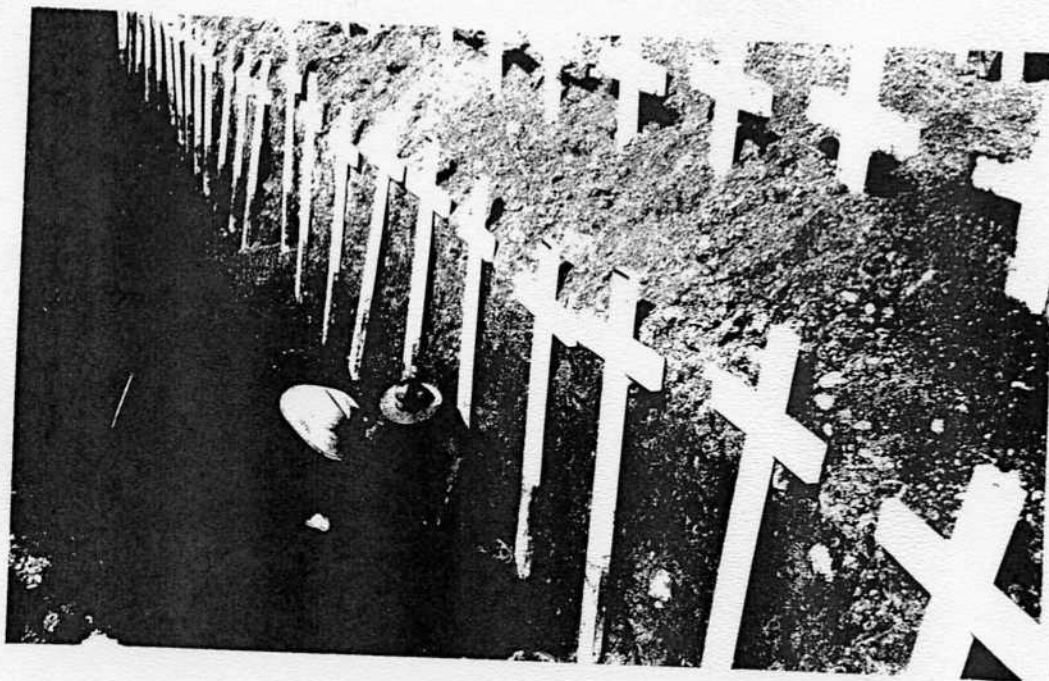
_____ O.R. _____	
Code	Tel. No. Date of exhumation
_____ A _____	
Cemetery name and number	No. of exhumations for U.S.
_____ B _____ C _____	
No. of exhumations for concentration	Number of
_____ D _____	
bodies in storage	No. of bodies shipped to Port or
_____ E _____	
permanent cemetery and destination	Bodies shipped and
destination, other than those under "D".	

Example: "AMGRASMA, Paris. F2S one O.R. August twenty fifth Romagne 1232 A two B forty five C forty five D two Antwerp E none.

LUCK".

2. DAILY MAIL REPORT.

1. Paragraph 41 of the Manual of Regulations is amended to read as follows:



Removal of Bodies by Trench System where Bodies have been
buried close together.

Daily Mail Report. There will be submitted daily in quintuplicate mail report of daily operations on Form F-2. Names and other information called for on bottom of Form F-2 will be itemized under separate captions, i.e., STATES CASES, CONCENTRATION EXHUMATIONS, CONCENTRATION REBURIALS, HOLD CASES. Unusual cases should also be explained below. Item "c" on this report should be changed to read: "Number of reburials for permanent concentration and item "j" should read: "Total number of reburials for concentration". In reporting "Unknowns" give grave location. Reports to be mailed prior to nine (9) a.m. of the date following the day exhumations are made.

3. WEEKLY PROGRESS REPORT.

Paragraph 43 of the Manual of Regulations is amended to read as follows:

"The Weekly Progress Report will be submitted, in quintuplicate, each week as of noon Saturday and will be mailed prior to noon on Monday of the following week. It will show:

- (a) Number of exhumations for shipment to the U.S.
- (b) Number of exhumations for permanent concentration.
- (c) Number of reburials.
- (d) Number of removals to non-American cemeteries.
- (e) Number of bodies in storage at operating point.
- (f) Number of bodies shipped during week.
- (g) Supplies received during week and source of supply.
- (h) Number of caskets on hand - lined
- unlined
- (i) Number of days of actual operations.
- (j) Condition of Motor Transportation.
- (k) General remarks.

4. COMPLETION OF OPERATIONS TELEGRAM.

- 1. Paragraph 45-F of the Manual of Regulations is amen-

ded as follows with regard to the form of telegram reporting the completion of operations:

AMGRASMA, Paris.

_____	_____	O.R. Cemetery	_____	_____	completed
Code	Tel. No.		Number	Place	
_____	_____	period Total exhumations	_____	_____	period States cases
Date			Number		
_____	_____	period Concentration cases	_____	_____	period Removals
number			number		
_____	_____	to non-American cemeteries	_____	_____	period Remaining burials
			number		
_____	_____	period			
number					

Signature of Master of Section

FIELD OPERATIONS)
BULLETIN #1)

February 8, 1922.

AMENDMENTS - MANUAL OF REGULATIONS AND TABLES OF ORGANIZATION

A.G.R.S., Q.M.C. IN E.

1. Paragraph 40, Manual of Regulations, dated April 15th, 1921, is hereby rescinded.

2. Paragraph 41, Manual of Regulations, is amended to read as follows:

There will be submitted daily, in quintuplicate, mail report of daily operations on Form F-2. Names and other information called for on the bottom of Form F-2 will be itemized under separate captions, i.e., STATES CASES, CONCENTRATION EXHUMATIONS, CONCENTRATION REBURIALS, HOLD CASES. Unusual cases should also be explained by remarks. Item (c) on this report should be changed to read: "Number of permanent reinterments". Item (j) should read: "Total number of permanent reinterments". In reporting Unknowns give grave locations. An additional summary will be placed on the bottom of the report as follows:

- (1) Number of bodies in storage.
 - (2) Number of bodies shipped to Port or Permanent Cemetery, or other points, showing name and number of same to each destination.
 - (3) Bodies received from other points, showing name and number from each point.
 - (4) Number of bodies permanently reinterred. Reports to be mailed prior to 9 a.m. of the date following the day exhumations are made.
- (3) Paragraph 43, Manual of Regulations, is amended to read as follows:

SEMI-MONTHLY PROGRESS REPORTS

Semi-monthly progress reports will be submitted in quintuplicate on the 15th and last day of the month and will be mailed prior to noon on the following day. They will show:

- (a) Number of exhumations for shipment to U. S.
 - (b) Number of exhumations for permanent reinterment.
 - (c) Number of permanent reinterments.
 - (d) Number of removals to non-American cemeteries.
 - (e) Number of bodies in storage at operating points.
 - (f) Number of bodies shipped during the semi-monthly period
 - (g) Supplies received during semi-monthly period and source of supply.
 - (h) Number of caskets on hand, lined and un-lined.
 - (i) Number of days of actual operations.
 - (j) Number and condition of motor transportation.
 - (k) General remarks.
-