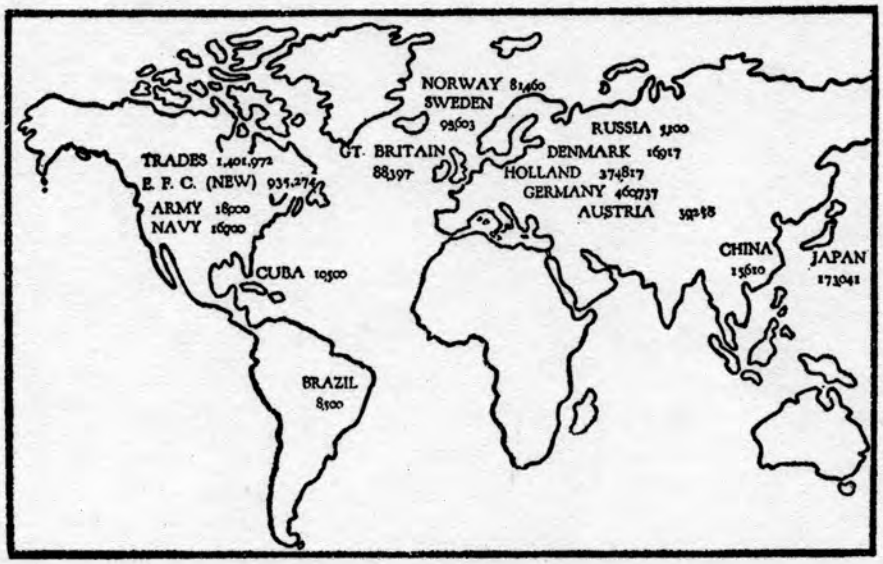
seized German vessels, which came into service during the fall of 1917. The taking over of Dutch steamers in the spring of 1918 and the chartering of Scandinavian and Japanese



Map 3.—Dead-weight tons of American Army shipping secured from different countries.

tonnage accounted for great increases in the cargo fleet. Map 3 shows the amounts of tonnage that were secured for our Army fleet from the different countries of the world.

The most ample credit must be given to the Emergency Fleet Corporation, which turned over nearly a million tons of new ships, and to the Shipping Control Committee, which stripped bare of all suitable vessels our import and export trades and turned over for Army use nearly a million and a half tons of ships. The Army vessels also came from 12 other nations well scattered over the globe and shown in the figures of the map already referred to.

EMBARKATION AND DEBARKATION

Most of the troops who sailed for France left from New York. Half of them landed in England and the other half in France. Most of those who landed in England went directly to Liverpool and most of those who landed in France went to Brest. While these statements are valid generaliza-