Foremost among the initial problems of America, after preliminary plans for the raising of her army had been laid, was the problem of transporting them to France, so that their strength might be thrown against the Hun on the battlefield. Shipping was not available, and even though it was being increased at maximum capacity, still there was not more than half as much as was needed to transport the men in the numbers they were being trained and in the numbers they were needed by France and England and Italy.

England gladly placed her available shipping at the disposal of the United States, and before the war had ended she had carried more than one million Yanks to the side of her own men and those of the French, or nearly half of those who had gone overseas. The importance of the United States Navy in the war can hardly be exaggerated. Within less than a month after hostilities were declared, she had sent a detachment of destroyers to European waters. By October, 1918, there were 338 ships of all classes flying the American flag in foreign waters. The operations of the Navy during the war covered the widest scope in its history. They operated in European waters from the Mediterranean to the White Sea. At Corfu, Gibraltar, in the Bay of Biscay, on the Irish Coast, at the English Channel ports, in the North Sea and at Archangel, they did creditable work. This service was not as brilliant perhaps as that of the army, because the nature of its vital work kept it from the front. Even though its activities were probably less glorious, still they were none the less important and necessary to the cause.

Naval men served on nearly 2000 craft that plied the waters of the globe, on submarines that had no fear of the under-sea perils, and in aviation where men of courage fought and prevented surprise attacks with new-found weapons.

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An American Whippet Tank Moving Up to the Support of the French for the Storming of Juvigny, Near Soissons, in the Last Weeks of the War.