

down; his infantry became disorganized and retired eastward. British air-scouts reported that the roads converging on Le Cateau were jammed with retreating infantry and transport vehicles. Next morning the advance was resumed and the British cavalry engaged in the pursuit. When night came the advanced troops were within two miles of Le Cateau and the Germans had been prevented from completing the destruction of the railway. On October 10 progress continued, but the German resistance perceptibly stiffened, and attempts of the British cavalry to pass the Selle were unsuccessful. The French First Army made a substantial advance east of St. Quentin. In this operation twenty British infantry, and two British cavalry divisions, and one American infantry division drove before them twenty-four German divisions and took from them 12,000 prisoners and 250 guns. Full possession was gained of the important double-tracked line of railway from St. Quentin to Cambrai, running through Busigny. By October 13 the British armies had advanced to the river Selle and established bridge-heads at several places. Another deep pocket had been driven into the German position. French and American troops had pushed forward steadily on both sides of the Argonne. The entire ridge of the Chemin des Dames was occupied by them on October 11 and 12. La Fère and Laon were entered on October 13 without opposition. The key of the old German line in France was abandoned.

At daybreak on October 14 the allied forces commanded by the King of the Belgians resumed the offensive on the whole front extending from the river Lys at Comines to Dixmude. This attack was attended by complete success. Roulers was taken, and on October 16 and 17 the allied troops entered Menin and Courtrai. The defences of Lille were turned on both flanks. The Germans removed their supplies and abandoned that city on October 16, when it was entered by the British troops. Ostend was evacuated on October 17, with the important submarine bases on the Belgian coast. The next German line of defence was established on the Selle and Scheldt rivers.

The advance of the American forces on the right was slow and difficult, owing to the hilly nature of the country, the stubborn resistance of the enemy, and to some extent to a breakdown of their transport services, which had been encumbered with an undue amount of baggage. Their staff was inexperienced and had not the advantage of satisfactory railway lines of communication. On October 4 the First American Army renewed its attack along its entire front, advancing on both banks of the Meuse and along the winding valley of the Aire, where the wooded hills of the Argonne had been skilfully fortified. Its losses were severe, but the casualties were rapidly replaced. Not until October 16, however, did this force succeed in gaining a foothold in the German third line of defence, taking the town of Grandpré, an important road junction. Here it halted for the purpose of re-organization for an effective attack on the Freya position, the last German line south of Sedan, which was its prospective objective. On the American left the French advanced on the same day, crossed the river Aisne and took the German