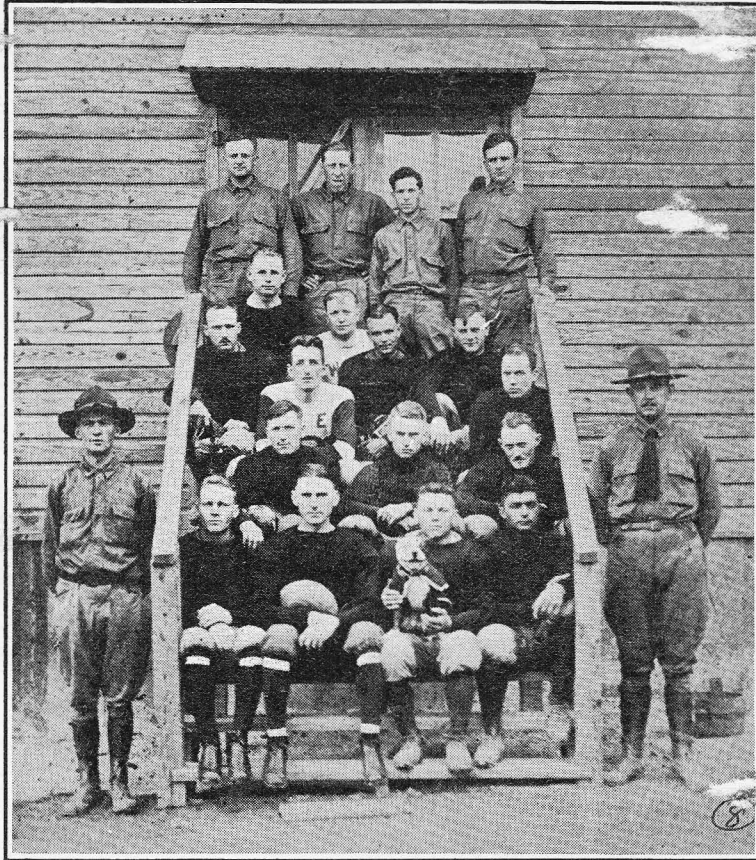


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(The 80th Div., Blue-Ridge Communique)

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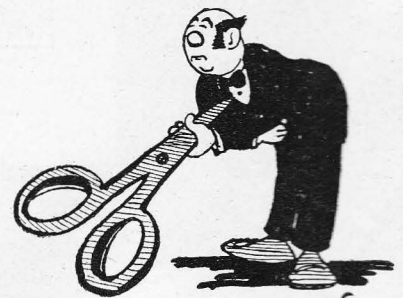
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# The SERVICE MAGAZINE



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Vol. III, No. 9

JULY, 1922

\$2.00 a Year—20c a Copy

"Let's Go!" The Third Annual Reunion of our Division at Charleston, West Virginia, September 2, 3 and 4, 1922, is only a few weeks away. Every effort has been made to pass the good word on to all Blue-Ridge Buddies of whom we have a record but there are many A. W. O. L.'s who are hard to locate. "You tell 'em Soldier!" You can help your old Division "Move Forward" on Charleston by passing the word along. "LET'S GO!"

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### BIG THIRD ANNUAL REUNION, CHARLESTON, W. VA. SEPTEMBER 2, 3, 4.

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(Published Under Direction of the Executive Council)



# Familiar Ground

By Lieut. Henry Peghaire

**I**n May I had an opportunity to pay a visit to the scenes that will forever remain in the memory of the men who served in the 80th. A good friend of mine who was a Captain in the 319th Infantry gave my address in Paris to his Father and Mother who were sailing to France and they had no difficulty in locating me. Nothing could have pleased me more than the proposition they made me. They wanted to see all the country where we fought in October and November, 1918, and needless to say, I jumped at the chance to accompany them.

We left Paris by motor car and spent the first night in St. Menehould, after a visit to Belleau-wood and Chateau Thierry, where the other American Divisions stopped the Hun advance on Paris in those dark days of the war in 1918. Our next town was Florent. Who could forget Florent! That small town where we were billeted on the morning of the 11th of November. We had been marching from the big German camp near Apremont and came to Florent on a rainy, foggy morning and at 11:00 the war was over! The Armistice was signed and about 3:00 P. M. the bells began to peal again. French flags were displayed from all the houses, and the next day we had a parade in front of the Mairie, ending with a few words from Colonel Love and prayers by our Chaplain for our beloved comrades who had been killed. I remember those days so well as if it were but yesterday.

The car then took us to Le Claon and La Chalade, where the destroyed church was used as a hospital. We saw again the dugouts called "New Cottage" in the La Chalade woods. It was here that we enjoyed a fine entertainment given by charming Y. M. C.

A. girls, with their violins and songs of "Oh Frenchy Frenchy!" I know that some of the Captains: Captain Muse, Captain Rossire, Captain Sands, Captain Peck, and Major Gordon can almost see their old "Chateau." Of course they are not quite in the same shape as that in 1918. Nevertheless, go there once more and you can feel quite at home!

We went up that big hill in the Argonne Forest, crossing le Four de Paris, visiting the Crown Prince's dugout and reached Fleville, where the Colonel found General Brett's orders to go further to Sommerance in the days of 1918. I am quite sure many will remember that small town and the barrage that met us about a mile

morning and the house was blown up not long after? It is still nothing but a ruin. We saw the woods in which so many brave men met their death in action, took the road of Landres St. Georges and reached Imecourt.

We were in Imecourt on Sunday, November 3, 1918, and even now I can see Captain Hooper coming down from the hill and asking whether it was true or not that the Armistice was signed. In fact we had heard something to that effect, but a telegram told a different story as did the counter attack launched by the Boche which resulted in nearly all of the German machine-gunners finally being killed in their holes by our soldiers.

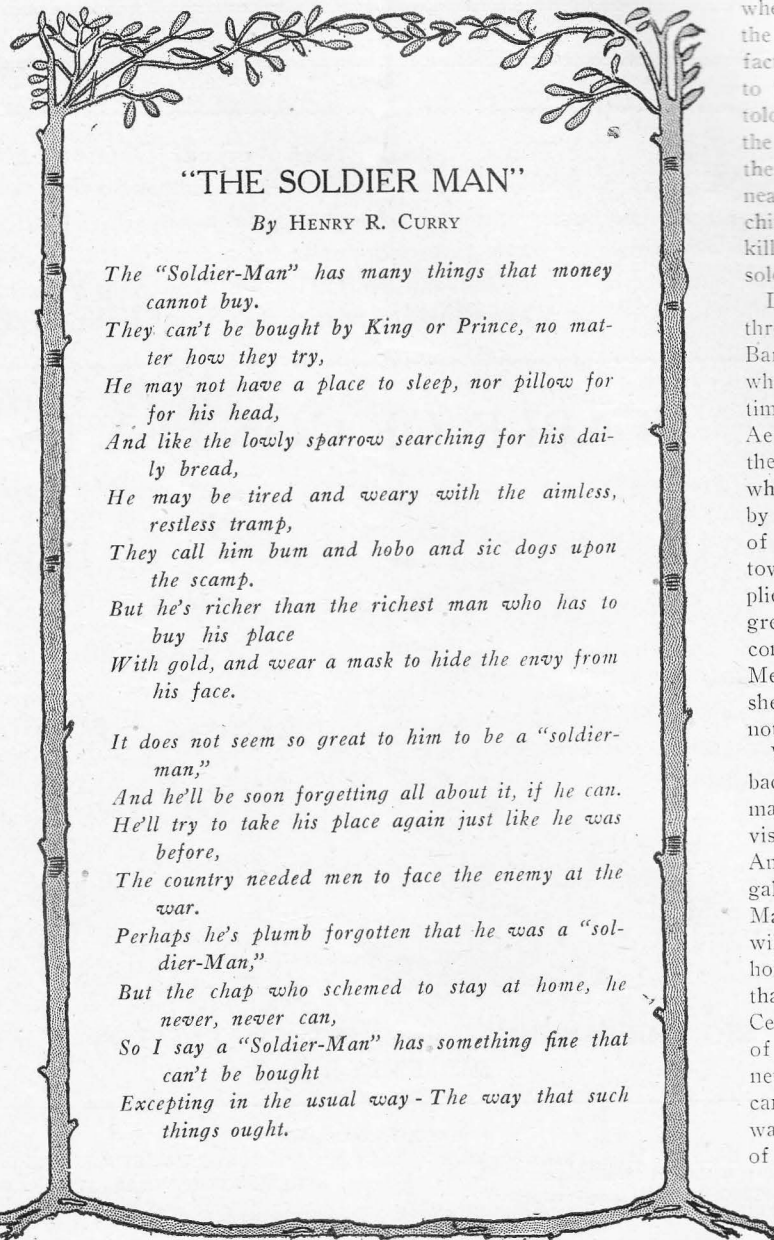
Leaving Imecourt we went through Buzancy and reached Bar-sous-Buzancy; that village where we were shelled three times in the same night by Aeroplanes. We motored further to see Sommehaute, in which town we were relieved by another division on the 9th of November. It was in this town that our division supplied and gave assistance to a great many old civilian people coming from Beaumont-sur-Meuse, which was heavily shelled by the Boche who did not want us to cross the river.

We then started our trip back, and went down to Romagne-sous - Montfaucon to visit the big Meuse-Argonne American Cemetery where our gallant comrades are buried. Many of them have been or will be taken back to their home, but let me assure you that the people living near the Cemetery, and the whole people of France for that matter, will never forget what the American soldiers did and will always take care of the graves of those who remain with us, as though they were their own sons.

From Romagne we

traveled through Cunel, and the Bois des Ogons, where we experienced such severe fighting in 1918, and dug our "fox-holes" but without time to make them any too deep for good protection against the shells and rifle bullets. Coming down the hill we arrived at Nantillois, one of the most uncomfortable places we were in during the

(Continued on Page 28)



## "THE SOLDIER MAN"

By HENRY R. CURRY

*The "Soldier-Man" has many things that money cannot buy.*

*They can't be bought by King or Prince, no matter how they try,*

*He may not have a place to sleep, nor pillow for his head,*

*And like the lowly sparrow searching for his daily bread,*

*He may be tired and weary with the aimless, restless tramp,*

*They call him bum and hobo and sic dogs upon the scamp.*

*But he's richer than the richest man who has to buy his place*

*With gold, and wear a mask to hide the envy from his face.*

*It does not seem so great to him to be a "soldier-man,"*

*And he'll be soon forgetting all about it, if he can. He'll try to take his place again just like he was before,*

*The country needed men to face the enemy at the war.*

*Perhaps he's plumb forgotten that he was a "soldier-Man,"*

*But the chap who schemed to stay at home, he never, never can,*

*So I say a "Soldier-Man" has something fine that can't be bought*

*Excepting in the usual way - The way that such things ought.*

from the town obliging us to wait an hour before going further. No doubt those of the 319th Headquarters remember well the little house which they left at night to go to some P. C. in the fields between Sommerance and St. Juvin. How about it friend Peck? Do you recollect that we left that place about half-past five in the



# An American Memorial Day In France

The Adjutant General and Captain Robert S. Cain, D. S. C., Aide-de-Camp of V. F. W., Take Prominent Part in Memorial Day Exercises in Paris—Are Awarded Medal at Verdun and Participate in Unveiling of "The Poilu" at Metz—French Unknown Soldier is Now Posthumous Comrade of the V. F. W.

By Reuel W. Elton



HERE is only one place to start a story, at the beginning; so I'll begin this account of the decoration of the French Unknown Soldier's grave when things began to happen—in Cherbourg harbor. The Majestic had scarcely dropped anchor in the outer basin when Admiral Barthes, Prefect Maritime of the Port of Cherbourg, came alongside in his launch, boarded the ship and welcomed Captain Cain, the Commander-in-Chief's aide-de-camp, and myself in the name of the French government. On the wharf we were greeted by the American Consul, Charles S. Broy, Herbert Wines and D. A. Thompson. The latter two are quartermaster and trustee, respectively, of Benjamin Franklin Post, V. F. W., in Paris.

The American Consul very kindly took entire charge of our baggage and reservations on the boat train and we arrived in Paris early Saturday morning to be greeted by a large gathering of French officials and members of Franklin Post. That afternoon we watched the V. F. W. baseball team gather in a seven to six win from the American Legion team and that evening Franklin Post entertained at a dance.

Just how enjoyable that dance was may be imagined when I quote the following from the refreshment list: champagne, claret, porto, beer, benedictine, cherry brandy, martel, cointreau and Scotch whiskey. A large number of French officers and members of the various diplomatic corps attended the affair.

Sunday was given over to official calls and sight seeing, the transportation having been previously arranged for by Col. Harry F. Rethers, commanding officer of the Graves Registration Service. Col. Rethers was most kind and the V. F. W. official party is greatly indebted to him.

Monday afternoon was consumed in discussion of the inter-allied Poppy movement with various French officials and members of Franklin Post. In the evening Franklin Post gave a banquet at the Ambassadeurs on the Champs Elysses. The object of the dinner was to have the National Officers of the Veterans of Foreign Wars meet the officials of the various French veteran organizations. At this din-

ner there was considerable discussion of an Inter-allied Veteran Council to include representatives of all Allied Veteran bodies. Following the dinner the National Officers were presented with a beautiful silk French flag. The banner is the gift of the ladies

## ADDRESS MADE BY CAPT. ELTON AT TOMB OF FRENCH UNKNOWN SOLDIER

"My Comrade, here at your shrine we dedicate again our lives to the cause for which you fought.

"The name, which your father gave you, has been burned away in the fire of battle, but you have been rechristened from the font of immortality by your country-men, and we—your comrades from another land, who, in fighting by your side, learned to love you, take this method of paying our humble tribute, and to assure you that, in your death, our country, as yours, was united as it had not been in many years, and our Republics were brought closer together.

"My dear Comrade, you may have been the favored of genius or the humblest of toilers—we know not. However, you may have lived, you died as a true son of a great Republic, and not alone for the safety of your beloved France, but for the future of Humanity.

"Honored son of France, no eulogy of your deeds is possible, nor shall one be attempted here, but by direction of your Comrades in National Encampment assembled, I hereby confer upon you the highest honor of our organization and designate you a member and an officer of the Veterans of Foreign Wars.

of France to the Ladies' Auxiliary of the Veterans of Foreign Wars and it will be presented to the Auxiliary at the Annual Encampment in August.

Tuesday, Memorial Day, was the day set for the bestowal of the Cross of Malta upon the tomb of the French Unknown Soldier who lies under the historic Arc de Triomphe. At 11:55 in the morning Franklin Post assembled in front of the Hotel Majestic, where we made our head-

quarters. Led by a detachment of French infantry marching with fixed bayonets and the band from the 104th French Infantry the procession moved between solid lines of spectators up the Avenue Kleber to the famous Arch. At the arch the armed escort moved to right and left while the delegation from Franklin Post headed by the National Officers and Col. Halsey Dunwoody, the post commander, marched directly to the Unknown Soldier's tomb. At the tomb they were received by United States Ambassador Myron T. Herrick, Marshal Foch, General Berdoulat, General Weygand, General Trouchar, General Taufflieb, General Andre Simon, Col. T. Bentley Mott, U. S. Military Attache, Capt. George R. Evans, U. S. Naval Attache, representatives of President Millerand, the Minister of War, the Prefect of the Seine and a host of French and American organizations and societies.

Following the rendition of the Star Spangled Banner by the band the American Ambassador laid a large green wreath on the tomb saying:

"Symbol of your country's sacrifice, symbol of her courage and loyalty, we come to your tomb, a nation's shrine, today, our own Memorial Day, to offer to you, and to beloved France, the homage of America's affection and the testimony of her immutable friendship."

Immediately after this the title of Aide-de-Camp, Medal of Honor Class of the Veterans of Foreign Wars was conferred upon the French Unknown Soldier. While Captain Cain knelt beside the tomb holding a cushion bearing the French and American colors the Adjutant General affixed thereto the Cross of Malta and as he made a few remarks, Captain Cain placed the pillow, bearing the emblem upon the tomb. The presentation of the insignia of the V. F. W. was followed by the playing of the Marseillaise by the band.

When the music ceased Col. Dunwoody, Commander of Franklin Post, placed a huge wreath of poppies on the tomb saying:

"I lay this wreath in loving memory of our brother, who lives forever in the hearts of his American comrades, who

(Continued on Page 30)

# Charleston, West Virginia

## The Beautiful Capital City in The Kanawha Valley—Where The "Blue-Ridgers" Will Foregather for Their Third Annual Reunion

CHARLESTON, West Va., is looking forward to a large delegation of Blue-Ridgers attending the third annual gathering of the Veterans of the Eightieth Division, September 2-3-4. Proud as the citizens of West Virginia are of the great Service of their own sons who served with the One hundred and Fifty-fifth Field Artillery Brigade, they are not unmindful of the work of other units of the Division, nor of the work of other divisions.

Charleston is blessed with much real history to add to its natural beautiful surroundings, and while sister States boast of this and that as indicative of some fact of superiority, West Virginia can point with pride to the fact that its citizens have earned for themselves the respect of every state in the Union. West Virginia has made mistakes like other states, which only proves that its people are human beings, to the everlasting credit of the state it can be truthfully said, they have profited from their experience and have opened the way to many of our greatest steps in civic progress. They are proud of their Soldiers and proud to be the host to their

sons' comrades at arms.

The city of Charleston, West Virginia, is not only the capitol of the State of West Virginia, but it is the center of a great manufacturing and fuel resource district. Contiguous to this district and within a radius of fifty miles are produced annually more than 20,000,000 tons of coal, one hundred billion cubic feet of natural gas and two million five hundred thousand barrels of oil.

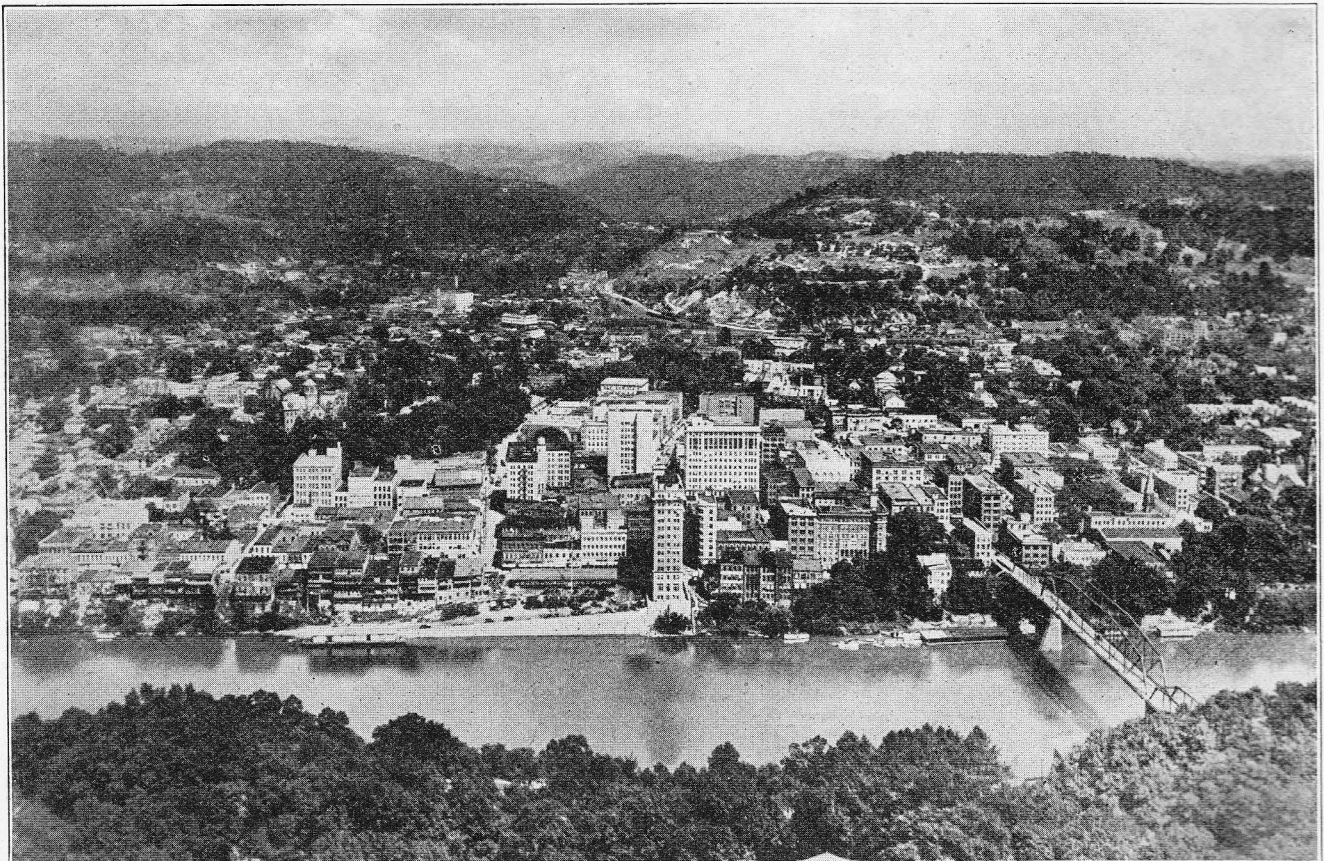
The Great Kanawha valley, of which Charleston is the capital and center, was occupied prior to the Revolution, by a sturdy people of Scotch-Irish ancestry who came from the Valley of Virginia, following the gorge of the New River from the western slopes, their route following the buffalo trails to the salt licks of the valley, and through mountain paths on which Daniel Boone, Merriwether Lewis, and others took their pioneer trips to the middle west and beyond.

The valley abounds in historical associations from the time of the French and Indian Wars, through Revolutionary days, the Civil War, and the stirring incidents which led to the establishment of the State

of West Virginia by carving it away from the Old Dominion. Andrew Jackson, John C. Calhoun, Henry Clay and a host of western statesmen traversed the valley over the old stage routes which followed the paths which Ann Bailey rode to Point Pleasant.

Charleston proper gets its name from Captain Charles Clendenin, whose son established a fort near the junction of the Elk and Great Kanawha rivers in 1789. The original settlement was known as Fort Charleston and Clendenin's Fort, while the settlement on the west bank of the Elk river, a mile or so away, was first known as Kanawha Court House. Much of the land in and around the city of Charleston was originally surveyed by George Washington and natural gas was first discovered by Washington at the spring which still bears his name six miles east of the city. Charleston was incorporated in 1794, and chartered as a city in 1870.

Charleston is located at the confluence of the Great Kanawha river, a year-round navigable stream locked and dammed by the Government, and the Elk river



View of Charleston, W. Va. from Across the River



## Charleston, W. Va.

slightly south of the exact center of the State with two-thirds of the population and three-fourths of the area of the State within a radius of one hundred miles. It is distant from other important cities in miles as follows: New York, 614; Chicago, 497; Cincinnati, 211; Columbus, 194; Philadelphia, 524; Pittsburgh, 333; Boston, 848; Baltimore, 428; Washington, 388; Richmond, 369; St. Louis, 549; Louisville, 275; Lexington, 190; Norfolk, 454; Memphis, 655; Atlanta, 565. Time in hours, Washington, 11 hours; New York, 18 hours; Chicago, 12 hours; Cincinnati, 5 hours.

The Charleston district is located on four great railroads: the Chesapeake & Ohio railroad gives outlet on the east to the seaboard, at Newport News, Va., to the Mississippi river at St. Louis and to the Great Lakes at Chicago and Toledo. The Kanawha & Michigan division of the New York Central lines with outlets to the west via Columbus to the Mississippi river and the Great Lakes. It is also served by the Charleston division of the Baltimore and Ohio, the Kanawha & West Virginia, and is practically the terminus of the Virginian Railway, which originating at Norfolk, Va., runs to Deepwater, W. Va., 36 miles east of Charleston, from whence its trackage rights over the C. & O. enable it to pass through Charleston to the Ohio river.

Local transportation by trolley lines is

furnished by the Charleston Interurban Railway which maintains 14 miles of tracks within the corporate limits of the city and interurban lines 16 miles east to Cabin Creek Junction and 12 miles west to St. Albans, a city of about 4,000 people.

The city includes six and one-half square miles within its corporate limits, with a population at the 1920 census of 40,000 in the city, proper. It is located at an altitude of 604 feet above sea level, and the summer nights in the Charleston district are invariably cool and refreshing, this condition being due to the location amid abundant foliage on a broad river and amid rolling hills and hollows. A trite saying, often applied to the state, may also be applied to Charleston as the "most northern of the southern cities, the most southern of the northern cities, the most eastern of the western cities and the most western of the eastern cities." This unique location has resulted in a large preponderance of white population.

The city has more than seventy large and varied manufacturing plants, employing from 100 to more than 2,500 persons. The city is served by fifteen hotels of the better class, by good theaters and amusement parks.

It is now preparing to entertain the boys of the Blue Ridge Division at their reunion in September and show them the Capitol City at its best.

"Everybuddy" come, Charleston welcom-

es you.

Reduced fare will be granted on railroads making the fare one-fourth less than the regular fare, in other words, one way and one-half for the round trip, with certain stop-over privileges, etc.

The reduced fare certificates are now being distributed from 80th Div. Headquarters, 915 Bessemer Bldg., Pgh., Pa., from the Charleston Reunion Committee, Boyd B. Stutler, chairman, Box 1624 Charleston, W. Va., from Reuel W. Elton, 32 Union Square, N. Y. City, Russell L. Stultz, Newmarket, Va., Wm. H. Sands, Bank of Commerce Bldg., Norfolk, Va., C. F. Bushman, care Chief Dispatcher, N. & W. R. R., Bluefield, West Va., and R. Allen Ammons, Travelers Bldg., Richmond, Va. "Every buddy" who served with the division at home or abroad, at any time or for any length of time, is entitled to this certificate and eligible to membership in the 80th Div. Veterans' Association.

The Eightieth Division gatherings are always worth while and are well attended. Over 10,000 former members attended the 1921 reunion held last year in Pittsburgh, Pa.

The Eightieth Division was composed of men from the three states of Pennsylvania, Virginia and West Virginia, and trained at Camp Lee, Virginia. The division went overseas in May, 1918. The West Virginia boys were in the 155th Field Artillery bri-

(Continued on Page 27)



Charleston, W. Va. as Seen from an Aeroplane

# Bert Acosta is American Aviator Extraordinary

By Jos. P. Devir



WHEN others pay tribute to a man and concede him the title as America's best Flier something must be behind it. Therefore, we introduce Mr. Bert Acosta, of Mineola, N. Y., king of aviators in the U. S.

A few weeks ago, Bert Acosta attempted to break the world's speed record of 206 miles, held by a European aviator and in his endeavors he used a triplane known as the Texas Wild-Cat at Mineola, Long Island, New York. Although unofficial, his machine averaged 208 miles per hour in that trial at the speed mark which boosted his chances for establishing greater marks before the year of 1922 is chronicled as history.

Like all champions, it took years to attain that leadership in his profession. It came about in twelve slow years. Imagine—an even dozen years! But let's get to the story.

Acosta won the Pulitzer cup race with the Navy-Curtiss C-D racer biplane at Omaha last November, beating a field of strong contenders, some having much heavier horse-power motors than his ship and in doing so he won the trophy, emblematic of the flying championship of the country. But his victory was more pronounced when nerve played a prominent part.

In the Pulitzer race which was over a course circling Omaha to Loveland, Ia., to Calhoun, Neb., and return five times, 150 miles, Bert Acosta piloted his Navy racer over the route in 52 minutes 9.2 seconds or at the rate of 176.7 miles per hour. During the race a flying wire broke on his Plane making the management of the "ship" anything but pleasant. Many pilots would have descended. But not with Acosta. Never! He continued on and despite the fact that handling the Plane on the turns or banks was extremely dangerous, he came through with flying colors, winning the event against odds in the fast time of less than 53 minutes for 150 miles. Is it any wonder they concede him the title as America's kingpin flier?

This incident would never have come to light had not G. S. Ireland, manager of the Curtis Eastern Aeroplane Company, of Philadelphia and Atlantic City, happen to mention it while discussing performances of great aviators.

But it wasn't only the Pulitzer cup race that Bert Acosta won that made other pilots and men well versed in aviation circles pronounce him a champion of champions in aviation but his success in general in flying 'planes stamps him a flier extraordinary.

He does not take chances that are death-defyers, but Mr. Acosta is endowed with the knowledge of knowing what will fly and he is one man in a million of that

person approached is Bert Acosta. His word is final. The American flying champion has flown all types of machines from the early 1910 pioneer pusher, the Remington Burnelli, Fokker, baby Mommert biplane, the Navy-Curtiss racer and the Texas Wild-Cat tri-plane.

The Mommert machine which is of the biplane type, is probably the smallest in the world today. It has a wing spread of 17 feet or less and gets its power from a two-cylinder dual opposed Lawrence motor of 25 H. P. It can fly at maximum speed, 100 miles per hour and 43 miles per hour at minimum.

In flying this Mommert machine, Mr. Acosta is obliged to take his shoes off to place his feet on the rudder controls so small is it where the pilot sits. It weighs around 300 pounds light, and 600 pounds with pilot and fuel.

Just opposite to the Mommert in point of size is the Remington-Burnelli aeroplane. It is the largest. It's cabin is approximately 20 feet in width while its body measures 45 feet. Its wings are built in proportion to its gigantic size. It is claimed it will carry 20 persons easily. Thus the Mommert and the Remington-Burnelli represent the Mutt and Jeff aeroplanes.

But before your curiosity is aroused permit the writer to say that Bert Acosta was born 27 years ago at San Diego, California. His father was Spanish and his mother, an American. The American flying king weighs 178 pounds and is six feet tall. When he was 16 years old he secured a job as apprentice in a motor shop. Later he became interested in aeroplanes and from motor-building to flying were his steps to that of America's greatest Flier.

While unofficial, it is believed that Bert Acosta will fly the "Texas Wild-Cat" triplane at this year's Pulitzer Cup events at Detroit in October. With that fast plane he should set new speed marks.

## FAMOUS AMERICAN AVIATORS

In looking over the list of American aviators could a more worthy and select set be mentioned than Bert Acosta, "Shorty" Shroeder, Lt. John A. MacCready, Eddie Stintson, Captain Eddie Rickenbacker and Commander Albert C. Read.

Lt. John A. MacCready established a world's altitude record last year, taking an aeroplane into the heavens for a height of more than 40,000 feet, nearly eight miles high. The previous mark was held

(Continued on Page 29)

## REMINISCING

By  
WILLIAM C. VANDEWATER

It's pleasant here before the open fire,  
The good oak logs loud crackling in the grate;  
An open book of verses on my knee;  
Upon the table at my side, a glass,  
The last almost of my diminished stock;  
It's good to be indoors on such a night,  
And puff my pipe, and think and dream,  
See in the wreathing smoke fantastic forms,  
And build me wondrous castles of old Spain.  
It's good to sit and let my memories stray  
Back to those days that once we knew in France.  
Before the glory of the open fire,  
They come again, those scenes of that strange life,  
And range themselves before my mind anew.  
A crowded troop ship, and a calm blue sea;  
Fair skies above; the gentle breeze of spring;  
Upon the waters, darting here and there,  
Destroyers with their wildly painted sides;  
The sound of guns; the little snow-ball puffs  
That show a moment at the vessel's stern;  
All seem the figment of an airy dream.  
Yet this is war, and lurking 'neath the waves  
Is death, envisioned as a submarine.  
A British rest camp, close on old Calais,  
A mass of rounded tents sunk in the dirt;  
The night wind cold; the heavens full of stars;  
Above the throbbing motors of a "plane";  
The plop, plop, plop of "archies," and the lights  
(Continued on Next Page)

faculty. There is virtually no aeroplane known but what this chap doesn't know how to fly and when aeronautical engineers want to try out a new machine the first



# "The Blue Ridge News"

## PART I—CONTINUED

(Continued from the April issue)

(NOTE—Since publication of the last installment of these official orders, copies of the following documents have been received through the courtesy of Mr. C. F. Bushman, of Charleston, West Va. They are important additions to the file and should be included in their proper sequence.)

### XXXII.

P. C. 80TH DIVISION, A. E. F.,

30th September, 1918.

TO THE OFFICERS AND ENLISTED MEN OF THE 80TH DIVISION:

I wish to express to you my deep appreciation of the great work accomplished by you, in your first active operation.

You have received the highest commendation from our Corps Commander, and his confidence in your military prowess is evidenced by the demands he has made upon your services.

It is too soon to officially mention individual deeds, but you may rest assured that due honors will be recommended in all cases of personal distinction.

Remember, as well, that whatever hardships you may have to suffer, the Divisional Staff, whose duty it is to provide for you, have done and will continue to do, all that is within the limits of possibility, to lessen your burdens. Give them *your* thanks.

You will soon be called upon for another push.

Remember that you made the Army Objective on your first call.

Remember that the 80th Division *can never stop short* of the Army Objective, wherever it may be placed.

The enemy is faltering; his allies are deserting him. His infantry will not stand before your onrush.

Continue to smother his machine gunners by skillful maneuvering; hit his line hard and push through.

GET HIM ON THE RUN, AND WE SHALL HAVE OUR THANKSGIVING DINNER IN PEACE.

A. CRONKHITE,  
Major General.

### XXXIII.

HEADQUARTERS 155TH FIELD ARTILLERY BRIGADE, AMERICAN EXPEDITIONARY FORCES, FRANCE

8 November, 1918.

GENERAL ORDERS No. 17

I. The following is published for the information of all members of this command:

From: C. G. 180th Inf. Brig.

To: C. G. 155th F. A. Brig.

Subject: Operations of November 1st and 2nd.

1. I desire to thank you most heartily

for the very excellent support rendered by your Brigade to this Brigade during the successful operations of November 1st and 2nd.

## REMINISCING

(Continued from Preceding Page)

That here and there go wavering  
'cross the sky,  
And catch the flying harpy in their  
beams.

The moon is scudding frightened  
thru the clouds,  
And ever and anon casts down its  
rays  
Upon the broad white road. Along  
each side,

The poplars stand enshadowed in  
the night,  
While up the highway headed to-  
ward Arras  
Move up the guns, for miles\* and  
miles, and miles.

Here as a flash that belches from  
the front  
Illumes the sky and makes it bright  
as day,

Horses and riders, cannoneers and  
guns,  
Stand out in silhouette against the  
glare  
That rises from the trenches to the  
East.

Mud and black night, and yet again  
more mud;  
A narrow wayside road, cut thru  
the wood;

Choked full with cluttered trans-  
ports and with trucks  
That sink each moment almost to  
their hubs;

And plodding by the side of all this  
jam,  
A drenched, bedraggled mass of  
infantry.

The men bowed forward under-  
neath their packs  
Move on in silence. Never now the  
songs

They learned in those old days at  
training camps;  
Not now the rhythmic beat of march-  
ing men;

But each man by himself plods  
weary on  
That they may reach their fox holes  
by the dawn.

Beyond the meadow lies a strip of  
wood.

Across the meadow here and there,  
I see

(Continued on Page 11)

2. As far as I could see, the liaison between the Infantry and Artillery was as nearly perfect as it could be made. Co-operation was at all times freely offered and easily secured. Responses to calls for artillery fire were prompt and effective. I feel that to a very great extent the success obtained by the Brigade was due to the efficient support rendered by your Brigade.

3. In the name of the officers and enlisted men of the 180th Infantry Brigade, I thank you.

(Signed) U. G. ALEXANDER,  
Brigadier-General, U. S. A.

II. To this the Brigade Commander desires to add his appreciation of the work of the command. He knows that at times the almost seemingly impossible has been asked of you and both officers and men have risen to the occasion. In order that the work of the Brigade may continue to be effective the closest co-operation and liaison with the Infantry is necessary at all times and under all conditions. It is confidently expected that harder things than you have so far met will be called for and the Brigade Commander feels sure that you will meet them with the same untiring efforts and cheerfulness with which you have met all past demands upon you.

BY ORDER OF COL. TIDBALL:

GEORGE P. HAWES, JR.,  
Lieut. Colonel, Field Artillery,  
Adjutant.

### XXXIV.

HEADQUARTERS NINETIETH DIVISION, A. E. F.

14 November, 1918.

From: Commanding General.

To: Commanding General, 155th Field Artillery Brigade.

Subject: Service with 90th Division.

1. I desire to make of permanent record the exceptionally valuable services of your brigade in the carrying of the PREYA STELLUNG from ANDEVANNE through VILLERS-DEVANT-DUN to the MEUSE RIVER, and subsequently the crossing of the river and taking of the STENAY-BAALON line, including both towns.

2. The bold, aggressive and effective work of the 155th Brigade throughout this period, and its deep barrage of November 1st, made the infantry work against two enemy divisions, 28th and 27th, specially detailed to hold that position, possible with a minimum of loss.

3. It gives me very great pleasure to express the sincerest thanks of the 90th Division for the essential support rendered by the 155th Brigade. Much of this fine work was due to the late Colonel Robert S. Welsh, who commanded during the earlier days of this period.

HENRY T. ALLEN,  
Major General.

### XXXV.

HEADQUARTERS THIRTY-SIXTH DIVISION, A. E. F.—A. P. O. 796

March 20, 1919.

From: The Commanding General.

(Continued on Page 26)

# In the Foot Prints of the 80th Division

By Bernhard Ragner

(Reprinted Courtesy "McKeesport Daily News")

**N**O Blue Ridge veteran can ever forget September 26, 1918. That date is stamped indelibly upon the tablets of his brain. It marked the beginning of the Meuse-Argonne drive, and when our participation in it had ended, 619 of our buddies were resting in soldier graves, and 4,626 were on beds of pain.

At 11:30 on the night before, the artillery of the American First army opened its preparation, and to the division came the continuous rumble of distant guns. At 2:30 a. m. the guns of the Third corps crashed forth with an indescribable din. Hundreds of cannon belched forth their barrage; thousands of machine guns joined in the fray, and the result was, as a captured German officer later admitted, "the most effective barrage" he had encountered in four years' experience.

And at 5:30 the 160th brigade, commanded by General Brett, sprang from the assembly trenches and went forward under cover of the artillery and machine gun barrage. Bethincourt was captured in a few minutes. By noon, the Bois de Forges and the Bois de Jure had been occupied. By midnight, the army objective near Dannevoux had been reached. And so the advance continued, and the names that come to mind are Bois de Ogons, Montfaucon, Nantillois, Cunel, Cuisy, Madeleine Farm.

But in 1918 this part of France, on the banks of the river Meuse, was alive with men clad in olive drab, in fact, O. D. was the predominating color of the landscape. Uniforms, motor trucks, ammunition wagons, ambulances—all had the olive drab color. An endless stream of men and trucks coming it seemed from an inexhaustive spring, flowed over this territory, on and on and on to the front. It was then that we first realized that America's cause was commensurate with her greatness, her wealth and her population.

Today, this territory, redeemed by the Eightieth division, is deserted and grim. You will ride for miles without seeing a single person. Now and then, the automobile of a tourist speeds over the road, but there were miles and miles of trucks in 1918. Here and there, a French farmer is plowing his field, but then, the woods and the meadows were alive with O. D. For the desolation in this district was so widespread, the destruction so complete, that reclaiming the land for human habitation has been a difficult, almost impossible task. Money and credits were needed, and France has not been able to get them in sufficient quantities. And so, the land is as unattractive and grim as it was in September, 1918. Scores of villages have been completely destroyed; only a few stones remain to mark the spot. But the vil-

lagers, where are they? A few have returned. They live in dugouts, hastily constructed houses of wood, and deserted barracks, and pray for the payment of reparations by the Germans so that Esnes, or Spetsarges or Cuisy may become the habitation of happy families once more.

Nantillois! I for one can never forget Nantillois. It was the headquarters for a while of Colonel Peyton of the 320th infantry, and also of General Brett. I reported there one night in October, 1918, after a long and weary journey, by foot, by truck, by automobile, a journey which had begun early in the morning. And the dug-out where I reported to General Brett's side is still there. It was used then as a message center, as "Hays P. C." and to me it seemed to afford both comfort and security. But the dug-out, built of concrete, is full of water today. Even a rat couldn't live there now, although it housed a general in 1918. In the doorway I found some American helmets, an American canteen and an American tobacco can, left there perhaps by members of the Blue Ridge division.

When we were there in 1918 one wall of the church was still standing. It still stands, the crucifix at its peak. I remember the discussion among the soldiers regarding this fact. Nearly everywhere, although the churches were destroyed beyond recognition, the crucifix was generally unharmed. How explain it? The devout Catholic says, "God Himself has intervened to save His holy emblem." The skeptic says "it was pure accident, devoid of any significance." Faith inclines to one alternative, reason to the other. For my part, I don't know. It seems to me that if God wanted to show His power, there were always many human beings nearby, far more deserving, far more valuable, than a piece of stone, even though it be a sacred symbol. But the fact remains, no matter how we interpret it.

Montfaucon was captured by the 79th division in September, 1918, and it is a typical example of the thoroughness with which the boche did everything. The city was destroyed completely, and then the ruins were arranged in such a way as to serve as observation posts. Situated on the top of a hill which commands miles and miles of lowland, Montfaucon was an ideal place for observing the activities in the allied lines, and the boche certainly made the most of this advantage. I was shown a dozen observation posts, amply protected, and perfectly camouflaged. Also, at Montfaucon they had a power house for generating electricity, and the steam engine used for the purpose (of French manufacture), in all likelihood taken from some occu-

ried city, is still there. It reminded me of the stone quarry at Haudromont, near Verdun, where the Germans had established apartments for the officers and soldiers, cutting them out of the solid stone. And these apartments were equipped with electric light, telephone, shower baths, library and bed rooms. Security first, then comfort. This was the program of the boche, and he usually accomplished both. What a pity he did not use his superior talents for something ennobling, inspiring and constructive!

At Montfaucon is the famous observatory of the crown prince. I saw it in 1918, but did not know at the time that it had housed the Kronprinz. It was a message center then. Every precaution had been taken to protect the kaiser's son, and his room was way below the cellar in a dug-out especially prepared for him. The walls had been doubled in thickness and electric lights introduced everywhere. By means of a periscope, the Germans could take note of everything that transpired in the allied lines.

The owner of the house makes his living out of his misfortune. He conducts visitors to the tower, into the caves and cellars beneath, gives you a postal card, and asks the American soldiers to sign the register, and, of course, you have to give him a tip. A fine example of turning luck into something useful. Montfaucon is not to be rebuilt on its old site. It is to remain as it is for future generations to see. But at the base of the hill, the new Montfaucon is being constructed, the inhabitants living now in houses of wood. Later, they hope to have houses of stone.

From Montfaucon, we traveled to Hill 304. I saw Dead Man's Hill, the scene of gallantry, both French and American, and best of all for me, we travelled over roads and through villages which I knew quite well during the war. I had no difficulty in recognizing the territory and I located several spots where I remembered having slept. But there is not much variation in the battlefields. Ruins and dug-outs and destroyed villages—such is the panorama that unfolds before you.

And even better than in 1918, you realize the folly, the stupidity and the futility of war. You see the French peasant striving manfully, against colossal odds, to rebuild his home and re-establish his family. You see French mothers and wives, searching the battlefields, vainly hoping that they will find some trace of a son or husband. You see villages of eight and twelve and eighteen hundred souls reduced to nothingness. You see innumerable cemeteries, where Americans and French, British and Belgian, yes, and the Germans, too, re-

(Continued on Page 25)



# The History of the Eightieth Division

## An Appeal for Authentic Data and Material, Including Official Orders, Citations, Casualty Lists, Etc.

By Russell L. Stultz



At the annual meeting of the Executive Council of the 80th Division Veterans' Association in Pittsburgh last January, the writer was authorized to compile a "History of the Eightieth Division," the completed record to be submitted to the 80th Division History Committee and then referred to the Executive Council for adoption.

A year or two ago—we are, unfortunately, not in possession of the exact date—a History Committee was appointed and delegated with the task of collecting and compiling all available data pertaining to the 80th Division, with the ultimate object of employing this material in a published record of the 80th. We understand that this Committee has never held any meeting—in fact, the wide geographical distribution of its personnel practically precludes such a meeting—and, so far as our information extends, no formal report of progress made has ever been filed by any of its members. Apparently due to unavoidable circumstances, it appears that the Committee has been dormant ever since its membership was designated.

Similar circumstances since the January meeting of the Executive Council have prevented any definite activity upon our own part, but we are now planning to 'start the ball rolling,' and it is in line with this intention that we are publicly seeking the assistance and co-operation of every member of the History Committee and of every individual who served under the "Blue Ridge" insignia who can, and is willing, to help in the labor of making possible an authoritative account of the activities of his old Division in the late war.

It is largely upon the united efforts and close co-operation of those in possession of the necessary data and information that we must depend to push the History to a successful conclusion. Already, the matter has been deferred entirely too long; practically every important combat division of the A. E. F. has long since preceded us with a printed record of its achievements overseas, and it would appear neither desirable nor well for us to be longer classed as laggards. We of the 80th owe it to ourselves, we owe it to posterity, to complete and publish *our* history *now*, while the memories of those who participated in the conflict are still fresh and undimmed and ere time has confused and obscured the story of our deeds, our ideals and our traditions. With each passing year, the task becomes increasingly difficult and burden-

some and soon many of the sources of information will have become inaccessible.

It is yet possible, however, to obtain a vast amount of authentic data and material,

### REMINISCING

(Continued from Page 9)

Troops moving forward under the  
gray sky.

Now here, now there, a shell strikes  
in the earth

And tosses high a mass of mud and  
stones.

The troops move forward—from  
the open flank

There comes a brisk crescendo, rat-  
tat-tat.

Men stumble, fall to earth and rise  
no more.

The troops move forward in a  
lurching line

Enter the woods and disappear from  
view.

I walk across that meadow by the  
wood.

The sun shines bright, and suddenly  
I hear

A blackbird chanting love songs to  
his mate.

Under my feet, the earth is all up-  
turned

But not in furrows by the peasants  
plow.

Here in a muddy ditch close to the  
trees

I stumble on a pile of Olive  
Brown,

A young fair face, turned blue, and  
half the head

Embedded in the sticky, clayey  
mire,

While on the blouse, torn open at  
the throat,

There lies a pool of black and  
clotted blood.

And so I sit before the open fire  
And gaze reflectant on the flying  
sparks.

The while I dream of times that now  
are past,

And call back days that ne'er will  
come again.

But as I sit my memory reverts  
To those dear friends who cannot  
join me now.

Those gallant ones who gave their  
lives in France.

Their faces pass before me, one by  
one,

And sadly, and with heavy heart I  
watch

The flickering embers slowly burn  
away.

and we are urging upon every member of the 80th the vital importance of definitely embarking upon the project. Our Association *must* "Move Forward," just as our Division did in France, if its aims and obli-

gations are to be properly fulfilled, and certainly no more welcome or conclusive move in this direction can be made than to announce to the veterans of the 80th Division and to the world the intention of their Division Association to begin the compilation of a History *now*, "toot sweet," Progress, at best, must necessarily be slow and laborious, if we are to do full justice to the achievements of the 80th, and we like to believe that we are voicing the sentiments of the entire personnel when we say we want to announce to the Third Annual Reunion at Charleston, West Va., in September, that we have discarded intentions and substituted action, that a complete and authoritative History of the 80th Division is now in actual course of preparation.

It is the prestige of *your* Division that it is at stake; it is the record of *you* and *your* comrades, their exploits and their imperishable glory, that is involved; it rests with *you* whether they are to be immortalized in history's pages or are to be forgotten with the years. The proud chapter begun at Camp Lee, continued overseas and pushed to a climax in the Argonne, *cannot* be considered finished until the full story has been written, and it cannot be successfully written without *your* help.

You can assist by furnishing us with copies of any interesting or important data that may be in your possession. Possibly you may not consider it of particular value, yet *anything* is of value that sheds light or supplies a fact or episode pertaining to the 80th Division, brigade, regimental, battalion and company orders, war diaries, casualty lists, citations, rosters, passenger lists, records of troop movements and operations, morning reports and similar material are especially desired.

In every instance, full acknowledgment and credit will be given and, when requested, original copies will be returned. It is possible that you may know of some former comrade who possesses material of value, and in such event their names and addresses will be appreciated. Our initial efforts are being directed toward obtaining all available data and the sources of information, following which the matter will be catalogued and indexed by units.

Every member of the History Committee and of the 80th Division is earnestly urged to forward us NOW, whatever of material they may have collected or that may be in their possession. Do it today! New MARKET, VA., JUNE 19, 1922.

# Fading and Old Man Static

By A. F. Van Dyck

Radio Engineer, General Electric Co.



**A**MONG the letters which W G Y has received from listeners who have so kindly written us, have been many which have asked certain questions. These certain questions have been asked by so many different inquirers that we are taking this opportunity and means of answering the questions as fully as we are able to do. Some of these questions involve radio phenomena which are not completely understood by scientists today, and the answers and explanations which we shall give should be understood to be the ones which are believed to be nearest the truth, although they are not subject to rigid proof.

First let us consider what radio transmission is. We know that a radio sending station sends out from its antenna in all directions, a disturbance composed of electric forces. We cannot see or hear or otherwise observe with our senses just how this disturbance behaves, as we can with light waves and sound waves. We consider it quite natural that a stone wall stops the light beam from a searchlight, or that a bugle call can be heard much farther over water than through a forest, or that under certain air conditions on a desert the mirage phenomenon is observed; and to know what to expect in radio, we need remember only that some things in space will stop, or reflect, or perhaps absorb the traveling radio waves, just as some other things in space stop or absorb or reflect light waves, or sound waves. We must not expect radio waves to travel out from a transmitting station, over some enormous distance to a receiving station, without encountering some obstacles somewhere in its path.

Substances which are obstructions to light or sound waves are not necessarily such to radio waves. For example, we know that radio waves pass through the walls of a house with only slight loss. But there is some substance in the space around the earth which does have effect upon radio waves. This substance is not uniformly distributed through space, but is present here and there, is continually changing location and magnitude and consequently has very erratic effects on the passage of radio waves. The condition is quite similar to the use of a searchlight in a fog which might be varying rapidly in density or location or both. This radio fog is commonly supposed to be made of ionized air, that is air which by some influence has become a partial conductor of electricity. Of course this radio fog never stands still and is changing from moment to moment under the influence of

the complicated conditions of our atmosphere, and so the radio wave passing through space surely has an adventurous journey because it meets electrically charged clouds, patches of ionized air, and perhaps other obstacles of which we know nothing.

It is a fact, often observed, that it is possible to work radio communication over much greater distances at night than in the daytime. This may be explained by the effect of the sun upon the air, which causes ionization of it, and is most active in the daytime, and practically absent at night. The sun seems to be responsible without question, in view of the fact that very erratic results in long distance reception are always noticed at sunrise and sunset.

With the preceding statements in mind it should be clear that when one is receiving over long distances—several hundreds of miles—it is natural for the waves to come through strong at one moment, and to fade away considerably the next moment, as some obstacle to radio waves comes between the transmitter and receiver. This explains, too, why one transmitting station, of two or more which are being heard, may get weaker, while the others do not. For example, suppose a receiving station in Chicago is receiving from New York and also from San Francisco. A patch of radio fog might appear between Chicago and New York and weaken the New York signals, while the signals from San Francisco remained unchanged. Whenever in reception over a considerable distance, you observe a variation in the intensity of the signals, it is most likely due to so called "fading" caused by some obstruction to the traveling waves somewhere between the two stations, and not to any fault of the transmitting station itself. These effects are much more frequent in the summer than in the winter season, presumably because of the greater influence of the sun on the earth and its atmosphere during that season. Unfortunately, no way of avoiding this difficulty is known today. The transoceanic radio stations have to be equipped with high power apparatus in order to work through the bad periods of the day and year, although at certain times of the year and day less power may be used, as evidenced by the successful transatlantic transmission by low power amateur stations during the past winter.

For the sake of clearness, we have so far described the cause of fading of signals as due to obstructions in the path of the radio waves. Actually, the radio clouds sometimes reflect the waves, much as a mirror does a light wave, and so very peculiar reception effects are sometimes

noticed. Sometimes the signals are made stronger instead of weaker, sometimes they may be lost altogether, as the several effects of reflection and absorption combine.

And now, let us consider for a moment, that arch enemy of radio—Old man Static. When Marconi first began to receive messages over distances of a few miles, he noted, besides the signals he was listening for, noises which had nothing to do with the signals, and every receiving operator since that time has heard those same disturbing and interfering noises. These noises have been called strays, or atmospherics, or static, and the elimination of them is the most important problem in radio communication today. The intensity of this disturbance is different at different parts of the earth's surface, being progressively worse from the temperate to the tropical zones. The intensity of static varies greatly with the seasons of the year. For example, in the northern part of the United States, it is practically absent during the winter months, increases during the spring, and is most severe during the summer. There are at least two or three kinds of static, but the most troublesome kind is the one which is due to traveling electric waves, in nature just like radio waves, and caused by electrical disturbances somewhere in space. A lightning flash produces a traveling electric wave, much like a radio wave, and if we can assume that lightning flashes, large and small, are occurring continually somewhere, we have a reasonable explanation of static. Of course these discharges are not all lightning to the earth, the majority being small discharges inside of or between clouds. Also it is probable that the continuous atmospheric changes above the surface of the earth such as the formation of water vapor clouds, are accompanied by electrical disturbances which travel to the earth.

We know that static is worse in the summer when variations in the atmosphere are greater and more frequent. Also it is often observed in the winter time, that the formation of snow causes static. Without knowing definitely the origin of this disturbance, it seems safe to assume that the actions which take place in our atmosphere, due to the air, the sun, sun spots, water vapor, etc., are responsible for the creation of these irregular, irresponsible and very troublesome waves which we call static. Since they are so much like the radio waves in nature, no way has yet been found of eliminating them completely. Progress has been made in the last few years however, and the transoceanic stations are much more free of this inter-

(Continued on Page 25)



## "For Valor"



RECOGNITION of a duty well and faithfully done oft comes tardily—too often not at all, if we measure the token in terms of material reward—yet for those who served and know there ever remains the greater, more enduring satisfaction of possessing treasured memories devoid of selfishness and regrets. Paeans of glory have been sung for untold scores of heroes of the World War, praise usually deserved and won under the stress of circumstances designed to encourage and bring out all that is fine and good in manhood. However numerous these material expressions of recognition may have been, it is to the infinitely greater number whose deeds of sacrifice and valor have gone unsung and unacknowledged that we must silently recognize and pay tribute.

Without suggestion of boastfulness or false pride, it can be said that the men of no combat division of the A. E. F. displayed more personal initiative or bravery than the men who wore the "Blue Ridge" insignia, if we reckon their accomplishments in point and length of active service, yet the record of official citations awarded members of the 8th is pitifully brief by actual comparison. The list, however, is slowly but surely being extended and each additional name that is added must inevitably afford some slight measure of gratification to those comrades-in-arms and loved ones who, long ago, knew and jealously treasured the unblemished achievements of the man.

Of all the recognitions bestowed since the Armistice, assuredly none was more merited nor has been received with a more sincere degree of satisfaction than the announcement by the War Department a few months ago that the Distinguished Service Cross had been posthumously awarded to 1st Lieutenant Joseph M. Davidson, who was killed in action on November 4, 1918, while leading a detachment of Company C, 318th Infantry. Just three years after his death, fitting tribute came to the memory of one who had "fought a good fight," yet paid the great price at the climax of victory.

Through the courtesy of Mr. W. M. Davidson, of St. Joseph, La., father of Lieut. Davidson, and of Capt. H. V. S. Negus, of Bound Brook, N. J., we have been privileged to see extracts from Louisiana newspapers and copies of communications from War Department officials relating to the award. "Jody," as he was familiarly known to his boy-hood friends, was one of the most popular of the Louisiana boys in Washington. He was in the office of U. S. Senator Ransdell for two years as his assistant secretary. When war with Germany was declared, he entered the Officers' Training School at Fort Meyer, Va. Here he made a brilliant record, as

he did in France, being commissioned a Lieutenant of Infantry and assigned to the 80th Division at Camp Lee.

Arriving at Camp Lee, he was assigned to the 318th Regiment and shortly afterward became Adjutant of the Second Battalion of that organization, commanded by Major (later Lieut. Col.) Charles Sweeney. It was while serving in this important capacity that Lieut. Davidson had his initial opportunity to display those qualities of manliness and leadership ever characterizing the progress of his military career. Efficient, zealous and untiring, all through the weary months of organization and training, he labored indefatigably in the work of converting the newly-formed Battalion into an orderly, capable military unit. How well he succeeded, the admiration and respect of both his superiors and subordinates attest in terms unmistakable. Above all, however, he possessed the rare qualities of ready sympathy and broad understanding of his fellow-men, and those under his command found him ever tolerant of their weaknesses and interested in their welfare.

Lieut. Davidson was Adjutant of the Battalion when his Regiment embarked for overseas and continued to discharge the increasingly arduous duties during the period of preparation for battle service. Several months after arrival in France, he was assigned to Company "C," 318th Infantry, and it was while gallantly leading members of this command that he lost his life and won immortal glory.

Printed words, at best, illy portray human emotions and impulses at the zenith of life's crisis, but there is forever seared upon the memories of Lieut. Davidson's comrades the living panorama of a man who gave his all to "make good." It was during the last phase of the now historic Meuse-Argonne Offensive that his brilliant career attained its climax. On November 4, 1918, the First Battalion, 318th Infantry, under command of Major Charles Sweeney, who likewise had been transferred from the Second Battalion of that Regiment, embraced the advanced unit of the 80th Division engaged in the titanic effort to sweep a stubborn, tenacious enemy northward to Sedan and back upon German soil.

Almost from the moment of its entry into the line, the Battalion had been in constant contact with detachments of the enemy, but the persistent initiative and aggressiveness displayed by the Battalion Commander, who had his P. C. in the front line, and his men swept all opposition before them. Lieut. Davidson, while leading a platoon of "C" Company against a machine-gun position before La Polka Farm, near Sommauthe, across open ground, swept by a hail of bullets, was killed just on the eve of attaining the

strongly held objective, but his men, inspired by his coolness and example, fought on and snatched victory out of the jaws of defeat. We will let the terse language of the War Department's letter describe the action resulting in Lieut. Davidson's death and citation for valor:

Washington, D. C.,  
Dec. 14, 1921.

Mr. William M. Davidson,  
St. Joseph, La.

Dear Sir:

Under the provisions of the act of Congress approved July 9, 1918, Bulletin No. 43, W. D., (1918), a distinguished service cross was posthumously awarded your son, the late First Lieutenant Joseph M. Davidson, Company C, 318th Infantry, on November 4, 1918, by the War Department, with the following citation:

"For extraordinary heroism in action near La Polka Farm, France, November 4, 1918, while commanding Company C, 318th Infantry. His line was stopped 300 yards from the La Polka Farm by a terrific concentration of machine-gun fire directed from the high ground and woods on the farm. By his coolness and courage he quickly collected together a platoon, and leading them across open ground, swept by machine-gun fire, he attacked the machine-guns. Just before reaching the enemy, Lieut. Davidson was killed, but his men, inspired by his coolness and devotion, fought on and captured the machine-gun nests."

The Quartermaster Supply Officer, Washington, D. C., has this day been directed to forward the distinguished service cross to the Commanding General, Fourth Corps Area, Fort MacPherson, Ga., for presentation to you.

It is requested that the Gallantry Certificate previously awarded your son by the Commanding General, American Expeditionary Forces, be returned to this office for cancellation, as the distinguished service cross is a higher award than the certificate for gallantry, and is awarded on account of the same services for which the certificate was granted.

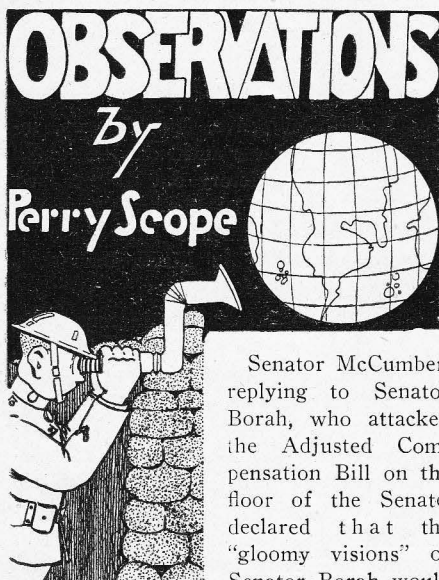
Very respectfully,

P. C. HARRIS,

*The Adjutant General of the Army.*

Original plans for the presentation of the Distinguished Service Cross awarded Lieut. Davidson were subsequently changed, and instead of the presentation taking place at Fort MacPherson, Ga., as had been arranged, it was made in Washington and the ceremony took place at Arlington National Cemetery, in February, when Mr. and Mrs. Davidson were joined by members of the Louisiana delegation to Congress, numerous Washington friends and former comrades, in paying a final tribute to the life and deeds of their heroic son.

(Continued on Page 15)



Senator McCumber, replying to Senator Borah, who attacked the Adjusted Compensation Bill on the floor of the Senate, declared that the "gloomy visions" of Senator Borah would be dispelled by courage and intelligence to meet future conditions as they had been met in the past. He defended the Adjusted Compensation Bill, saying, "God knows we made enough in this country while the soldiers were fighting to pay the debt we owe them forty times over."

#### SLACKER LIST

Hereafter on the fifth of each month the Congressional Record will contain a list of draft deserters and draft delinquents. The Record of July 5th contains the names of about five thousand slackers. Any Department or Post of the Legion desirous of securing these lists should communicate with their Congressmen.

Jake says, "How times have changed. A fellow now has to use political influence to get into the army."

#### A PROBLEM

A man had 17 horses which he wanted to divide between his three sons giving the oldest one-half the horses, to the next one-third the horses, and to the youngest one-ninth the horses. How many did each get? Answer will be in next month's issue.

Press dispatches of May 22nd told of a party of National representatives of the Veterans of Foreign Wars sailing from New York on the liner "Majestic" on the previous day for France, where they went to decorate the grave of the unknown French Poilu in the Arc de Triomphe, in Paris, on Memorial Day. Arrangements for the ceremony were made with the French Government through the French Embassy at Washington, and the decoration of the Veterans of Foreign Wars of the United States will be bestowed on the tomb of the unknown hero of France with appropriate exercises. The ceremony is of peculiar interest to members of the 80th Division, since Captain Reuel W. Elton, Adjutant General of the Veterans of Foreign Wars, one of the members of the party is a former officer of the 80th,

having served as Personnel Officer of the 318th Infantry while overseas. Captain Elton is also a vice-president of the 80th Division Veterans' Association. He carried to France with him a huge wreath of poppies, adopted as the inter-Allied memorial flower, which was placed upon the grave of the unknown poilu. The V. F. W. party made only a brief stay in France, returning to the United States early in June.

Major General Charles S. Farnsworth, now chief of infantry, United States Army, left Washington on May 21 on an official tour that will include visits to many stations in this country and those in Hawaii having infantry organizations, and also to some educational institutions having infantry units of the Reserve Officers' Training Corps. Immediately prior to this trip, General Farnsworth made a tour of inspection of the principal military schools in the United States. His itinerary included Virginia and enabled many "Blue Ridgers" to meet personally a former brigade commander of the 80th Division. During the period of training at Camp Lee, General Farnsworth commanded the 159th Infantry Brigade, but subsequent to going overseas was promoted to the grade of Major General and placed in command of the 37th Division, which combat unit he commanded with notable distinction in France.

The board of officers headed by Major General Adelbert Cronkhite, formerly commanding general of the 80th Division, which was appointed last September to select officers for classification in "Class B" as unfit for further active service, and for elimination from the active list of the army, has about completed its task. A majority of the cases, the number of which is not revealed, have reached the stage of final classification, and will be submitted to the Judge Advocate General for analysis, and then sent to the President for executive action.

#### THE SERGEANT AND THE CORPORAL

By GEO. J. BRODERICK

Sergeant Fisher and Private Maloney  
Went out for a sweet vacation,  
They took enough provisions along,  
To last six weeks' vacation,  
But they got lost out in the woods,  
The nights were dark and lonely  
And soon all the provisions gave out  
Except one piece of bologna.

The Sergeant said, "I'm the boss of you  
And there ain't no use of us squabbling,  
Because if we share and share alike,  
The both of us will be starving.  
So I suggest we go to bed, what do you  
say Maloney?"

And whoever has the craziest dream  
wins the piece of bologna."

The private said "I know you're boss,  
You're boss of the whole darned outfit,

So what do you say we pitch our tent  
Before this rain and wind starts blowing,  
And let us lay down and go to bed,  
And see who wins the bologna."

Well, they awoke the very next day,  
A quarter after seven;  
The sergeant said "I dreamt last night  
That I died and went to heaven.  
Saint Peter met me at the gate,  
Riding on Gen. Brett's pony,  
Now I don't think you can beat that dream,  
So I guess I win the bologna."

The pvt. said "What you speak is true,  
It's all true what you've been dreaming,  
For I saw you go to heaven last night,  
As I lay sleeping.  
I saw you enter the pearly gates,  
And O my heart got lonely,  
But I didn't think you'd come back  
Anymore, so I got up and ate the  
Bologna."

The following 10 questions are submitted by me for answers. To the vet who answers all of them correctly I will give him enough iron rations to take him to the convention. The answers will be printed in the next issue.

1. What makes a dog mad?
2. What is the cheapest way to go to Europe?
3. What's the last thing a man takes off before getting in bed?
4. What has ten feet when it is under water?
5. Why do Ice Cream Co.'s advertise this sign in their business, "Take your wife home a brick?"
6. If your laundry was in China and you were in Nanticoke Penna., what would you do?
7. If you were passing a building and a man fell out of the 10th story window, and struck you on his way to the good Terra Firma, and you woke up in the hospital a week later, what would you do?
8. Who is Volstead?
9. What is it a man always drops when he is out walking?
10. If you were poor and you owed \$200 for rent and you had these assets: Furniture worth \$10.00 and you had coal in the cellar worth \$5.00, what would you do?

The editor has just informed me that he will throw in an extra can of salmon for the iron rations.—G. J. B.

Scrapper—What are the Army and Navy for?

Patriot—For? The Army and Navy forever!—Judge.

"Do Englishmen understand American slang?"

"Some of them do. Why?"

"My daughter is to be married in London, and the Earl has cabled me to come across."



# Observations

Here are some of Thomas Edison's Questionnaires for brain Fatigue:

You have only \$10.00 in the world and are playing poker with a man you have never seen before. On the first deal he holds a pat hand. You make three 8s, after the draw, there is 50 cents in the pot. He bets 25 cents. What are you going to do and why?

Ans.—Don't call the pot, because it is not worth it. The chances are that he has them, and he will GI-can you if you do. Wait until you deal and see what you can do for yourself. If you can't get the same hand he threw away, you haven't any business in the game. Home Henry.

You are a salesman making every effort to get an order from a big manufacturer who is married to an extremely jealous wife. One evening you see this prospective customer dining in a restaurant with a pretty chorus girl. What would you do?

Ans.—Slide up to his table and start out with this chatter, "Mr.—— can I have your ear for a minute?" If he refuses, then use your brains. Call up his wife and tell of her husband's unfaithfulness. Wait until his wife arrives, then referee the hair snatching contest. Carry out the fainted chorus girl, take her home. You can get married, it's none of my business.

What breed of cow is the greatest milk producer?

Ans.—The hydrant variety. What she doesn't give, you add by turning on the Spigot.

What is grape nuts made from?

Ans.—From insane grapes.

Can you think of any event that happened since January 1st, 1922, that will be reported and remembered in history fifty years from now?

Ans.—Yes, the football manouvers that were used in handling the soldier bonus and the echo that came from the wood in the House and Senate.

On May 16, President Harding requested the United States Shipping Board to modify its decision and retain the name of the "Leviathan" for the giant liner "Vaterland" taken over from Germany and used

in transporting troops during the World War, it was stated in Administration circles. The Shipping Board had contemplated renaming the vessel the "President Harding," in token of his efforts to build up the American merchant marine. The "Leviathan," which carried the 318th Infantry and 80th Division headquarters to France, is now being reconditioned at Newport News, Va., for return to the trans-Atlantic passenger service. A few weeks ago, Col. Thomas W. Miller, Alien Property Custodian, presented the Chairman of the United States Shipping Board with a model of the "Leviathan," costing \$25,000, which was seized when the vessel was taken over by the American Government.

## A COOTIE

A Cootie is a funny bug,  
With belly round and flat;  
His back is bent with Service Stripes,  
And has whiskers like a cat.

It looks the soldier in the face,  
And says your day is done;  
The night has come for me to work,  
Now I will have some fun.

I'll jab my beak into your back,  
And work it to and fro;  
And make you yell like blazes,  
While I make the red blood flow.

My time has come, my day is done,  
I've done the best I can;  
You sure did have the toughest skin,  
I've seen, on many a man.

And when your bones are laid to rest,  
And you've thrown away your gun  
I'll still live on to torment the boys,  
And raise cooties by the ton.

*Composed at La Claon on the hill, after 1st drive, 1918. Chief Mech. Anderson, Co. F., 305 A. T.*

## A MAIDEN AS OF YORE

Backward, turn backward, O time in thy flight,

Give us a maiden with skirts not so tight,  
Give us a girl whose charms, many or few,  
Are not expressed by much peek-a-boo.  
Give us a maiden, no matter what age,  
Who won't use the street for a vaudeville

stage;  
Give us a girl not so shapely in view,  
Dress her in skirts that the sun won't shine through,  
Then give us the dances of days long gone by,

With plenty of clothes and skirts not so high,  
And turkey-trot capers and buttermilk glides,

Hurdy gurdy twists and wiggle tail slides  
Then let us feast our tired optics once more

On a genuine woman as sweet as of yore.  
Yes, time, please turn backward and grant our request,

For God's richest blessing but not one undressed.—Railroad Telegrapher.

## "For Valor"

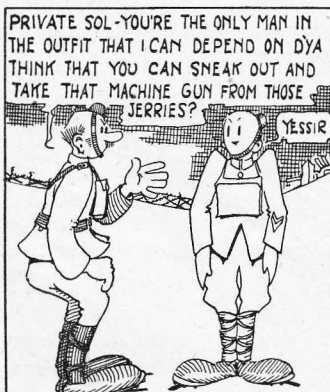
*(Continued from Page 13)*

To the Nation's Valhalla, at Arlington, which his grieving parents chose for his final resting-place, had previously been brought Lieut. Davidson's body, that his grave might always be cared for by the Government and in order that his friends in the National Capitol could be present. Here, overlooking the Virginia hills, amid a fit assemblage of 100 years of illustrious American dead, "Jody" Davidson reposes in peace, untroubled and content in the knowledge that "he fought a good fight; he kept the faith," on the tortured, blood-sodden slopes of La Polka Farm—perhaps hopeful that that bit of bronze inscribed "For Valor," and cherished so preciously by his nearest and dearest, may ever be a mystic emblem to those of his comrades who survive and who proudly realize that he lived and fought and died as only a God-fearing MAN knows how. His loved ones grieve from the hurt that no earthly honor can heal, yet we, his comrades, who served under him, know that we are the better for that now treasured association and comradeship; it, like his life, was devoid of bitterness and regrets.

RUSSELL L. STULTZ,

*Former Sgt. Inf., U. S. Army.*

New Market, Va., June 5, 1922.



# Gentlemen, What Are Your Views?

## How Radio Broadcasting Was Started.

By "K. D. K. A."

**G**ENTLEMEN, what are your views?" The speaker was the vice-president of one of the largest electrical manufacturing companies in the world. He was addressing a radio engineer of national reputation; an electrical engineer noted throughout the engineering profession of America for his practical foresight, and the manager of the publicity department, all of whom had been summoned to a special conference.

It was, in fact, a conference called by Mr. H. P. Davis, vice-president in charge of engineering and manufacturing of the Westinghouse Electric & Manufacturing Company and Mr. M. C. Rypinski, manager of the Radio Sales Department. Mr. Frank Conrad, assistant chief engineer and Mr. J. C. McQuiston, manager of the Department of Publicity, all of whom had just been questioned regarding their individual views on the subject at hand.

"Gentlemen, what are your views?"

Prior to his question Mr. Davis had put up, as the subject for discussion, radio telephone broadcasting. He had told his committee of the progress made in transmitting the human voice and music during the World War, when the air had been cleared of all except governmental radio messages. He had told them of the research work of all the various countries during the period of the conflict, with which the engineers were already familiar; Mr. Conrad, especially, as the Westinghouse Company had done reasearch and manufacturing work for nearly all the Allied countries. He had traced the history of radio telephony from its inception and then had broached the subject of a radio-telephone broadcasting station to be located at East Pittsburgh.

Then his question, "Gentlemen, what are your views?"

Mr. Conrad was the first to speak, as Mr. Davis had half nodded to him as he spoke.

"It is of course unnecessary for me to tell you who are familiar with my radio station at home, that with the establishment of a station at East Pittsburgh, we shall be in a position to try out all manner of experiments, with our apparatus, much of which has not been fully developed.

"From my experience in radio telephony, I know that we can depend upon the radio amateurs in every section of the country to co-operate with us in broadcasting. This is to say, they will give us reports on all our transmitting which will be of the utmost value in our experimental and research work. It will also enable us to check up on the merits of our apparatus,

as could be done in no other way. I am heartily in favor of establishing a radio station, but can, of course, give no hint as to the manner it will be received by the public."

"Well, Mr. Conrad," Mr. Davis said in reply, "You have had much experience with radio and now have a station of your own which is well known to members of the American Radio Relay League. You seem quite sure there would be some benefit to us in the establishment of a station.

"I, too, think a station would be great benefit in testing our apparatus. You have brought out a good point, Mr. Conrad. Let us hear what Mr. Rypinski has to say."

"Mr. Davis, I agree with Mr. Conrad. My duties in radio have brought me in contact with many amateurs who would welcome broadcasting in order that they might test their sets. That is, something in addition to their communication between themselves. We have, also, a large quantity of radio apparatus which could be tried out in a station, such as you suggest, and, we would be, as Mr. Conrad says, in an excellent position to experiment with new apparatus which is being brought out in great variety since the restrictions have been lifted on amateur work. I have long felt that we should have some sort of radio station for our own use, if nothing else."

"You see, radio transmitting and receiving apparatus, due to the comparative youth of the science, changes rapidly. New apparatus, of course, been developed to a high degree, and, with it, transmitting, receiving in a very few months. The vacuum tube apparatus replaces the old, sometimes with-and amplifying apparatus is now positively certain and sure, something that could not be said in all cases prior to the advancement in this most important appliance. Again let me say that I feel certain we could benefit from the establishment of a broadcasting station."

"I see that the idea appeals to the engineering mind," Mr. Davis said in reply to Mr. Rypinski, and then turning to Mr. McQuiston, "How about the popular angle, Mr. Mac? Do you think we could interest the public? As radio now stands there are only two classes interested; commercial stations and radio amateurs."

"I believe, Mr. Davis," Mr. McQuiston said in reply to the question asked him, "That it is with the great public, those who now know nothing about radio, that we shall make our greatest progress. Can you not picture what a broadcasting station can bring to the farmer and those who live in out-of-the-way

places? We shall be able to send to such rural districts, news reports, musical programs, speeches and all manner of entertainment. It would be a God-send to such people who live more or less out of touch with the world.

"We shall be able to touch every part of the land. We can reach everybody in a manner not possible now. It seems to me that in the transmitting of speeches, music, opera, lectures, and other things, that we shall do something that has never been done before. We shall be pioneers in a new field and you are familiar with the history of our company and its constant efforts to improve anything electrical.

"I am certain that with the establishment of a broadcasting station, such as you suggest, and such as has been declared entirely feasible by the engineers present, that we shall create a wave of popular interest in radio that will be even greater than any of us in this meeting can now imagine. I am eager to have a broadcasting station started and as soon as possible."

"You bring out several good points, Mr. Mac, and I consider that I had not thought of the popular angle in just the way you put it. You are convinced of the success of a plan of broadcasting?" Mr. Davis said.

"Yes gentlemen, I am convinced of the benefits we could obtain from broadcasting," Mr. McQuiston again said, "but we must broadcast regularly. We must have a schedule and abide by it. We must lay out an interesting program and keep it up, night after night. We should, in my opinion, broadcast every week night and on Sundays."

The program you lay out, Mr. Mac, is somewhat more ambitious than I had first thought of," Mr. Davis said, "but I believe as you do, that if we go into this thing, we should put forth our best efforts, and, if we find the results warrant it, we should lay out a regular schedule of broadcasting."

"Gentlemen, you seem to be of the opinion regarding the feasibility of starting a station, so we'll do it."

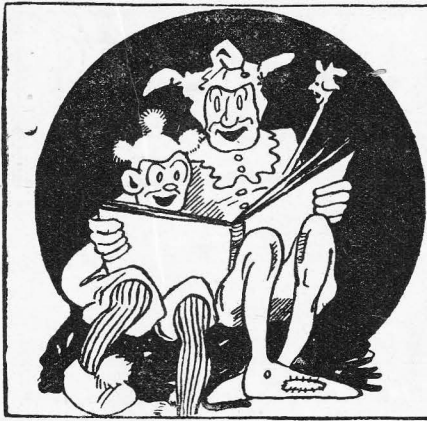
The "We'll do it" of Mr. Davis brought the meeting to a close.

These words also brought into existence, broadcasting station KDKA, the first radio-telephone station in the world to broadcast radio programs on a schedule basis.

The "We'll do it" is really responsible for the wave of radio enthusiasm that has swept over the country, creating hundreds of thousands of radio enthusiasts where

(Continued on Page 26)





# A PAGE TO WIT

## "OUR MAG"---By the Office Boy



Whew! That forth annual Blue Ridge picnic at West View Park on the 'leventh of July wuz some sizzler an if more than one came per year yours truley would have to go to Aches la Pains fer to re cooperate. The Boss comes pussey footin in on Monday A. M. just as I was about to read an interestin acct. as how the Pirates Pinch Pounders was Perfectly Punk on the sporting section and sez You lazy insignifercant procrastinaterin igneramus fer too cents I'd pulverize yer perambulator but seein as how yer did do a little bit sendin out them 30,000 Reunion notises and yrly dues letters last week to a lotta guys that moved from the place they wuz to the place they are now without tellin nobody about nothin you take termorrer afternoon off an have a good time at our 80th picnic. (Gosh! I'd forgot the picnic which our Pennsylvania Auxilery Number 1 treats us to here every year) but, he continues, if I catch yer loafin a minute at the park I'll knock you fer a row of purple canaries—all yer gotta do is to Assist the Aux. which is the berries when it comes to stagin picnics, dances, et ceterer for us Buddies, carry over that truck load of signs, help the sports committee, the dance committee, the general committee, and one or two other committees, and find some of them addresses which wuz lost. After policeing up when the picnic's through, yer times yer own.

Tuesday arrove at last and wuz like them days we hadder do double time in at Camp Lee—fair and warmer, or much warmer! Did that stop the Galloping 80th? Not on yer life! A lotta buddies, their fathers, mothers, wives and little buddies all galloped out to the park with big baskets and ran races and kept Jake, who was the sports chairman, hoppin around all the afternoon. Then a lot more come in the evenin and galloped up and down the shoot the shoots the dip the dippies and up and down the dance floor.

Jimminy! It looked like all us Blue-Ridgers what ain't signed the contract had better do so quick, 'cause some of the guys

has got a big start on us. Our old vets Assn. has got lots of room to grow by acceptin the younger generation of Blue-Ridgers an they look to be a husky and likely bunch the way they kept their dads detailed buying candy and balloons for them—they didn't take no back-talk either.

Wuz there any flappers? Wuz there! They just flapped until we were flappergasted! They must a been a lotta golf fiends among 'em too cause some of 'em wore nickerbockers an if they had a swagger stick we might a salooted 'em thinkin they wuz looies or somethin and in fack we did saloot a couple but they didn't show no military courtesy—just gave us a look like the skipper uster when we had Saturday A. M. inspection.

A band all dressed up like clowns made some grand music which wuz excrutiating to all an one of our 305 engineer buddies who has a big wireless store fixed up a receiving set which could be heard a mile away and we enjoyed one of these here

concerts which is flying around loose and permiscuous like just like the whiz-bangs had a habit of doing.

Everybuddy must be goin to Charleston for the big blow-out on Sept. 2, 3, and 4, judging from them reduced fare certifikates which was bein given out and most of the buddies claimed that there oughta been more than three lines fer the names of dependents, an wanted to know if their better half got better than fare and one-half, and after they got the certificates they wanted to know what the dues wuz so as to have everything comin to them an they couldn't pay them fast enough when they heard that two bones starting with June would pay their dues and they would get Our Mag fer a year instead of three plunks as per before an this is where I picked up some of them lost addresses also which the Boss wuz lookin fer.

Yours for the barrage at Charleston,

THE OFFICE BOY.

## VERY LIGHTS

### THE INFALLIBLE

Patient—"What. shall I do for insomnia, Doctor?"

Physician—"Every evening keep repeating to yourself: 'I am a night watchman, I am a night watchman, I am a night watchman'."—*American Legion Weekly*.

### THE STRATEGIC MOMENT

Citizen—"That's my car. The thief is just fixing a blowout."

Policeman—"All right, I'll go over and arrest him."

Citizen—"Sh-h-h! Wait till he gets the tire pumped up."—*American Legion Weekly*.

"Father, what is fate?"

"It's crossing Times Square three times a day for three years and then being run over by an ash wagon in Hoboken."

"See here," snorted an irascible Virginia

judge to an old colored man whose son had been arrested for the fifth time on a charge of stealing chickens. "I'm sick of seeing your boy brought in here. Why don't you teach him how to act? Show him the right way and he won't keep coming here."

"I'se as sick as you is of seein' him here," retorted the old man. "An' what's more, I'se showed him de right-way. But he wont learn nothin' and he always gets caught."

"I must have lost it," he explained, after making a thorough search of his pockets.

"But you couldn't have lost your ticket," protested the Conductor. "It must be in your pocket somewhere."

"You don't know me," replied our bands man, "I lost a bass drum once."

He: "How would you like to go for your honeymoon in an airplane?"

Patrice: "Not me—I should hate to miss the tunnels."



314th F. A.

A recent letter from Ex-Capt. James C. Santor, formerly of the Medical Detachment, states that he is in tip-top shape and is always very glad to hear from former members of this regiment. "Doc" still hangs out his shingle at Raysville, La. We feel positive that we will all agree that no hard working Doctor in the A. E. F. had anything on the Captain when it came to administering to the wounded, and he was also all to the good when a sick soldier applied for treatment both at Camp Lee and St. Vinnemer.

Former Corporal George P. Schenk of Hdq. Co. still resides in Wheeling, W. Va. He is occupied in driving his big pleasure car much of the time. His father is one of Schenk Bros. Packing Co., of the famous West Virginia Ham fame.

Well "fellers" here's another one in the matrimonial game; namely, former Sergeant William G. Saxe, of the Supply Co. He has been married for about a year. He is employed as a teamster by the Saxe Bros. Livery Co. at Elm Grove, Wheeling.

Charles J. Anderson, ex-member of Battery C, resides in Wheeling and is employed by the American Telephone and Telegraph Co. He is still single.

Harry Vance of E. Battery is running a Pool Room and soft drink establishment just below 26th Street on Chapline Street in Wheeling.

Latest report from John C. Varner, ex-Corporal of E. Battery has him married plus one baby, sex unknown. Wonder if he caves his house in every time he enters after taps? For further information inquire Parker Law.

Edwin C. Mattern, formerly of E. Battery, who was transferred early in the history of the Battery is employed by the M. Marsh & Son, Stogie Manufacturers.

Marsh M. Meek, one time Saddler of E. Battery has been seen window-shopping quite often recently. Don't know whether he is or not, but believe he is on the verge. Do you suppose he is still wondering what the duties of Saddler are?

None of the former second Battalion members will forget the fine entertainment given us by D Battery at Comen in the Le Mans area with "bookoo" vin blanc and eats. We would like to hear of former D Battery men and what they are doing; also from the first Battalion—come on some of you live "birds."

Former Chief Mechanic Leo W. Emmerth of C Battery resides on Wheeling Island. He is married and had the misfortune to lose a youngster by death some time ago. He is a salesman for a local Can Company.

Claud C. Bonar, formerly of C Battery, was married a few months ago. He is in the employ of the "Wheeling Intelligencer" on the Editorial Staff.

Lawrence O. Brown, ex-first Sergeant of C Battery, has been married for some time. He resides at Martins Ferry where he is employed in one of the many coal mines. Look him up fellers—he sure makes good "home spun."

Raymond P. Miller, formerly of C Battery, is proprietor of a soft drink cafe on the line between Benwood and Wheeling. He is catcher for the McConkey Baseball Team of the Ohio Valley Inter-City League.

Wonder if Olen Kittle, star pitcher for D Battery, regimental champs., and conqueror of Coffindaffer, former Pirate twirler for 315 F. A. is still burning them over for the Bloomer Girls?

Saw Ernest J. Cutler, former Supply Sgt., F Battery in town recently. Supplies must have run short in Mexico.

SHRAPNEL, 315 F. A.

By C. F. BUSHMAN

In glancing over the official army register for 1921 as promulgated by the other of The Secretary of War as of July 1st, 1921, it is noted that the following former officers of the Three Hundred and Fiftieth Field Artillery are assigned to the branches of service opposite their name:

Russel P. Reeder, Lieut. Colonel, C. A. C., July 1, 1920.

John C. Goodfellow, Lieut. Colonel, C. A. C., July 1, 1920.



*Fades the light, and afar  
Goeth day, cometh night; and a star  
Leadeth all, speedeth all  
To their rest.*

**BARKER**—Lawrence W., formerly Private, Company D, 317th Infantry, died January 23, 1922, from tuberculosis contracted while in France. He is survived by his mother, Mrs. Nancy J. Barker, of 409 Milford St., Clarksburg, W. Va., from whom "Service" recently received the details of his death. His comrades will mourn the loss of a good and true Buddy and extend their sincere sympathy to his mother.

**BANISTER**—Eugene V., Pvt. 1 Cl. 305 F. S. Bn., died at his home September 22, 1921, as the result of poison gas and shell-shock. He is survived by his father, Victor Banister, of East Bank, W. Va.

**WRUMBLESKI**—Stanley, Pvt. Co. H., 319th Infantry, died at St. Francis Hospital, Pittsburgh, May 29th, from Lobar Pneumonia. Left no relatives in this country. Buried in Calvary Cemetery, Pittsburgh, Pa., with full military honors, June 1, 1922. Firing squad and pall bearers furnished by McGrail-Coyne Post, V. of F. W., attended by representatives of 80th Division and veterans from North Side Vocational School. Services held in St. Hyacinth Lutheran Church, Craft Ave., Pittsburgh, Pa. Body was turned over to coroner for cremation and discovery was made by Undertaker Frey-vogle of 2638 Fifth Avenue, Pittsburgh, Pa., that he was a veteran of the World War.

**RITZEL**—Wm. T., formerly of Co. A, 313 M. G. Bn., residing at 1402 Bell St., N. Braddock, Pa., died at St. Francis Hospital, Pittsburgh, Pa., June 12th. Buried with full military honor from St. Thomas church, Braddock, Friday, June 16th.

**MAGER**—Frank J., formerly Pvt. Co. K, 320th Infantry, killed in action, France, Nov. 11, 1918, aged 28 years. Military funeral held from residence of his brother, Edward D. Mager, 4806 Cypress St., Pittsburgh, Pa., Sunday, June 11th, at 3:00 P. M. Services at St. Joseph's church at 3:30 P. M. Military funeral in charge of Jene-Mager Post, Veterans of Foreign Wars.

Joseph F. Barnes, Lieut. Colonel, F. A., July 2, 1920.

William Tidball, Lieut. Colonel, C. A. C., Sept. 5, 1920.

Henry C. Harrison, Jr., Captain F. A., July 2, 1921, Assigned 14th F. A.

A recent communication from Ernest Young, formerly with Battery "B," discloses that he has been married two and a half years and has a "petite fille" seventeen months old. Mr. Young is located at Williamson, W. Va.



## Morning Report

While enroute to Ohio several nights ago your correspondent run across two old Three Fifteeners, Carl Adkins, formerly Corporal, Battery "B," and Jim Cooney, Battery "F," Adkins had quite a selection of jokes on hand and kept the smoker in an uproar of laughter all the way down Tug River. They are very much interested in the Charleston Reunion and have promised to be on hand to sample some of our Pittsburgher's corn.

John R. MacLean, formerly Regimental Chaplain has joined the ranks of benedicts. Congratulations Reverend MacLean.

William M. Roberts, formerly Captain and C. O. Battery C, and Joseph Crockett, formerly Bn. Sgt. Maj. Hq. Co. (Later Capt.) were recent visitors in Bluefield.

Particular attention of all West Virginians is called to General Order No. 4-11-44, April issue of "SERVICE" 1921, We thank Div. Hq. for their compliments and assure them they will long remember Charleston, W. Va., after September 2, 3, and 4. I had to refer to my almanac to get something definite on moonshine. The full of the moon occurs on the sixth of September. Indications point that it will be full much sooner. The weather forecast is very foreboding. On the 2nd it will be very dry. the 3rd dusty, and the 4th windy. However we don't believe in "them there signs" down in Charleston.

Ben Angrist (Battery A) and your correspondent have organized a Bluefield Reunion club, at Bluefield, W. Va., for the purpose of disseminating information concerning our reunion in this section and to get the boys together for the March on to Charleston.

This will be of much interest to Eightieth Division members living along the Norfolk and Western Railway lines, Norton to Bluefield, Roanoke to Bluefield, and Bluefield to Williamson.

This club will leave Bluefield on the night of September 1st on N. & W. train No. 3. We will make reservation on this train for any one desiring to join the party. Communicate with us at Bluefield, W. Va. We have adopted the following resolution: "That no intoxicating liquors be taken aboard this troop train. That no bottle be thrown out of windows." This in conformity with French Railway regulations. We will certainly travel A. E. F. style except the straw and box cars, et cetera, and we will be a well governed and regulated party. Regulation dice will also be used, so don't bring your personal "spots" along. We are afraid of them.

West Virginians are indeed fortunate this year. After the Charleston reunion of The Eightieth Division, The State Con-

vention of The American Legion will come to Bluefield, W. Va., September 14th, 15th, and 16th. The Eightieth Division veterans will be invited as guests of this convention. Among those invited to speak, Gov. Morgan, Ex-Gov. Cornwell of West Virginia, Gov. Trinkle of Virginia, Gen. Pershing, Gen. Cronkhite and Colonel Brett.

Last year after the Pittsburgh reunion, organization letters were sent out from each former organization commander to be returned to your correspondent not later than July 1st. Has any one any information regarding these letters? Hurry them back toute-de-suite.

We are getting an early start in reunion matters in this section. Every Eightieth Division veteran should act as a press agent and see that the reunion dope is given the widest publicity. In 1920 the Virginia boys gave us a royal welcome at Richmond. Last year the Pennsylvania boys gave us such a demonstration at Pittsburgh that few of us ever recovered. They will be our guests at Charleston this year and it is now our turn to play hosts. We are getting together and commencing September 2nd we will put a smile on the faces of the Virginia and Pennsylvania boys that will never come off. In fact they will have a permanent smile on their faces and will long remember the Artillery at Charleston. We are anxious to fire the opening barrage. All together boys!!!! Let's go!!!!

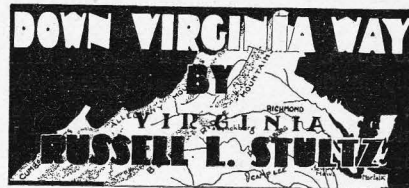
### 317TH INFANTRY

W. J. McLaughlin, who is manager and member of the Executive Staff of the Reliance Life Insurance Co. of Pittsburgh, Lima, Ohio, Agency, with offices in the Savings Building, Lima, Ohio, has been a subscriber to "SERVICE" since its start and is a real booster of the Association. He was a "Y" man and served with the 317th Infantry, with whom he came home. He advises that Blue-Ridgers are scarce in his town and he is only able to keep in touch with what is going on through "SERVICE."

Robert C. Stoughton, formerly of 317 F. H. Co. was married June 24th, 1922, at Swedesboro, N. J.

Paul Beck, former Pvt. Co. K, 317th Infantry who lives at 3561 N. Warnock St., Philadelphia, Pa., says that his francs are scarce but he intends to take in the Charleston Reunion if possible.

Charles H. Loudon, formerly with Hq. 317th Infantry, who lives at Norwalk, Conn., is anxious to see some of the Blue-Ridgers again but his business keeps him tied down at home.



Advices received from Washington under date of June 14 state that the House Committee on Elections No. 1 has filed a report recommending the seating of State Senator John Paul, of Harrisburg, Va., in the House of Representatives from the Seventh Virginia Congressional District, thus ending a contest which has been pending since November, 1920. Senator Paul served with the 80th Division overseas as a Captain, 313th Field Artillery, and was a member of the Division Executive Council for one year. The contest which has been pending since November, 1920. Senator Paul served with the 80th Division overseas as a Captain, 313th Field Artillery, and was a member of the Division Executive Council for one year. The contest which has just resulted favorably for Captain Paul arose out of the Congressional elections of November, 1920, when he was the Republican candidate against the incumbent, Judge Thomas W. Harrison, Democrat, of Winchester, Va. On the face of the returns, Judge Harrison was re-elected by a majority of approximately 500 votes, but the result was contested on the grounds of fraud and irregularities and the findings of the Congressional committee now entitle Captain Paul to the seat in Congress from the Seventh Virginia District. Congratulations from the 80th!

Clarence W. Merrell, formerly 1st Lt. with Company G, 318th Infantry, who is now domiciled at 15 Stanley Street, Irvington, N. J. writes that he expects to be at Charleston in September and is looking forward to meeting the remnants of a once "hard-boiled" gang. His old outfit gave Mr. Merrell a nice, friendly little "nick-name" back at Camp Lee a few years ago and we're wondering who'll be the first guy to have the nerve to remind him of it!

Speaking before the cadet corps of the Staunton Military Academy at Staunton, Va., on June 8, on the occasion of that institution's commencement exercises, General Frank Parker, U. S. A., paid a warm tribute to the achievements of Virginia's soldiers in the World War. General Parker, who was one of the commanders of the First Division in France, lauded the deeds of the men of the 80th, 29th and 42nd Divisions, many of whom he said were natives of the "Old Dominion."

Any buddy who feels like starting some-

# Morning Report

thing with the "Weather Man", these July days when he groaningly recalls the old army mandate to "Keep cool!" is advised to go A. W. O. L. and take a nice little dip in the briny deep at Buckroe Beach, Va., down on Hampton Roads, where the members of the 80th had a popular habit of bidding Amerique "Au revoir" and "Bon jour" not so many years ago. Here, if they are lucky, they will discover a kindred spirit in the person of Sgt. Cecil Holston, who now is extremely busy helping garner in the shekels at a large summer hotel, but who is better known as the guy who used to put out anything from shoelaces to "tin derbies" in the days when he conducted a supply-less Supply Room for Company G, 318th Infantry. If you act half-way decent, he may slip you a one-piece bathing suit, for the sake of old times.

Capt. R. P. Keezell, of Keezeltown, Va., who commanded Company H, 319th Infantry, from start to finish, attended the reunion of former officers of the 319th Regiment in Washington City on June 9, 10 and 11. From all accounts, it was considerable of a shindig. Oui!

I. G. Johnson, formerly Pvt. 1cl, Medical Detachment, 317th Infantry, is now located at Fort Blackmore, Scott county, Va., where he is cashier of the Bank of Fort Blackmore and has the happy task of handling beaucoup francs. Comrade Johnson and a number of 80th Division men of his community are organizing a post of the Veterans of Foreign Wars. Get in touch with him, if you are domiciled in that neck o' the woods.

Howard F. (better known as "Husky") Clem, who used to blow a mean bugle for Company G, 318th Infantry, and who won renown by the sale (?) of the "Richmond Times-Dispatch" while Jerry was making things lively at Nantillois in October, 1918, sends a card from Newark, Ohio, saying that he will be hanging out at Triadelphia, West Va., for several weeks. Comrade Clem is all "lined-up" for the Charleston party and will be right there with the "goods" (whatever that may mean). In civil life he helps the Western Union Telegraph Company keep their property ready to pass inspection, and he is making good at it, too.

Ray B. Coffman, who served with the 80th as a Sergeant, Headquarters Company, 313th Field Artillery, and who will be remembered by his old pals as "Mossy" Coffman, is now engaged in the produce business with his father in his home town of Edinburg, Va., Comrade Coffman is now a benedict and his pals of the 80th will regret to learn of his recent bereavement in the loss of a son, born dead, June

5. Sgt. Coffman has been prominent in veterans' circles in the Valley of Virginia since discarding his fighting togs.

Former members of the 80th Division played a prominent part in the entertainment and festivities attendant upon the 32nd Annual Reunion of United Confederate Veterans in Richmond, Va., June 20, 21 and 22. "Johnny Reb," who made Petersburg and the Camp Lee country a favorite in the 60's, showed the "youngsters" who trained there in 1917-18 that they still recognize the call of a bugle and know how to shake a nasty leg. An upstart resembling a World War "vet" was looked upon with pity when his grandad donned the old gray regimentals and yelled, "Let's go!" You might not believe it, but some of them still know how to go pretty lively.

A delegation from Rion-Bowman Post No. 632, V. F. W., of Harrisonburg, Va., composed largely of 80th Division men, assisted in the organization of a new post of the V. F. W. at Washington, Va., on June 24th. The post was formed through the efforts of J. D. Yowell, formerly of Headquarters Company, 318th Infantry.

The comrades of Joseph H. Senger, of Dayton, Va., who used to "tote" a gun with Company M, 318th Infantry, will regret to learn of the death of his father a short while ago.

Charles Swank, formerly a Sergeant, Headquarters Company, 318th Infantry, who has been located in Harrisburg, Va., for the past year, is now in business in Ohio. Comrade Swank is a real, honest-to-Gawd "he man," and you'll probably see him at Charleston in September.

## 319TH INFANTRY

Frank J. Moyer, formerly Pvt. ICL Medical Detachment, 319th Infantry, who is still in the service at Station Hospital, Fort Slocum, N. Y., advises that he has been busy of late taking care of the home-coming troops from Germany.

On May 24th a daughter was born to Mr. and Mrs. Thomas A. Carr of Hazelton, Pa. The father was formerly commanding officer of M. G. Company, 319th Infantry. Congratulations are in order.

Francis Xavier Sismour, former Corporal of Co. E, 319th Infantry, was married June 21st to Miss Grace Marcella Weinzell at St. Anthony's Roman Catholic Church, Millvale, Pa. The happy couple also attended the Blue Ridge Picnic at West View Park, July 11th, where the ex-corporal received the congratulations of his comrades.

Jos. A. Rectenwald, former Sgt. of B. Co., 319th Inf., is now residing at 502 Church Ave., Mt. Oliver Sta., Pittsburgh.

Beke G. Wolthoff, formerly of Co. A, 319th Inf., still continues to be a loyal Blue Ridger although living in Dallas, S. D., R. R. No. 3, where there are few to be found. He would like to hear from some of his old buddies.

## 320TH INFANTRY

Samuel Bernson, formerly of Co. L, 320th Inf., who lives in Masontown, Pa., and is a member of the firm of L. Bernson & Son, Department Store, sent us in some addresses of buddies whom he thought ought to receive "SERVICE" and his appreciation of Bernhard Ragner's story about Saulty in last month's magazine.

C. I. McIntosh, formerly of Co. M, 320th Infantry, who is residing at 995 E. 130th St., Cleveland, Ohio, sends us dix francs with the remark that it is "One obligation I never dislike to meet." Many thanks, Old Timer.

Walter J. Lindner, formerly Corporal Co. M, 320th Inf., of 1416 Porterfield St., Pittsburgh, Pa., has been spending his vacation at Atlantic City. Comrade Lindner and his wife paid Hq. a visit a short time ago.

John P. DeBacker, the old Company Clerk of B. Co., 320th Infantry, also former member of F Company, 305th Ammunition Train is now living at 2613 Jessup St., Philadelphia, Pa. He is married and employed as Traveling Auditor for the Valuation Department of the Pennsylvania Railroad. He was recently in Pittsburgh and looked up some of his old comrades.

## "HERE WE ARE AGAIN"

Rev. Lewis B. Whittemore officiated at the marriage of Miss Eleanor Mason and Mr. Ross Edward Smith, which took place in Calvary Episcopal Church, Saturday evening, June 24th, at 8:30 o'clock. Miss Margaret Mason was her sister's only attendant and Mr. Charles F. Smith was his brother's best man. Corporal Smith, as he is better known, served with Machine Gun Company as Company Clerk, and states that Captain Vermeule was a real soldier and a man.

New Bethlehem, Pa., June 2, 1922.  
Editor, "Service"—

What d'ya mean, consolidating the May and June numbers that way? Did 'ja think we was getting tired of seeing the old mag, or are you one of them there war profiteers that got a dollar a day and all you could eat and a chance to see the world fernuthin? Not to mention cooties



# Morning Report

'en CC's 'en trips to Paris, and the physical training that made a man out of you. And now I'll bet if the government would be soft enough to rob some of those poor guys that had to stay at home during that time and work for their money and only made a measly million or so, to pay a soldier bonus, you'd be right up in the front rank to get yours. But don't you worry them guys that sacrificed their private interests to sell stuff to the government at a couple hundred percent profit are going to see to it that no one gets a chance to rob the treasury but themselves. So you might as well get on the job down there and wake up the office boy and the printer and try and get out that little two by five sheet of ours, unless it gets as hot around there as it has been up here for the past few days, and thin I wouldn't blame you guys if you consolidated the whole bunch into about three numbers and published them sometime next winter.

Say, fellers, what did you think of that article by Sergeant Ragner? I suppose a lot of you guys that have been knocking the darned (or worse) Frogs will say he is crazy or has been drinking moonshine and had a funny dream.

Such a thing as a Frenchman giving away something for nothing, or wanting to pour his beloved vin rouge, or vin blanc down anyone's throat is a spectacle not to be imagined by a former member of the A. E. F. But really now when you come to think of it, can't you remember that old French woman that had seven sons in the army—how you was always welcome to warm yourself by her fire, or how willingly she always cooked up the pomme de terre's and beefsteaks you brought her when you wanted to have a little feed with some of your buddies? I can bring to mind a great many acts of kindness that were practiced by the French people, in spite of their far-famed weakness for francs. In fact I believe they had nothing on some of the people that kept places of business around our camps when it came to being fond of francs. But this is no brief for the French, good or bad,—and they were good and bad, the same as our own people. I only wanted to say that Sergeant Ragner pictured the French people as I like best to remember them, and as I should hope to find them if it is ever my good fortune to visit their moist country again.

Hope to see you all in Charlestown next month, to talk over old times and settle the old question of "who won the war?"

Ran across Charley Byers, formerly of the Field Signal Battalion, the other day. He is on his old job of "picking ticks off the telegraph wires" for the old P. R. R. Like myself, he doesn't seem to be able to break away from the game. But he hasn't forgotten the old 80th though for he carried a paid-up card in his pocket.

We had a good talk about old times. He is stationed at Jeannette, Pa.

Well, so long, until the reunion,

—W. A. SMITH.

## 160TH BRIGADE

Ex-Sergeant Bernhard Ragner, who has favored "Service" with many fine stories from his able pen in the past, has accepted an important position of the Paris edition of the "Chicago Tribune," 5 Rue Lamartine, Paris, and is enjoying the opportunity to travel over the scenes covered by his old Division. He sends his regards to all his old comrades, and says:

"At Bordeaux, I met Monsieur Marc-Albert Volfard, who was interpreter for Colonel Payton and later for General Brett. He remembered me immediately, as I had visited at his home in Bordeaux, when I was studying there. He sends regards to all his friends. If they wish to write, his address is 5, Rue de Chambrun, Bordeaux. He is quite an enthusiastic Blue-Ridger. He really considered himself part of the division and takes pride in its achievements.

"Volfard is now in the nut business. Yes, that's right, although it sounds all wrong. He's in the wholesale end of selling and buying walnuts, chestnuts and so forth. Later, he expects to launch into business for himself. Just now, he is learning the ropes. You see Volfard was one of the fellows who had just finished his military training—almost—when the war broke out. Results: three years of service in peace time; four years of service in war. Certainly, he made a big contribution to France."

Capt. William C. Vandewater, formerly of 160th Brigade Hq. and member of our Executive Council was married July 6th to Miss Ruth Greenoak Lyon, at Oyster Bay, L. I. Thirty Thousand congratulations "Vande."

## WHO REMEMBERS?

By FAY A. DAVIS  
305th San. Tr.

The Y. M. C. A. girl at Laille who wore Major Edgar's gum boots?

Bart Kennedy of the Actor's League at Florent, and the lump that came up and stuck in your throat when he spoke of the Statue of Liberty?

Orlando, the weather-beaten Norwegian sailor, on board the Rotterdam with the scrawny parrot?

When Joe Gomersall had to sing "Keep the Home Fires Burning" before the company at retreat?

The aviation officer on the Rotterdam

who got bawled out by a Brig. General of the 89th Div. for taking his dog out for exercise(?) on our deck?

When our mess sergeant hid the dishes for the officers' mess in the M. P.'s barracks until after the big inspection by the General?

What Harper's idea was in parading around Ouge every morning with all the old bacon cans?

When Sgt. Weber was isolated from the company in a billet at Fromereville for speaking out of his turn?

Reading the article by Col. Rhodes that was published in the Boyertown Bugle while we were in Camp Dix?

The officer whom General Pershing questioned about the inconsistency of Capt.'s braids on his sleeve and the gold leaf on his shoulder-straps?

Cottillion's court-martial?

Pifenberg's fireside stories?

Why Rausch was shanghaid out of the company at Brest?

Cognac Jim at Ouge?

Why Pvt. Webb always discarded his overseas cap for the old sombrero every time he got bibulous?

Lt. Murray's blonde friend at Ouge who kept the dainty perfume shop?

When Major Baltz asked "rookie" Clendaniel at Camp Genicart why he did not show up for retreat and rookie said, "he was asleep under a tree?"

When Barbagallo became disobedient at Camp Genicart and was sentenced to spend the day cutting the grass around the barracks with a pair or calico scissors?

Our sight-seeing trip to Bordeaux when we were compelled to wear a red cross brazed on our arms; the object being to keep tab on the boys who complained so of cramps in passing the vin blanc parlours. And all the "Frog" janes wanted to kiss us, thinking we were wounded soldiers back from the "front"?

Capt. Cooper's speech to 318th Co. in which he said, "he would rather lose his right arm than go back home without one of his men?"

"Pipe-down," the guard from 320th Co. at Chauvirey-le-Vieil.

# Morning Report

The officers who volunteered for immediate service in the trenches the morning of Sept. 29th at Cuisy, when the roads were so badly shot up and congested that the ambulances could not bring the wounded back to the Field Hospitals?

The basket shop at Ouge?

Major General Bell's Hdq. in the dug-out at Fromereville?

Billet No. 71 at Gland?

The officer who was scared sick about the S. S. Mercury "going over" without a guardian torpedo boat?

Why Majors Spunar and Bolner were relieved of their commands?

Who ordered the diagnosis tag marked "heart failure" that was attached to the body of the soldier who shot and killed himself at Recey-sur-Ource?

The hike from Ligny to Tronville?

The Y. M. C. A. guy who sold Stoughton a chocolate bar in which was a printed slip which said, the chocolate was donated to the soldiers and sailors of the World War by the American people?

What General Cronkhite said about the scenery surrounding the officers' quarters after we spent three weeks grubbin' stumps, spadin', soddin', plantin' trees and puttin' up a natural fence of spruce boughs?

Major Keeler, who put over setting-up exercises on the order of Billy Sunday's sermons?

Why Delp loafed so much at the colored Y. M. C. A.?

The officer who upon making a personal call on General Cronkhite, found the General in the act of shining his own shoes, and rushed back to his company with an absolute ultimatum, specifying severe punishment for any soldier of his command who had his shoes shined by a boot-black?

Little Jimmy Vansant, our diminutive French mascot?

The ship's steward on the S. S. Mercury who stood watch over the garbage-can and gave the boys a lecture on "Waste Not, Want Not"?

Why we were the only company in Camp Dix without a Commanding Officer?

Who cried, "Kamerad Mister," to the Lt. of the French gendarmes who stopped us with drawn sword one night, while we

were out on gas mask drill above the hangars at Ligny?

The cocoa and beans combination that made everybody sick at Buzancy, and we thought the Germans had poisoned the water?

The popularity of Lt. Scranton's wood details at Chauvirey-le-Vieil?

The officer who thought an enlisted man was a dog and admitted it?

Sam Wilkes in the act of drinking hot coffee at Arthonnay?

The Boulangerie and barefoot baker at Chauvirey-le-Chatel?

When Weston showed the stuff that real soldiers are made of in flatly refusing the job as dog-rabbit in the woods near Souilly?

The reason why Lt. Vansant was not promoted to the rank of a Captain at the same time as Lt. Wells?

The officer who brought court-martial proceedings against a soldier for removing the eye-piece from his gas mask and after the war was over, too?

The Major who was Goolsby's nemesis?

The kindness Lt. Barone showed to French refugees at Buzancy?

Those "Frog" railroad schedules that read 21 minutes after 22 o'clock; mid-night was 24 o'clock?

The company punishment given to the fellows who got their heads shaved on board the S. S. Mercury bound for France?

Who lost the 100 franc note at Gland, the notice of which was posted on the bulletin in the public square?

Delp's open apology to the company at Camp Lee for rehearsing his interpretation of "September morn"?

Pat Kane's refusal to eat corn-bread?

When 317 Co. was sentenced to go to bed at 6 o'clock for not getting up on Sunday morning?

Who the stool-pigeon was who let the cat out of the bag about publishing the "sentence" in the Bayonet, the camp newspaper?

When Major Potts refused to accept a bawling out from another officer at Ancyle-Franc, and flashed his papers on him

to show he had been promoted to the rank of a Lt. Colonel?

When Scott Phillips went under the knife in the Infirmary at Camp Lee? (The surgeon was Lt. Robinson who died at St. Nazaire.)

The truck driver at Bauldny who set us right on the "Jerry" plane visits?

The fun we had with the colored mumps patients at the Convalescent Camp?

Harry Einselen's foot-work around the supply tent at Camp Lee?

The salt and pepper shakers that did not pass inspection with Thompson playing the role of dog-rabbit?

The stable quartet, Johnson-Perryman-Henry-Troutman?

Long's sudden demise as top-kick at Aubreville?

When Exum was compelled to don his gas mask to inspect the chloroformed canine in the barracks at Camp Lee?

Vive-la-France, Lt. Barone's favorite yell while out on the march and it became necessary to trespass on somebody's property?

Why our mess sergeant at Camp Lee was transferred?

The pass to Langres that Col. Edie gave to Pvt. Seibold?

—FAY A. DAVIS.

305TH AMMUNITION TRAIN, Co. F.

Sgt. Jesse L. Taylor, who is serving in the capacity as passenger brakeman on the Pennsylvania R. R. from Stoneboro to Mahoningtown, is comfortably located in a cozy and beautiful home with his wife.

Bugler Brothers, whose life was threatened more than once as result of his early "bugling" activities, is a bank cashier in Commodore, Pa. Anybody in need of funds present yourself in his presence.

Any ex-service man who has had the distinction of serving in Co. F., 305 Amm. Train and whose inner man may be wanting should stop off at Mahoningtown where Mess Sergeant John Earl Dye, Jr., may be found with the celebrated pick handle. Oh! close up.

After a painstaking search lasting into the wee hours of the morning the whereabouts of Sgt. Jno. Gustafson, Jr., have been located. He is secretary of the Chamber of Commerce at Martinsburg, West



## Morning Report

Virginia. On his person was found, among other things, a phoney passpass, which enabled him to tour "sunny" France in the little flier after the signing of the armistice.

Now men, is that clear to you? Any questions you wish to ask? Alright, so much for that.

We recall at one time when even Sgt. James J. Wallace received meritorious mention for having sighted an aeroplane at or near Langdon. The sergeant was a good soldier up until, the time he gave permission to remove the gas masks one minute before scheduled time at a gas mask drill lasting four hours.

In anticipation of large gathering of Co. F. boys at Charleston on September 2nd, 3rd and 4th the Intelligence Department of the Information Bureau will be reopened where confidential information as to the movements of troops will be given upon request.

When the annual reunion was held last year, Mike Clarke and "Jenny" B. Moore together with Attorney McFall were selected to keep the organization intact and prepare for the next annual reunion. A number of the "boys" have made inquiries as to the progress that is being made by these officers. How about it, Mike?

Few, if any, men have failed to hear of Estella. Well, sir, fellows, when it comes to getting the best out of life, "Spot" Taylor of Stoneboro has got about the coziest little home built for two that one might want to behold.

A letter from Corporal John Harper Dodds gives us the valuable information that he is now located in Pittsburgh. Jack is making good and has a host of friends who are anxious to see him climb the ladder of fame.

"We are all brothers." These were the words offered not by a Bolshevik, but by Montgomery one evening in the year 1918 while being stationed in Langdon. The incident leading up to this expression, so often repeated, is well known by many.

We have often wondered where John Kosta is located. The "camoneer" usually found himself minus the necessary where-withall just a few days before pay day. He would then encircle his friends and secure a loan in this manner, "you gibbit to me and I gibbit to you." Sure enough his request would be granted and he would in turn "gibbit" the money back upon the appearance of pay day.

Friends and former buddies of Samuel

Felton will be sorry to hear of his extended illness. Sam is unable to be on the job at present with the P. & O. Electric Co., Sharon, where he is employed as operator of a safety car.

Ex.-Sgt. Oscar Allen is now employed in Cleveland, Ohio.

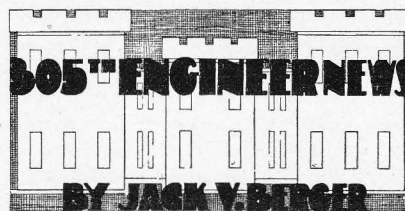
Leonard Urmson, Horseshoer, is pitching for Clarksville baseball nine.

Co. C, 305TH AMMUNITION TRAIN  
James B. Lewis of Company C, 305th Ammunition Train has been discharged from the Tuberculosis League Hospital of Pittsburgh and is now taking Vocational Training at the Pittsburgh Academy. He would like to hear from some of his old Co. C Buddies. Address him at 1430 Hodgkiss St., N. S., Pittsburgh, Pa.

### 305TH F. S. BN. REUNION

Plans are being formulated for a reunion of the 305th Signal Battalion to be held early in the Fall (the exact date to be announced later). We want every man to attend and also to let his buddy know about it. Also let us have your ideas as to what you would like to have. Send in your name and present address to Warren Rareshide, 2533 Oxford St., Philadelphia, as we want to have a complete mailing list of all the members. Send us your name whether you expect to attend or not; also your address so we can keep in touch with you on anything that may come up from time to time. In other words, we want to get a complete list of the boys today so that if any one wants to know where some one is located he can find same by getting in touch with the committee, so Snap into it buddy, and let's go—Toute de Suite!

—WARREN RARESHIDE,  
*Acting Secretary.*



One letter this month—Captain Yereance happens to be the only loyal A. M. reporter this time. Even "Art" Yost, our old stand-by has failed us.

Yereance reports that H. H. George, the old Captain of E Company is the Chief Engineer of the Public Service Railway Co., in the Terminal Bldg., Newark, N. J., and is sitting astride of the world, riding pretty.

Sam Sherred, our old Personnel Officer, is doing engineering work in connection with the water supply development of the city of Newark at Wanagin, N. J. He

is working on a large dam and reservoir with a pipe-line to Newark. Wonder if Capt. "Sam" likes that better than issuing Francs to the old Regiment?

Fred Sonand, former Regimental Sergeant Major—later Lieutenant—who was wounded November 1st while out with his platoon cutting wire for Major Emory's Battalion of Infantry, lives in East Orange, N. J. Capt. Yereance and family recently visited the Sonand family—which is now commanded by a young daughter about three months old. Sonand after being in the hospital in France for a long time came home on the "Great Northern" when she grounded off Fire Island, N. Y., January 1, 1919. He was taken off in a breeches-buoy, thoroughly soaked with salt water and spent the next seven months in the hospital with pneumonia. He is getting along fine now but hasn't put on much weight.

Yereance sends in his renewal of subscription and says it is the best two bucks he spends.

We received a chain letter from "Os" Mulhollen the other day with a "coise" on us if we didn't slip it to nine other "pick welders." We did our stuff "Os" for we always were afraid of jinxes. Thanks for the good wishes but what the ——s the matter with the gossip up your way?

We received a letter from Captain Morgan in Charleston. He, Chesley and Schaefer are hitting the dust getting the "dust" for our big time there this fall.

We have an old pal up in Wilcox, Pa., (Elk County), who is anxious to learn the automobile game. If any 80th man who has a garage or is connected with an Automobile Company could use a good man we would be pleased to recommend Martin O. Salvamoser, Wilcox, Pa., formerly Headquarters detachment, 305th Engineers.

Ran into "Fat" Nelson the other day—"Fat" is studying chemistry at Pitt and beating it for the tall timbers of New York State during vacation to handle a crew of salesman from Pittsburgh. Go to it "Ole Man" we're betting on you! Who knows, someday you might put something on the market that will knock this blamed "Bevo" for a row of mother-of-pear ash-cans.

Saw "Big Jim" Welsh 'tother night. Jim is climbing high girders for a big construction company here and knocks off big "jack" as well as handing the flappers a thrill when they stand on the Avenue and watch his beautiful blonde tresses while he is doing the human "fly" act 'steen stories from the asphalt with an eye-beam under each arm.

## Morning Report

The last we heard from Colonel Kenney he was chasing a poor li'l gawf ball around somewhere in the Carolinas. Haven't heard hide nor hair of him since. North Carolina is nearer to Cuba than Bethlehem. We wonder could he have turned an ear to temptation?

Elbert Wood, the old Hdq. Stable-Sergeant is "shacking" out of Buck, W. Va., on the B. & O. Has a wife and baby now, since we saw him last. Gee Woody! What if we wrote to Suzanne at Ravieres and told her?

Listen Engineers, (C'mon up close so you can hear) did we ever let any other outfit in the old 80th get ahead of us? You bet your neck we didn't! But glance over the "Morning Report" and see who has the smallest amount of rumors? Why, we, The ENGINEERS! Why? Because you are all sitting back waiting for some one else to "kick in." C'mon, tighten up those straps, get the old pack setting straight and show 'em how we always kept up in the "Big Show." One letter a month with all the news you can dig up—is that asking too much?

We knew that our old Standby, Arthur Yost, wouldn't give us the cold shoulder this month, and lo and behold he just kicked in with a piece of interesting news as we were going to press.

Bernard Vincent Conway of Fairfield Avenue, Johnstown and Miss Clara Kehoe, daughter of Mr. and Mrs. Daniel Kehoe of 360 Edith Avenue, Oakhurst, were married at 8 o'clock, the morning of June 8th at the St. Columba's Catholic Church in Johnstown.

We just knew that you would meet your match someday, Barney. Ha! Ha! knocked cold by the lightweight 'champ' Dannie Cupid!

L. L. Hopkins, Corp. of Co. F, 305th Engineers, who is located at 2 Van Velsen St., Schenectady, N. Y., writes:

"Gentlemen:—I gather from your most recent communique that you need two bucks. Here it is—Don't forget to keep my 'SERVICE' coming!"

All right "Hop," we'll keep you in mind.

### 314TH M. B. LETTER

There has been no news, so I guess we can say, "All present and accounted for, except Peter J. Kallas." As usual, when everything is quiet, Pete goes on the rampage. Large Reward for one ex-private 1st Cl. and dog-robber—Dead or Alive. Last heard of from 230 W. 30th St., New York City. Letter addressed there returned for better address.

The 314th must be busy making the "long

green" or else they're "plumb down and out," without even the price of a postage stamp. Flahavan must have run out of Y. M. C. A. stationery or maybe he has gone back to Ireland to help De Valera.

I had hoped Carroll would help out with this work a little, but then we know speakers don't usually do much in a literary way. Herman Furr is active, more so than most of us would expect. Rumor has it that he ain't his own boss any longer! There is a Mrs. Herman now, formerly Miss Rosa Lee Happer (we all hope they'll be happier).

The headquarters bunch are holding up their average splendidly—we never hear from any of them. For that matter, A and B Company do just about as well.

### PRIZE CONTEST!

Next month we will offer an individual prize for the letter with the most news in it. A and B Company men will compete on an even basis; Hq. in proportion to its numbers. Letters will be judged on three points; (1) Division news; (2) 314th news; (3) Company or Detachment news. Judges will be the first three former 314th'ers to send in letters. (Being a judge will not stop chances of winning.)

PRIZE—We don't know yet, but it will at least be worth postage. Address letters as usual to Walter Lee Lukens, 5661 Wind-sor Ave., West Philadelphia, Pa.

### NEW YORK ASSOCIATION OF OFFICERS' DINNER

June 20th at the Hotel Brevoort, New York City, twenty odd members of the 80th Division Officers assembled in the sixth reunion of this organization. Colonel Henry H. Burdick, President of the organization was summoned away suddenly just before the gathering because of an automobile accident to his mother; while Capt. A. M. La Porte was out of the city following an absence of a number of months. In the absence of both of these members, Capt. C. C. Agate, Acting Secretary, was Master of Ceremonies.

General Lloyd M. Brett as usual attended and addressed the Association. He spoke of the coming gathering of the Division in Charleston, W. Va., and urged all to attend. As a result of his remarks, a committee was appointed to look into the advisability of securing a through car via Philadelphia and Washington for Charleston.

Lt. Frank Schoble spoke in behalf of the life memberships as a result of which the following new life members were added to the list:

Edward M. Crane, 8 Warren Street, New York City, (Lt.)

Malcolm Corduan, Credit Dept., Chase

Nat'l. Bank, N. Y. C. (Lt.)

L. Fosque Revell, Baltimore & Gray Sts., Baltimore, Md. (Capt.)

William Satterer, 796 S. Orange Avenue, Newark, N. J. (Capt.)

Hiram W. Bennett, 606 W. 113th Street, New York City (Lt.)

William E. Richardson, 447 Madison St., Brooklyn, N. Y. (Lt.)

Frank M. Reynolds, Lincoln Avenue, Orange, N. J. (Capt.)

Melvin Spencer, 239 10th Avenue, New York City (Lt.)

William Ranald Grunow, 125 E. 91st St., New York City (Major)

At the end of the meeting every one present was a life member of the 80th Division Association. Lt. Schoble suggested that the number of life members could be materially increased if a competition was started between the Association in New York City and other group Associations in other cities. Each of the members present agreed to send out five letters to their friends in New York City and vicinity asking them to contribute to this cause.

A committee consisting of Capt. Sands, and Lts. Thorne and Richardson was appointed to make suggestions as to the advisability of charging an annual dues for membership in the N. Y. Association, and to suggest ways and means of undertaking some form of permanent work. Capt. Reull Elton,—just returned from a trip over the battle fields of France, suggested a marker for the 80th Division to be placed in a proper locality in France.

It was decided, before the meeting broke up, that the next meeting of the Association would be held Friday, November 17th, 1922.

In addition to the nine new life members joining on the above occasion, David M. Simon, formerly Private in Company B, 320th Infantry, who lives at West View, Pa., sent in his check for \$25.00 and stated he wanted to "enlist for life." Lt. Colonel Thomas A. Rothwell, organizer and commander of the 315th M. G. Bn. residing at La Jolla, California, was the next to send us his check and join the ranks of the 100 percent Blue-Ridge Boosters.

### PENNSYLVANIA AUXILIARY No. 1 NOTES

The Auxiliary held a very successful dance and card party for the 80th Division men in the Pittsburgh District in the Hotel Chatham on Thursday evening, May 18th. The Veterans were surprised when they found Col. Frank S. Cocheu who commanded the 319th Infantry Regiment, present. He came from Baltimore, where he is now stationed so that he could be present with the men of his former command on this occasion celebrating the fourth anniversary of the sailing of the division. Other guests of honor who at-



## Morning Report

tended were Congressman Stephen G. Porter, Maj. F. F. Jewett, Maj. W. P. Hall and Capt. T. C. Oppey.

The Blue Ridge Picnic held at West View Park, July 11th, by the Auxiliary was well attended in the evening, it being estimated that 5,000 former Blue-Ridgers attended. The Ladies of the Auxiliary were kept busy during the afternoon and evening looking after their guests. About 30 wounded men from the Marine Hospital were taken to the picnic, and many out-of-town visitors came in for the occasion. The prizes offered by the Auxiliary in the registration contest were won by: W. H. Smith, No. 150, 305th Ammunition Train, 311 11th St., Sharpsburg, Pa., first prize, \$15.00; F. X. Sismour, No. 120, Co. E, 319th Inf., 849 Reserve St., Millvale, Pa., second prize, \$10.00; and Harmar S. Kates, No. 12, Medical Detachment 320th Infantry, 162 Wisconsin St., Milwaukee, Wis., third prize, \$5.00. The members of the Auxiliary donated prizes for all athletic and sport events also.

The Auxiliary will hold a Boat Excursion the evening of September 26th of the 80th veterans and their friends. Tickets will be on sale at Division headquarters.

### COLONEL WALDRON AWARDED DISTINGUISHED SERVICE MEDAL

The following citation of award of Distinguished Service Medal has been given Colonel Waldron:

"William H. Waldron, Lieutenant Colonel, then Colonel General Staff Corps, U. S. Army. For exceptionally meritorious and distinguished services as Chief of Staff, 80th Division. During the Meuse-Argonne offensive, his extraordinary energy, initiative and ability contributed largely to the success of the operations of the Division. Address care Adjutant General of the Army, Washington, D. C. Entered Military Service from West Virginia.

"Awarded the Distinguished Service Medal by the Secretary of War, May 17th, 1922."

Harry Dangerfield, First Vice President of Reymer Bros. of Pittsburgh, a loyal friend of the 80th who saw service with the Red Cross, is looking over the old scenes in France this month. He advises that a great deal of building is being done in Fismes. He sent a photo of the Hotel Cafe De La Gare, where he had lunch and it is still in about the same condition as it was in 1917—well ventilated from shell-fire.

Commander Ben Perlman of the Navy—a frequent contributor to "SERVICE" and

good friend of the division, sends word from China that "The local Chinese are as indifferent to their little factional war up north as some Americans now are to the lessons of the Great War—when the shoe pinches does one yell? Q. E. D."

### A FEW COMMENTS BY OUR READERS

"—I always enjoy reading the news of the old 80th and wish to take this opportunity of expressing to you my keenest appreciation of your efforts so capably expressed in "SERVICE." I shall always be glad of the fact that I served with the 80th and hope I shall always be on your subscription list."—Allen G. Gartner, formerly 1st Lt. F. A., 80th Division M. P. Co.—2844 Wisconsin Ave., N. W., Washington, D. C.

"—It will be my great pleasure to be at Charleston in September to meet and greet my old buddies again. I am situated at Huntington, just 50 miles from Charleston, and it would please me greatly if any of my friends would look me up when here. Those going to the reunion from Pittsburgh will go via the B. & O. R. R. and this would bring them to Huntington, so if any of you boys will let me know in advance, I will be happy to meet you at the station."—I. Ben. Romer (Co. E, 319th Inf.) P. O. Box 1059, Huntington, W. Va.

"—Must apologize for having neglected my dues in the past but really appreciate the way you have kept in touch with me."—A comrade in Co. B, 320th Infantry.

"—I shall be pleased to have you inform me whether or not I am eligible for membership in your Association."

"Upon my return from the Mexican Border with the Virginia National Guard, I went to the first Training Camp at Fort Myer, Va. After I received my commission as a second Lieut. I was ordered to report to Camp Lee, Va., and upon my arrival I was assigned to Battery B, 313th Fa., with which organization I served until they were ready to leave for the other side. I could not pass the physical examination until I underwent an operation and the hospital was in such shape that they could not receive me at that time; hence I was left off the list for overseas duty.

"I have always been proud of the fact that I once served with the 80th and among the various other divisions I have been connected with none have been so near to me as the old Blue-Ridge.

"I want to attend the reunion which is to be held at the home of the best Field Artillery unit that was gotten together; but before doing so, I would like to know my standing in regards to your member-

ship of the Association."—A comrade from Richmond, Va.

"Sir: Please send copy of "SERVICE" "toot sweet." I was a big boob to let my subscription expire. Expect to attend the reunion."—A loyal Buddy.

The Third Annual Reunion of the Red Arrow Division will be held at Madison, Wis., August 26-29, 1922. Their Hq. are care of Association of Commerce, Madison, Wis.

The Alonzo O. Bliss Medical Co., Bliss Bldg., 35 B. St., N. W., Washington, D. C., has published a booklet entitled "America's Unknown Hero," which can be obtained free by writing to them. They state that "This booklet is not for general distribution, our purpose being to send it to those only who are interested in keeping in the minds of our fellow citizens the memory of the sacrifices made by our soldiers."

### Fading And Old Man Static

(Continued from Page 12)

ference than formerly. The problem of complete elimination of static is the most difficult one in radio, and if solved, we shall have a new epoch in radio because the power of transmitting stations can be greatly reduced and the reliability of communication increased.

Recently, I received an offer from Georgia of a box of cigars if I would eliminate static. I am very sorry that I cannot claim the reward, and can offer only this encouragement to our friends in the South; that static is still worse in Panama. And further I will extend this offer to anyone, anywhere, of two boxes of cigars to anyone who will tell me how to eliminate Old Man Static.

### In The Footprints of the 80th

(Continued from Page 10)

pose in the bosom of Mother Earth.

Why all this waste of life, expenditure of property, and destruction of values? Because men have not yet found a peaceful method for settling international disputes.

And what did it settle? For one thing, it put a quietus on William the Second's dream of universal dominion; it showed the immorality and falsity of the Prussian militaristic philosophy; but did it bring the peace desired? was it really the war to end war? did it make the world safe for democracy?

If the dead knew what a horrible mess the world is in today, I wonder if they would sleep in peace?

## "The Blue Ridge News"

(Continued from Page 9)

To: The Commanding General, 80th Division, A. E. F.

Subject: Battery B, 314th F. A.

1. The participation of your Battery B, 314th F. A., in the training exercises of the units of this Division for the past ten days has been of great assistance and I desire to express my appreciation to you, your officers and men for their untiring effort and efficient aid.

2. It gives me great pleasure to state that the work of the entire organization has been of the highest order and the cheerful manner in which all calls upon this organization were responded to tends to co-ordinate the work of the infantry and artillery, which can but mean success in action.

WM. R. SMITH,

Major General, U.S.A., Commanding.

1st Ind.

France, 23 March, 1919.

Headquarters 80th Division, A.E.F.

To Commanding Officer, 314th Field Artillery (through channels).

1. The Division Commander notes with pleasure the consistent performance and repeated commendations of this regiment.

By command of Major General Sturgis:

W. H. WALDRON,

Colonel, General Staff,  
Chief of Staff.

2nd Ind.

France, 25 March, 1919.

Headquarters 155th Field Artillery Brigade, A.E.F.

To Commanding Officer, 314th Field Artillery. For his information.

1. The Brigade Commander wishes to add his commendations to the remark of the Division Commander.

By command of Brigadier General Bryson:

GEORGE P. HAWES, Jr.,

Lieutenant Colonel, F. A.,  
Adjutant.

XXXVI.

HEADQUARTERS CAMP  
PONTANEZEN

Base Section No. 5, S.O.S.

June 5, 1919.

From: Commanding General, Camp Pontanezen.

To: Commanding General, Base Section No. 5.

Subject: Commendation—80th Division.

1. Having received reports from all departments of the camp testifying to the excellent condition and soldierly bearing of the 80th Division commanded by Major General Cronkhite, which recently passed through this camp on their return to the United States, I wish to pass this information on to those who made such a good appearance.

2. The condition of their records, their discipline, cleanliness, and the reports on

their inspections are of the very best. It has indeed been a pleasure to prepare the division for embarkation with such an energetic and willing personnel.

3. Their stay while in camp marked the beginning of friendships which it is hoped will be cemented by future association. In fact, we of the permanent personnel of this camp are pleased to have been the host for such a division and to have had the chance of assisting them on their return journey.

4. It is recommended that this letter be given publicity in the States of Virginia, West Virginia and Pennsylvania, so that the people of those States, from which the bulk of the 80th Division came, may know of our warm friendship for their men.

(Signed) S. D. BUTLER,

Brigadier General, Marines.

A TRUE COPY:

A. CRONKHITE,

Major General, U.S.A.

## Gentlemen, What Are Your Views?

(Continued from Page 16)

there were but a hundred at the time of the meeting. "The 'We'll do it' is responsible for the establishment of three other broadcasting stations by the Westinghouse Company, one at Chicago, Illinois; another at Springfield, Mass; and still another at Newark, New Jersey. The "We'll do it" is also responsible, indirectly, for the establishment of nearly half a hundred other broadcasting stations which are now sending music and the human voice into the ether where all can hear if they but reach out and catch it.

Prior to the meeting in the office of Mr. Davis, which was held in the fall of 1920, the Westinghouse Company had been interested in radio apparatus and were manufacturing in some quantity. This was mainly because of the great amount of research work done for the United States government by Mr. Frank Conrad, Mr. Rypinski and others interested in radio. However, it was assumed by the engineers that radio apparatus would never be popularized, mainly because practically all the interest in the science was kept up by the radio amateurs and the commercial stations, both on ship and land.

After the establishment of KDKA, which started its first concerts, December 23, 1920, the engineering body was quick to change its views. After church services were broadcasted and within a few weeks, letters began to pour in from the bedridden and sick, telling of the benefit and enjoyment to be obtained from the sermons, which without the radio receiver, would have been impossible for them to hear. Radio broadcasting began to show its worth. These letters regarding church services were, of course, in addition to the great number of letters that came in regarding the evening concerts.

Mr. McQuiston's forecast quickly became a reality. Within six months after the establishment of KDKA, more than 200 letters a day were being received in the Radio Department. Reports came from more distant points, showing that the radiophone was reaching farther and farther away from East Pittsburgh.

Interspersed with letters telling of the enjoyment to be received from hearing the concerts, came some inquiring where radio apparatus could be purchased. These letters were the first indication that radio broadcasting was creating a new market for receiving sets. It was the first sign that not only those who had radio receivers wanted to hear the concerts, but also those who had no receivers, and knew nothing at all about radio, also wanted to hear the broadcasting.

After three more months, these demands came with a rush, as manufacturers well know, who were swamped with orders. It was found impossible to fill all the orders that came pouring in. Never in the history of any new appliance was there such an inrush of interest. Newspapers all over the country began printing broadcasting programs. It might be mentioned here that the Pittsburgh Post was the first newspaper in the world to print the radio program and to make a dialy feature of them.

In the midst of this popular wave of interest, there were some who said it was nothing but a craze which would die out in a short time. However, this short time has grown into more than a year, and the interest in radio has not waned one whit. On the contrary it is much greater than ever, and is growing more and more important every day.

This growing importance of the radio telephone is largely because all its possibilities have not been tapped. It has resources of interest and service that have yet to be brought to the light. Within the next three years greater and greater things will be asked of radio broadcasting, and it will accomplish more and more. It is, in short, the "dark horse" of the present day.

Not all conferences held in manufacturing plants ever effect a large percentage of the people of America. The one reported above did and without a doubt, the two remarks by Mr. Davis, his question "Gentlemen, what are your views?" and his statement "We'll do it," started America and perhaps, the world, on the present era of broadcasting, with possibilities reaching even to future generations.



## Charleston, W. Va.

(Continued from Page 7)

gade consisting of the 313th, 314th and 315th regiments. This brigade was in continuous action throughout the Meuse-Argonne and at times supported the 80th, 90th, 4th, 5th, and 33rd divisions. Its standards bear the silver engagement bands of St. Mihiel and the Meuse-Argonne. The saddest loss to the division was that of Colonel Robert S. Welsh who commanded the Artillery brigade. He was killed in action a few days before the armistice, on the day that he had been commissioned a brigadier-general. The exact losses of the division are given as killed, 1,141; wounded, 5,622, and 101 prisoners taken by the enemy. It advanced some thirty-seven kilometers in twenty-three days in the Meuse-Argonne offensive. It went through the enemy's main line three times and captured 103 officers, including three battalion staffs, and 1,710 men. It also took 88 pieces of artillery, 641 machine guns and a vast quantity of small arms and ammunition. The Division returned to the United States in June, 1919, and was mustered out the same month.

Resident Secretary, Ex-Cpl. Henry R. Curry, 320th Machine Gun Co., states that a reduced fare of one and one-half way for the round trip has been granted by the railroads. Reduced fare certificates are now ready and former Blue Ridgers can secure them for themselves and their families by writing to the 80th Division Headquarters, 915 Bessemer Building, Pittsburgh, Pa.

Col. Lloyd M. Brett, the old Indian fighter, who commanded a brigade of Infantry in the 80th in France, being the oldest officer in point of service in the A. E. F., is president of the divisional association.

Much local interest is already being manifested in this coming reunion. A Bluefield-Charleston reunion Club has been organized at Bluefield, W. Va., and will leave the city of Bluefield on No. 3 the night of September 1st. Efforts are being made to have a special train run from this section. C. F. Bushman, of Bluefield, W. Va., is chairman of the reunion committee in South Eastern West Virginia and South Western Virginia.

### RAILROAD RATES TO CHARLESTON

A special railroad rate of fare and one-half for the round trip has been secured from railroads under the jurisdiction of the Passenger Associations indicated below. To obtain this rate it is necessary that the member have an Identification Convention Certificate, which can be secured by writing to 80th Division Veterans' Association, 915 Bessemer Building, Pittsburgh, Pa. The certificate should be signed by the holder *in the presence of the Ticket Agent at your home station*, and surrendered to him, which is necessary in

order to obtain round-trip ticket at the reduced fares. One identification certificate will suffice for each member including dependent members of his family, there being lines provided on the certificate for the insertion of the dependents' names. The use of the certificate for the purpose of securing reduced fare by any person other than a bonafide member of the organization or a dependent member of his (or her) family is contrary to the provisions of the tariff on file with the Interstate Commerce Commission and State Commissions under which such reduced fare is authorized. Tickets will be sold August 30th to September 4th inclusive, with final return limit of Midnight, September 9th, when holder must be back at original starting point; tickets to be validated by the Charleston, W. Va., ticket agents of the lines over which such tickets read before return journey is commenced.

Write for your reduced fare certificate AT ONCE. The following Passenger Associations have authorized the reduced rate of fare and one-half for the round trip:

#### NEW ENGLAND PASSENGER ASSOCIATION TERRITORY

NEW ENGLAND PASSENGER ASSOCIATION:  
From New England States.

#### TRUNK LINE ASSOCIATION TERRITORY

TRUNK LINE ASSOCIATION: From New York State (east of and including Buffalo, Niagara Falls, Suspension Bridge and Salamanca), New Jersey, Pennsylvania (east of and including Erie, Oil City, and Pittsburgh) Delaware, Maryland, District of Columbia, Virginia and West Virginia (east of and including Wheeling, Parkersburg, Kenova, Orange and Norfolk).

#### CENTRAL PASSENGER ASSOCIATION TERRITORY

Whenever Central Passenger Association Territory is referred to, it shall mean territory traversed by membership lines, and bounded as follows:

Cairo, Ill., thence Ohio River to Evansville; thence Louisville, Henderson & St. Louis Ry. to Louisville; thence Chesapeake & Ohio Ry. to Kenova (see Note 1) respecting Louisville & Nashville R. R. traffic between and through Cincinnati and Louisville and (see Note 2 respecting their other branches south of the Ohio River; see Note 3 for exception of Southern Ry. System south of the Ohio River); thence Ohio River Division of Baltimore & Ohio R. R., Kenova to Wheeling; thence Baltimore & Ohio R. R. to Washington, Pa.; thence Pennsylvania System to Pittsburgh; thence Pennsylvania System to Titusville (including also line of Baltimore & Ohio R. R. Foxburg to Kane, Pa.); thence New York Central R. R.

to Falconer, N. Y.; thence Erie R. R. to Buffalo, N. Y. (including line of Erie R. R. Kennedy to Salamanca, but not including line of Erie R. R. between Salamanca and Dayton, N. Y.); thence the Niagara River; that portion of Ontario reached by the lines of the Michigan Central R. R., Pere Marquette Ry. and Wabash Ry. (Note 4); the Lower Peninsula of Michigan; thence the Indiana and Illinois shore of Lake Michigan to Chicago; thence Chicago & Alton R. R., Chicago to Peoria, Ill., (including also the line of the Cleveland, Cincinnati, Chicago and St. Louis Ry. Gardner, Ill. to Seneca, Ill.); thence Toledo, Peoria & Western Ry., Peoria, Ill., to Burlington, Ia.; thence Mississippi River from Burlington, Ia., to Cairo, Ill., including Hannibal, Mo., and including St. Louis, Mo., for traffic to, from or through Illinois; (see Note 1 respecting Louisville & Nashville R. R.):

NOTE 1. Following portion of Louisville & Nashville R. R. is within jurisdiction of Central Passenger Association: Between Louisville and Cincinnati, and between St. Louis and Evansville with the branches of the St. Louis Division, and as applying only to traffic between Cincinnati proper and Louisville proper, and between Louisville and points north and east of the Ohio River via Cincinnati, and between Cincinnati and points on or beyond the St. Louis Division; and

Traffic between St. Louis and Evansville proper, and between points on the St. Louis Division to points in the North, East and West, which does not move over the L. & N. R. R. line, or competitor's lines, south of the Ohio River;

Traffic between Cincinnati and points south of Louisville, and traffic between the St. Louis Division and points south of Evansville is under the jurisdiction of the Southeastern Passenger Association.

NOTE 2. Other portions of the Louisville & Nashville R. R., south of the Ohio River are not included within Central Passenger Association territory.

NOTE 3. That portion of Southern Ry. System within Central Passenger Association territory is St. Louis to Louisville, inclusive, and including intermediate branches; other portions of the Southern Ry. System south of the Ohio River are not included in Central Passenger Association territory.

NOTE 4. Local traffic in Canada not included.

#### SOUTHEASTERN PASSENGER ASSOCIATION TERRITORY

SOUTHEASTERN PASSENGER ASSOCIATION:  
From territory south of Ohio and Potomac and east of Mississippi Rivers.

(Continued on Next Page)

## Charleston, W. Va.

### CANADIAN PASSENGER ASSOCIATION TERRITORY

From all stations in Canadian Passenger Association, Eastern Lines territory. Good going August 30 to September 4, inclusive, 1922.

Return Limit: Passengers must reach original starting point not later than midnight of September 9th.

Tickets and validation—Round trip tickets requiring validation by terminal lines agents at Charleston to be sold upon surrender of identification certificates distributed to members by Mr. Henry Curry, Resident Secretary, 915 Bessemer Building, Pittsburgh, Pa.

Tickets may be validated on any date to and including final return limit, and return trip may commence on any date within final return limit, passengers to reach the original starting point not later than midnight of such final limit.

The following Passenger Associations having jurisdiction over territory indicated have refused the reduced rate an account of probable small attendance.

Members who are not certain as to what railroads come under the jurisdiction of the various Passenger Associations can obtain information, etc., from their local Passenger Agents and those residing in territory in which the rate does not apply can travel to the territory in which it does at full rate and buy reduced transportation from such points.

### SOUTHWESTERN PASSENGER ASSOCIATION TERRITORY

SOUTHWESTERN PASSENGER ASSOCIATION: From territory southwest of St. Louis, including Texas, Arkansas, Oklahoma, Missouri (South of Missouri River) and Louisiana (West of Mississippi River).

### WESTERN PASSENGER ASSOCIATION TERRITORY

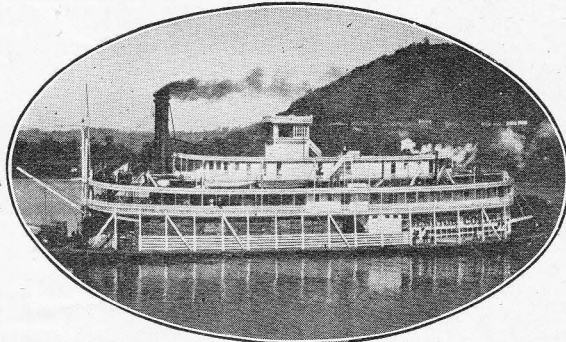
WESTERN PASSENGER ASSOCIATION: From territory west of Chicago, Peoria, and St. Louis and east of Washington, Oregon and Nevada.

### BOAT RATES TO CHARLESTON FROM PITTSBURGH

The Independent Packet Lines of Pittsburgh, with offices in Wharfboat, foot of Wood Street, Pittsburgh, Pa., Telephone, Court 4822, have a weekly schedule for the "Senator Cordill" passenger packet between Pittsburgh and Charleston. The boat leaves Pittsburgh every Thursday at 4:00 P. M. and arrives in Charleston Thursday evening. The fare going is \$12.00 one way, which includes meals. If sufficient round trip reservations are made, it may be possible to have the steamer "Betsy Ann" make a special stop at Charleston, Monday evening or Tuesday morning after the convention to bring the Pittsburghers back; if not, it will be necessary to return by

train, paying full fare which amounts to about \$12.00 one way, no reduction being given by the railroad except for the continuous round trip going and coming. Reservations should be made early with the Independent Packet Lines if it is de-

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THE PACKET "SENATOR CORDILL"

## Familiar Ground

(Continued from Page 4)

fighting, where we encountered heavy gas shelling. I recalled that German Ammunition dump which was the Colonel's P. C. "Home, Sweet Home!" The P. C. is still there but half full of water. Montfaucon was not forgotten in our visit and we saw La Chapelle des Malades where General Brett had his P. C. and Cuisy where General Cronkhit's headquarters were.

After our pilgrimage through all of that country where the 80th saw such hard fighting, we reached Verdun. I will not bother to tell much about the battlefields of the Champagne Sector, where one can still see the dugouts and trenches as they were during the war. One should not be surprised at this, however, as the country is quite flat, without water, and the ground is of a lime formation on which nothing can grow. One may still see there two German tanks which they could never get out of the trenches. We spent a few hours in the once beautiful city of Rheims which was under shell fire for four years and half of it destroyed by fire in addition. We continued our tour and spent the night in Tonnerre before going to Cruzy-le-Chatel where the 319th Infantry Headquarters Company and the Supply Company were billeted, the other battalions being at that time in Villon, Artomay, etc. I believe some of the 319th boys still have recollections of Cruzy where they spent the winter before sailing back; remember the Christmas tree in the school yard, the little souvenirs given to you and the toys you gave to the children. The people of Cruzy remember you all with love.

We finally got back to Paris, but this part of the adventure would be of no interest to you (?). The worst of it was

that we had bad weather on that day—storm and rain.

I am sure that most of my comrades of the Blue-Ridge division would like to come over here and visit the battlefields in the role of a tourist where once they hiked, slept and fought with the pack and rifle as most necessary articles of baggage. It would be a real pleasure for you to see all the old places you know and the ground you took back from the Boche. Most of the woods are burned by gas and the trees stripped by shell fire; many houses are still in ruins, but the Frenchman likes his own plot of ground and most of them have come back to live in barracks or any way possible and fields where barb-wire once was the Devil's own crop now are ploughed and tilled in a way that does one's heart good to see. All Americans that can come should do so. They will go back to the States with a better appreciation of the French people and what they went through and also a better appreciation of what their own American soldiers accomplished and sacrificed. The next conference ought to be held in Nantillois or Montfaucon—it might have a good effect and bring an understanding of the devastation and destruction suffered by France. During this two-day trip my thoughts were filled with memories of my service and comradeship with the soldiers of the 80th Division and the American Army and that the friendship and understanding between the men of France and America formed on the battlefields should forever continue in this same spirit that existed in 1918.

Italy and Turkey, it is reported, have made a secret treaty, and if this be confirmed the reports of the death of secret diplomacy are evidently considerably exaggerated.—*Boston Transcript*.



# Bert Acosta Is American Aviator Extraordinary

(Continued from Page 8)

by Schroeder whose record was in the 30,000 feet column. Adjutant Casale, a Frenchman, also holds an altitude record of taking a Plane more than 30,000 feet high as does Roland Rohlp, also an American.

In shattering all previous altitude records last year, Lt. MacCreedy used a La Pere biplane designed by Captain La Pere while working under U. S. Government directions. A propellor of high pitch was used as was Moss super-charger. A Liberty motor furnished the power for the

record trip which took 1 hour and 47 minutes.

Commander Albert C. Read piloted the NC-4 on the Trans-oceanic trip of which the writer and hundreds of others of the Eightieth Division had the pleasure of seeing.

(Continued on Page 31)

## UNITED STATES VETERANS' BUREAU

The reorganized Veterans' Bureau has established District Offices throughout the country and are now prepared to make awards, grant rehearings to old cases, and quickly handle new cases in their districts, also make first payments on claims, thus eliminating much of the red tape that the ex-service man has had to contend with heretofore.

For the benefit of every Buddy who has business with this board we are printing the list of districts together with the names and addresses of the Branch Offices.

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District 2, 23 West 43d St., New York, N. Y.—Albany, N. Y., Post Office Bldg.; Binghamton, N. Y., Press Bldg.; Buffalo, N. Y., Root Bldg.; Poughkeepsie, N. Y., Taylor Office; Rochester, N. Y., 75 State St.; Syracuse, N. Y., Rosenbloom Bldg.; Utica, N. Y., Martin Bldg.; Camden, N. J., Post Office Bldg.; Newark, N. J., Aetna, Realty Co.; Hartford, Conn., 179 Allyn Bldg.; New Haven, Conn., Plymouth Block.

District 3, 140 N. Broad St., Philadelphia, Pa.—Allentown, Pa., 4th Floor, Y. M. C. A. Bldg.; Erie, Pa., Commerce Bldg.; Harrisburg, Pa., Yoiffe Bldg.; Pittsburgh, Pa., Martin Bldg.; Johnstown, Pa., Henry Koch Bldg.; Scranton, Pa., Lackawanna Ave.; Williamsport, Pa., Plenkendor Bldg.; Wilmington, Del., DuPont Bldg.

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Va., Odd Fellows Hall Bldg.

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## An American Memorial Day in France

(Continued from Page 5)

fought and died with him, that France should never be crucified upon a cross of liberty."

The ceremonies over, the Veterans of Foreign Wars, headed by the French troops, encircled the Arc de Triomphe in parade and moved toward the Hotel Majestic where the procession disbanded.

Just before arriving at Romagne we visited Mont Faucon and the old hill looks just about the same as it did when you last saw it; the observation tower is still intact and no stones have even been picked up. In a little old barracks shack a Frenchman has set up a cafe and uses as his wine cellar what appears to be one of the old dugouts and he is about the only human being you will meet unless there happen to be other tourists on the spot. We went down to look at the power plant which the Germans had installed and which was apparently a very complete

outfit and I presume furnished the light not only for the immediate vicinity but possibly for the deep dugouts some distance away.

After leaving Romagne we left the main line to pay a visit to Bethencourt, passing through Malancourt and over that road with which you are quite familiar. Bethencourt is also in about the same state as when we last saw it but across the creek where the ration dump was later established and where I believe there was a hospital, some French people have taken up their abode in the old shacks but the old village of Bethencourt has not been touched.

Although we had an Army Cadillac and an Army driver we were unable to get over the road from Bethencourt to Cuisy, much to my disgust, for I should have liked very much to have gone over that road and also on the little crossroad to the ration dump where you first saw me in action. This part of the trip, however, had to be given up and we went back over the road to Malancourt and from there paid a visit to Haumont in Death Valley where the 26th Division had a very difficult piece of work to perform.

I might say that in looking over the territory captured by the 26th Division, I am inclined to take off my hat to that outfit and to realize that there were other Divisions in the American Army besides the old Blue Ridge Division. The old dugouts and shell holes all through the woods in this territory look much the same excepting for the fact that they are somewhat grass covered and most of the shell holes have their supply of pussy willows growing in the water which accumulates there.

My visit to Suresnes, Belleau Woods and Romagne cemeteries sent me back to the United States with a more profound sense of my duty to the cause of Veterans in general and to the country as a whole. The cemeteries are very solemn, of course, and yet beautiful and they are bound to give any person with half a heart in him, something to think about.

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**Bert Acosta Is American  
Aviator Extraordinary**

(Continued from Page 29)

ing him leave Ponta Delgada, Azores, on the last leg of the flight to Lisbon, Portugal, while returning from France, aboard the U. S. S. New Jersey. The sterling fighting qualities of Eddie Rickenbacker, the American ace during the world's war who brought down 26 Hun airmen and Eddie Stinson's meritorious achievement of setting a new world's endurance flight record of staying in the air with a Plane above Roosevelt field, Long Island, N. Y., for 26 hours, 19 minutes and 35 seconds with a JL-6 aeroplane, these all prove that America has a set of men in aviation that are without an equal.

**WHO MAKES THE BEST FLIERS?**

That is the question—Who makes the best fliers?

Not long ago, the writer chanced to be of a group who discussed this subject and it was brought to light that no one physical set of men could be given preference, i. e., whether average, light or heavy in build.

"Why," spoke a pilot who served in France with the Americans, "Did you know what they said about 'Shorty' Schroeder, one of the country's best altitude fliers who took his machine well above the 30,000 feet mark?. The doctors said he could not fly over 5,000 feet high. But Schroeder went up some 30,000 feet."

That only opened the discussion for then the heroic deeds of Captain George Guynemer, of France, were extolled. When he was killed in 1917 he had 57 German planes officially credited to his record. "He was King of the Aces" and he was a tall, slender chap with olive skin and large dark eyes. In fact it was with difficulty he was taken in the French forces.

This slender youth who turned out the best pilot created in France knocked down 1,500,000 francs worth of Hun planes which at that time of the war were valued around \$300,000 to \$400,000. But there is more color to Guynemer's record than any other Flier.

When the war broke out Guynemer was attending college in Paris. He was five times turned down by army physicians who said his frail form could not stand the gaff. He wasn't the kind to be denied so he induced his grandmother, whom he was living with in Paris, to furnish funds so that he could learn to fly. In 1915 he managed to get in the French forces. Soon he became a Sergeant and then his promotions came fast and rapid for he proved a foe to enemy airmen.

George Guynemer was born Christmas, 1893, in Paris and was the son of a former captain of the French army.

After this story was told the subject of what build person makes the best flier closed automatically for one apparently never knows.

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Pictures mean memories—just imagine, a few years hence, when that old camp has ceased to be, and most of your share in the "big show" is forgotten, how nice it will be to turn to your album and live over those good old days in camp and "Over There." Many of your old buddies will have been forgotten unless you have something more than your memory on which to depend. Remember, every picture means something to you, so start your collection now.

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- 10—Beauval.
- 11—Camp near Albert.
- 12—Barber in the Front Lines.
- 13—Ruins at Henencourt.
- 14—Damaged by Shell Fire, near Warloy.
- 15—Ruins, Senlis.
- 16—Dugouts, Senlis.
- 17—Bure-Les-Templiers.
- 18—Camouflaged in Woods near Ippicourt.
- 19—Ruins, Verdun.
- 23—Ruins at Bethencourt.
- 20—Filling Watercart at Germanville.
- 21—Waiting for Material—Co. "B" Bridge, Bethencourt, (Under Shell Fire).
- 22—Co. "B" Bridge Finished 1 hour and 35 minutes later.
- 24—Transport Jam, Bethencourt.
- 25—Hill "304" near Bethencourt.
- 26—Captured Jerry Guns & Hindenburg Line.
- 27—First American Plane Downed at Bethencourt.
- 28—Jerry Concrete Dugout, Cusy.
- 29—Dead "Hun."
- 30—French Tank Going Into Action, Montfaucon.
- 31—Jerry O. P. at Montfaucon.
- 32—Church, Montfaucon, from which the Crown Prince viewed the opening of the offensive on Verdun.
- 33—Fourteen Horses Killed by One Shell.
- 34—Camouflaged Road in the Argonne.
- 35—Camp Monhovan.
- 36—Fleville.
- 37—Constructing Bridge Under Shell Fire at St. Georges.
- 38—First Transport to Cross Bridge at St. Georges.
- 39—American Tank in Tank Trap, near St. Georges.
- 40—Making an Advance, Over the Top, near Sommerance.
- 41—Battleground, Immicourt.
- 42—Jerry Prisoners at St. Georges.
- 43—Jerry Cannon Captured in a. m. of Nov. 1 and used on the Boche in afternoon.
- 44—Soldiers Home, Buzancy.
- 45—Going to the Front.
- 46—O. V. Balloon Being Moved Up.
- 47—Railroad and Bridge Destroyed by Retreating Germans.
- 48—Railroad Cars Blown Up by Retreating Germans.
- 49—Jerry Ammunition Truck.
- 50—9-2 Jerry "Dud" at Beaumont.
- 51—American Anti-Air Guns in Shell Hole near the Muese River.
- 52—Cannon that is claimed to have Fired the Last Shot.
- 53—Ruins at Grampre.
- 54—Tree Cut Down by Shell Fire, Grampre.
- 55—Ruined Church, Grampre.
- 56—Woods near Grampre, showing effects of Barrage.
- 57—Cemetery, American and French Graves, Chatel Chebery.
- 58—Dugout, Camp Monhovan, Argonne Forest.
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# The Late "Camp Lee"

## SENTIMENT DOES NOT COUNT SO MUCH IN PEACE TIME

If you were one of the Blue Ridgers who attended the First Annual Reunion of the 80th Division Veterans' Association at Richmond, Va., in 1920, you no doubt took in the picnic at old Camp Lee, the scene of your rookie days—three shots in the arm and the rest of the bunk—you said, "She isn't like she was when we left her." You walked down your old Co. Street, looked the old homestead over—and man what memories. Camp Lee is not going—not going to be saved, it is gone! The lumber from your old barracks is now being made into homes, stables and warehouses, etc. all over the State of Va. You remember the post card pictures of the camp, scenes you helped to make—pictures of many buddies who did not come back—they sold at the Post Exchanges, and there were about 65 in the set. The Bayonet Books are sold out—gone forever—we have purchased the entire lot of Camp Lee pictures and post card scenes. They average from 55 to 65 cards to the set—were printed to sell at 5 cents each—we will mail them to any address for 25 cents per set—postage alone costs about 5 cents—get yourself a post card album and secure this set of complete views—the small price asked does not pay expence of handling them. We had a hunch that you would want a set so we bought the whole lot.

### CAMP LEE, VIRGINIA



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