

# THE SERVICE MAGAZINE

MARCH  
APRIL  
ISSUE



EASTER NUMBER

VOLUME 11-NO. 2





# Professional and Business Directory of the Members of the 80th



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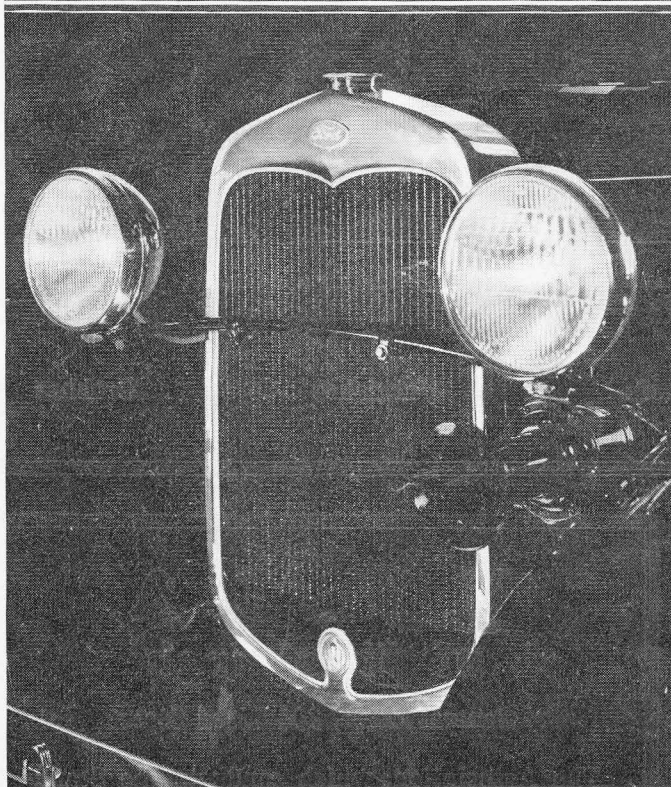
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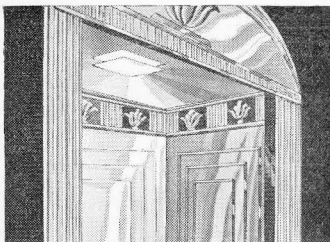
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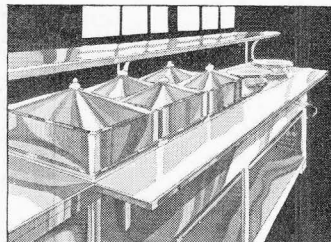
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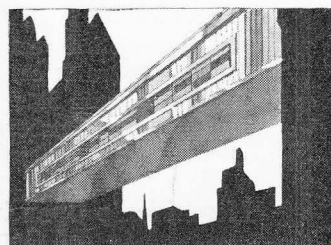
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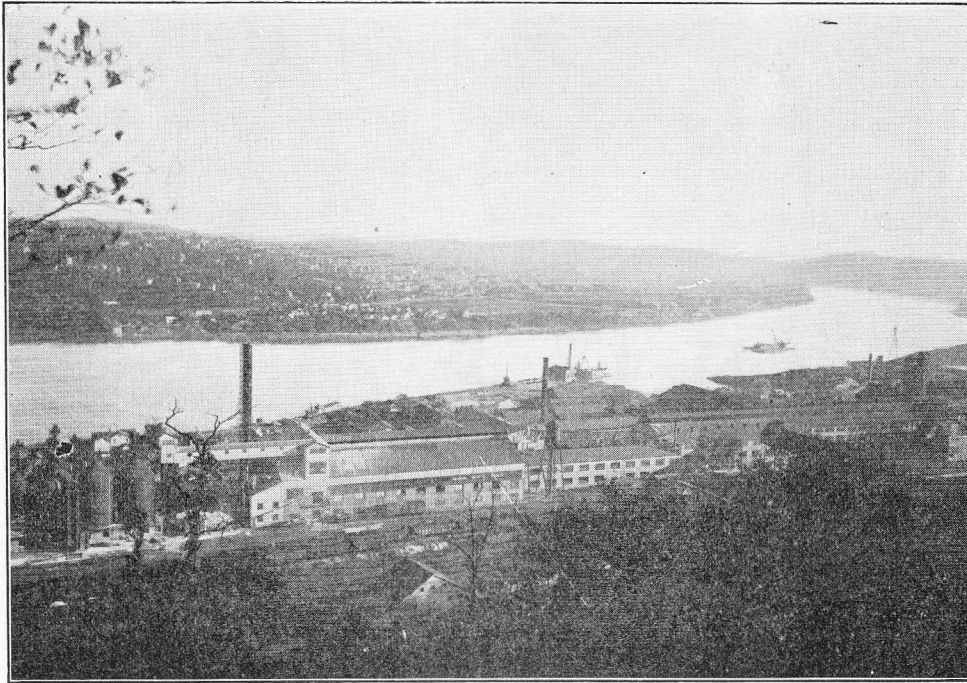
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# The SERVICE MAGAZINE



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**“THE 80th DIVISION ALWAYS MOVES FORWARD”**



# BRIEF HISTORY OF 305th ENGINEERS

By GEO. W. KNIGHT,

Lieut.-Colonel, Engineers, U. S. A., Commanding

(Continued from January-February Issue)

On August 8th the 2nd Battalion marched to Beauval from which point details of men were assigned to British units for instruction. The Regiment at this time was working with the IV, V and VI British Corps. The New Zealanders and Australians in the neighborhood of Sonastre had a considerable number of men assigned to them from the 2nd Battalion.

On August the 1st Battalion moved to the woods outside of Beauval and on the following day joined the Engineer Train and Headquarters Company and marched to Prouville. On the same day the 2nd Battalion moved from Beauval to Coigneux and at 3:00 A. M., the next morning started to march for an entraining point. The route led through Beauval to Bernaville and the distance covered 37 kilometers, establishing a record for the Division. The Battalion arrived at Bernaville at 6:00 P. M., having marched under heavy equipment for twelve hours, exclusive of a two hour rest at noon. Very few men fell out of the line of march. The regiment had already made many moves, generally under full equipment, and its reputation for moving often and for long hikes was sustained during later operations.

The regiment entrained from Prouville West and Bernaville in three sections, on the evening of August 23rd. Trains made up of box cars and flat cars were provided. After two nights and a day, via Amiens and Paris, the training area of Chatillon-sur-Seine was reached. The 1st Battalion and Headquarters Detachment detrained at Poincon and marched to Vanvey where the night was spent. The march was resumed next morning and the town of Buro-les-Templiers was reached, where the troops were billeted.

The 2nd Battalion detrained at Chatillon and marched to Maisy-le-Duc where they rested and marched the night of August 24-25 and reached the town of Colmier-le-Bas where the troops were billeted, except "F" Company which continued the march to Chauger where they were billeted. The Engineer Train detrained at Les Launus and moved to Bure-les-Templiers. Colonel Spalding marched at the head of the column the entire distance. The next few days were passed in fixing up billets and in starting a regular training schedule. On August 31st, orders were changed, however, and the regiment prepared to march the next day. The first night's halt was made at the old location at Maisey-le-Duc and the second at the entraining point, Poincon. The regiment boarded two trains of box and flat cars and left Poincon in the evening of September 2nd, passing through Bar-le-Duc in the morning, the trains pulled up at Nancois-Tronville at noon, where the regiment detrained and rested until evening.

The orders issued drew especial attention to the necessity of concealing the presence of all troops as much as possible, so that after this time all marches were made at night. During the daytime the troops were ordered to stay under cover of buildings or woods and not to assemble in groups or formations in the open. These regulations proved onerous at times, but were faithfully complied

with by the majority of the troops in the concentration which was now being effected, so that favorable reports were rendered by our airplane observers whose duty it was to watch out for infringements of the orders. The only unfavorable comment that was made was in connection with the smoke from fires in the woods. The only fires allowed were those in the rolling kitchens, and as nothing but green wood was obtainable it was sometimes necessary to put out even the kitchen fires and serve a cold meal.

On the evening of September 2nd the regiment marched from Tronville through Ligny, Headquarters of the 1st Army, to Nante-le-Petite. On the following day camp locations in the woods were selected and the regiment moved out under canvas. The next three days were rainy and all were thoroughly uncomfortable in the small tents. Every thing was wet, no lights were allowed at night and no fires except for cooking were permitted at any time.

On the evening of September 7th the regiment left Nante-le-Petite and marched to Ligny-en-Barrois, arriving in the pitch darkness and rain at 1:00 A. M. The rest of the night was spent in the open as it had been determined to camp on a hill above the town. On September 12th the regiment moved to billets in Willeroncourt, which event was a welcome relief from the wet conditions of tenting in the woods and bushes. Our Division was now in Reserve for the St. Mihiel drive which was begun that morning. Several hundred Austrian prisoners captured in the St. Mihiel drive passed through town September 12th and 13th. On the evening of September 14th the Transport moved out and the next day the men embussed in French camions at 7:40 P. M., and moved 50 kilometers to St. Andre Woods, arriving in the dark at 4:30 A. M. The camp location in the open woods was better than at Ligny or Nante-le-Petite, but the weather continued rather wet, so that living conditions were far from comfortable. Although every effort was made to conceal the presence of the men and Transport, it was evident to all by this time that a huge concentration of troops was being effected. Every wood was full of men and at night the roads were choked with Transport, while camouflaged dumps of supplies and ammunition were to be seen at frequent intervals.

On September 19th orders were issued to move forward. The column was formed on the road about midnight and after waiting in line several hours for other troops to pass, the road was clear and the regiment marched until 8:00 A. M., when they reached the location in the woods two kilometers from Lempire. The frequent halts and long waiting experienced on this march made it one of the hardest which the men had been through. September 20th and 21st were spent in the woods resting and fixing camp. The weather became much colder so that improvised stoves in the huts were put to full use.

Plans were now being worked out for the part which the Engineers were to take in the big drive and several officers

made reconnaissance trips to the lines from this point. This camp location was about one Kilometer from the Fort-de-Landrecourt, the most western fort of the chain protecting Verdun.

September 23-25th was spent in moving up into position for the drive. On the 25th the location of the units was as follows: Regimental Headquarters, Engineer Train and Headquarters were at dugouts about two kilometers north of Germonville; 1st Battalion had moved in the evening from Fromereville to dugouts northwest of Germonville; "D" and "E" Companies were located in the woods near the road south of Eau Claire; "C" Company was stationed about two kilometers west of Chattancourt.

The regiment had been assigned the duty of opening up the road for the Division from Esnos to Bethincourt to do which it was necessary to construct a new road across the front line trenches and No Man's Land and to build a bridge across Forges Brook into Bethincourt. To this end construction material had been hauled up as far as possible by truck and wagon and then carried up farther by hand and camouflaged in the trenches. For two days previous to the attack every means of transport was utilized to the utmost, and owing to the more or less constant enemy shelling and the congestion of the roads a trip of but a few kilometers often took from twelve to twenty-four hours. Drivers and horses had little opportunity to rest and food and forage were difficult to obtain since any arrangements made in advance were sure to fall down under the changed circumstances of the moment. Nor was the condition in the companies much better, for night marching, the constant call for details, the uncomfortable and dangerous positions in which the men found themselves, gave small chance for rest.

The weather had been cloudy and overcast for a number of days before the drive, which was favorable on the whole for the American operations since it made enemy observation difficult, and permitted more movement in the daytime than would otherwise have been advisable. By September 25th the ground had been dried up enough so that "sand tracks" across the fields were possible to use, this relieved somewhat the tremendously heavy traffic on the roads.

Regimental Headquarters was situated in a bell tent at the top of a hill close to the main road. At this point there was a large dugout with a number of entrances, and with three underground galleries on different levels, which afforded sleeping quarters for many of the men; but it was so damp and crowded below ground that some men preferred getting what rest they could sleeping in wagons or under trees.

A battery of fourteen 155 mm. guns was located just below the dugout and so close that the blast from their muzzles made it rather dangerous to go down into the dugout entrances when the cannon were in operation. Another battery of still larger calibre was located behind some trees just across the road and when one of these pieces opened up

(Continued on Page 26)



# The Three Day Ride of Paul Revere O'Sullivan

(Continued from Jan.-Feb. issue)

THE Soldier Special bearing Paul Revere O'Sullivan (better known as "Pat"), and some seven hundred other successful candidates of the American Officers' School at La Val Bonne had left Lyons with many souvenirs of their brief but profitable stay. As related in the previous issue of "Service," almost the entire populace had turned out to wave them a sad farewell and the deep emotion on the part of many of the wavers caused their hands to contract into a most aggressive pugilistic gesture.

"Shure," said Pat as he delicately fanned his heated brow with a large loaf of French bread and rested his hob-nailed shoes on the cushions of the first class coach which he had attached to the train of third class cars, "'Tis homesick I am for the b'ys back in the Strip, the French mean well but they're lackin' in eddication an' with all them beautiful cobbles layin' around the station, not one tossed to speed the partin' guest, 'tis disappoinin' to say the least."

The unaccustomed luxury of the first class coach was not to be long enjoyed by the soldier travelers. No sooner had the train pulled out of Lyons, than the wires became red hot with messages from the railway officials in their attempt to reclaim that which had been appropriated for the health, comfort and success of the future Second Lieutenants (maybe Generals?) of the U. S. Army. The train swayed and clattered over many miles of France before a real opportunity could be found to carry out the important railroad orders that kept the telegraph operators in an unusual frenzy of activity.

At last the Engineer applied the brakes, cars buckled and jolted, flat wheels became more flat as the equipment slid and crowded engineward. The Engineer won the victory and brought the train to a stop with the cars still behind the engine. Voila!—Another miracle, they shall not pass! A fanfare of toots and shrill exclamatory notes from the horn of the Chef de Gare saluted the brave Engineer. Frantic whistles blew, church bells rang, shouts and excited conversation rose to a fever pitch and a crowd appeared from all directions.

From every coach window, American heads protruded, and questions were asked and answered all up and down the train.

"Smatter—hit a cow?"

"Naw, you boob, don't you know a perfect station stop when you see it? Our Engineer is goin' to be decorated. Only two-thirds of the train got by the station, an' we're still on the same track."

"Gosh! Lookit the committee!"

At the far end of the station platform, drawn up in stiff military array, was a single squad of French soldiers. The Corporal gave some orders which none of the Americans heard or understood, and the squad started for the first coach.

At the same time every coach door opened and the seven hundred almost to a man erupted forth with cheers of greeting. The squad forgot all about orders and while retreat was not blown, they vanished down an alley in most unmilitary fashion. While the Americans were investigating the station and its

surroundings, the railroad employes did seize the chance to reclaim the first class coach, pushing it rapidly away before they were discovered. This was a severe blow to Pat and his buddies who had been high-hatting the others occupying the third class accommodations. There was no time to protest, for the Engineer started the train for points south without ceremony, and there was a grand scramble to board the cars that remained. Darkness ended activities for that day.

When morning finally came after a cold, sleepless night, Pat and his gang looked with little appetite upon the bully-beef and hard crackers that represented the day's provisions. About ten o'clock, the train paused at a good-sized town. Ten or twelve trucks stood on the platform, piled high with express packages.

The Engineer sensed his mistake in stopping and started again almost before the raiders had descended from the train, but it was too late. The wrecking crew was successful in transferring most of the express to the train.

"Now wouldn't it be nice if this here package was the one that didn't reach me at Christmas," drawled one who hailed from Virginia, as he regarded it admiringly, while the train gained speed. He had had a hard time getting it into the narrow compartment, but there it was, in spite of its hundred or hundred and fifty odd pounds.

"They musta sent you a couple dozen Virginia hams, judging from its weight," someone said.

This was too much for the hungry soldier, and it was pried open without further discussion. It contained stove parts. Absolutely disgusted, he opened the door and heaved it out with sundry comments about the French Express Companies.

Then "Texas" opened his, and found it to contain highly perfumed French stationery. Each one helped himself, claiming that when the Italian border was reached the girls back home would get letters that would surprise them. No doubt they did.

The 77th Division representative shouted one word as he tore the package open he had secured. "Cheese!" He was at once surrounded by another "Lost Battalion," a mad rush ensued, knives were produced, and the white bars attacked. They resisted the cutting edges and a bayonet was brought into play. A sample was tasted. Castile Soap!

After many disappointing discoveries another package did reveal some real cheese and everyone got a generous slice, which together with the crackers now made a fairly satisfactory ration.

Time passed and the travelers took turns viewing the French landscape from the coach windows. Someone expressed curiosity as to why the railroad officials had given up trying to get their coach cushions back, but the replies he got made him regret that he had ever brought up the subject.

Pat took an unusual interest in the landscape and when pressed for an explanation, said that he wanted to see Avignon, for the Pope had at one time moved the Holy See from Rome to that city. After he saw it, his only remark was, "'Tis no wonder they moved back to Rome. Shure, the place must be as dead as Hell!"

Evidently the French did not intend to take any chances by stopping the Soldier Special at Avignon. The train approached another city. Houses became more frequent and church spires appeared in the distance. Speed was reduced, and the engine slowly puffed its way to a stop into a railroad yard. French strategy had at last been called to the rescue, and someone had figured that this was an ideal spot to search the cars.

Several companies of French soldiers with bayonets glistening in the sun, were drawn up.

"Why," asked Pat of no one in particular, "did I ever leave Penn Avenue an' the sight of Ould St. Patrick's?"

The soldiers looked very grim and businesslike. They marched snappily up one side of the train looking in each compartment for cushions. The Americans as soon as they saw the maneuver, shoved the cushions out the opposite side where a soldier was stationed to hold each cushion fondly to his breast. Very few cushions were found in the compartments. The French deployed around the engine and started down the other side, and the process of concealment was reversed.

The troops in horizon blue withdrew while their officers conferred with many gesticulations and rapid-fire conversation. A flanking movement was forthcoming and a force marched down both sides of the train. The cushions were hastily shoved up on the coach roofs, but many were seen and recovered.

The officer commanding was apparently one of no small rank in the Marseilles Home Guards. This was an unheard of obstruction and insult to the glory of French Arms and his standing as a Commander. His mustache arose in anger, he thumped his bemedaled chest with alarming vigor, and he opened up with a verbal barrage that reduced his subordinates to trembling shell-shock.

"Ain't it awful, what them poor French privates have to stand for," someone remarked. "One would think from the way that Drum Major sounds that they had forgot to salute us American officers."

The lad from the 77th Division had studied French at the Sorbonne in Paris and knew his verbs. He disagreed with the first guess expressed.

"Oh boy, if you knew what he was calling us you would shoot him. Language, and how! That guy must be an Admiral, I never heard anything like this in the army."

"Aarh!" said Pat, "An Admiral, is he, an' pollutin' the air with them ferign an' disrespectful names?" Reaching swiftly behind him he grabbed a can of tomatoes which had not been opened, and with the same motion threw it at the Frenchman's head.

It carried true, and the officer dropped, a temporary casualty ushered to the land of dreams with unexpected suddenness. The group of French soldiers milled around the fallen hero, and a bedlam of cries and confusion took place. Two minutes to go—they huddle—he's up, and bucking the line, but with a knob on his head the size of a golf ball.

Assassins! Sacred name of a name of a Camel! Ze train—she is under arrest!

(To be continued)





Photo by U. S. Army Signal Corps.

*COLONEL GEORGE R. SPALDING*



# ❖ BLUE RIDGE PERSONALITIES ❖

**I**N a recent issue of Service announcement was made of the new assignment of Colonel George R. Spalding, Corps of Engineers, regimental commander of the 305th Engineers from the time the regiment was organized until after the successful completion of the First Phase of the Meuse-Argonne Offensive. As noted in Colonel Wise's articles in Service on that battle, the achievements of the Regiment under Colonel Spalding's brilliant leadership resulted in his promotion to be Corps Engineer. His next step was to G. H. Q., and from there to Germany as Chief Engineer, 3rd Army.

The importance of Colonel Spalding's new work may be judged by the fact that there is authorized for expenditure under his direction during the current year no less than \$36,500,000. The total for the existing and authorized projects in his Division is \$413,000,000.

Colonel Spalding is too modest to talk about his work in detail, so some information has been obtained from authoritative sources for a description of the job. The map shows the portion of the United States comprising his territory, with an area of 959,338 square miles, nearly one-third that of the entire country.

On October 7, 1929, Major General Lytle Brown, Chief of Engineers, issued orders appointing Colonel Spalding Division Engineer of the Upper Mississippi Valley Division, with headquarters at St. Louis, Missouri, exercising supervision over eleven districts of the Engineer De-

partment at Large. A reorganization of divisions was affected at that time, and the Upper Mississippi Valley Division comprises what was formerly the Western Division and the Central, making it the largest in the Department. It has been stated that one could ride on the fastest train for forty-eight hours and not reach the limits of this division.

The river and harbor act of 1927 adopted a project which made provision for investigations of navigable streams and their tributaries with a view to the formulation of general plans for their most effective improvement for navigation purposes, the most efficient development of potential water power, and the control of floods. The reorganization of divisions noted above is in line with the policy of delegating to various division engineers much supervisory work formerly performed in the Office, Chief of Engineers, and the assignment of nearly a million square miles of territory to Colonel Spalding is but another evidence of the confidence placed in him by those in higher authority, and the knowledge that no matter what the job may be, if given to him, it will be carried on vigorously and thoroughly to satisfactory completion.

When one considers that Colonel Spalding has under his jurisdiction four of the largest streams in this country—the Upper Mississippi, the Missouri, the Illinois and the Ohio, and their tributaries, some idea of the magnitude of his new job may be gained. A brief outline of some of the projects under way in his division is given here.

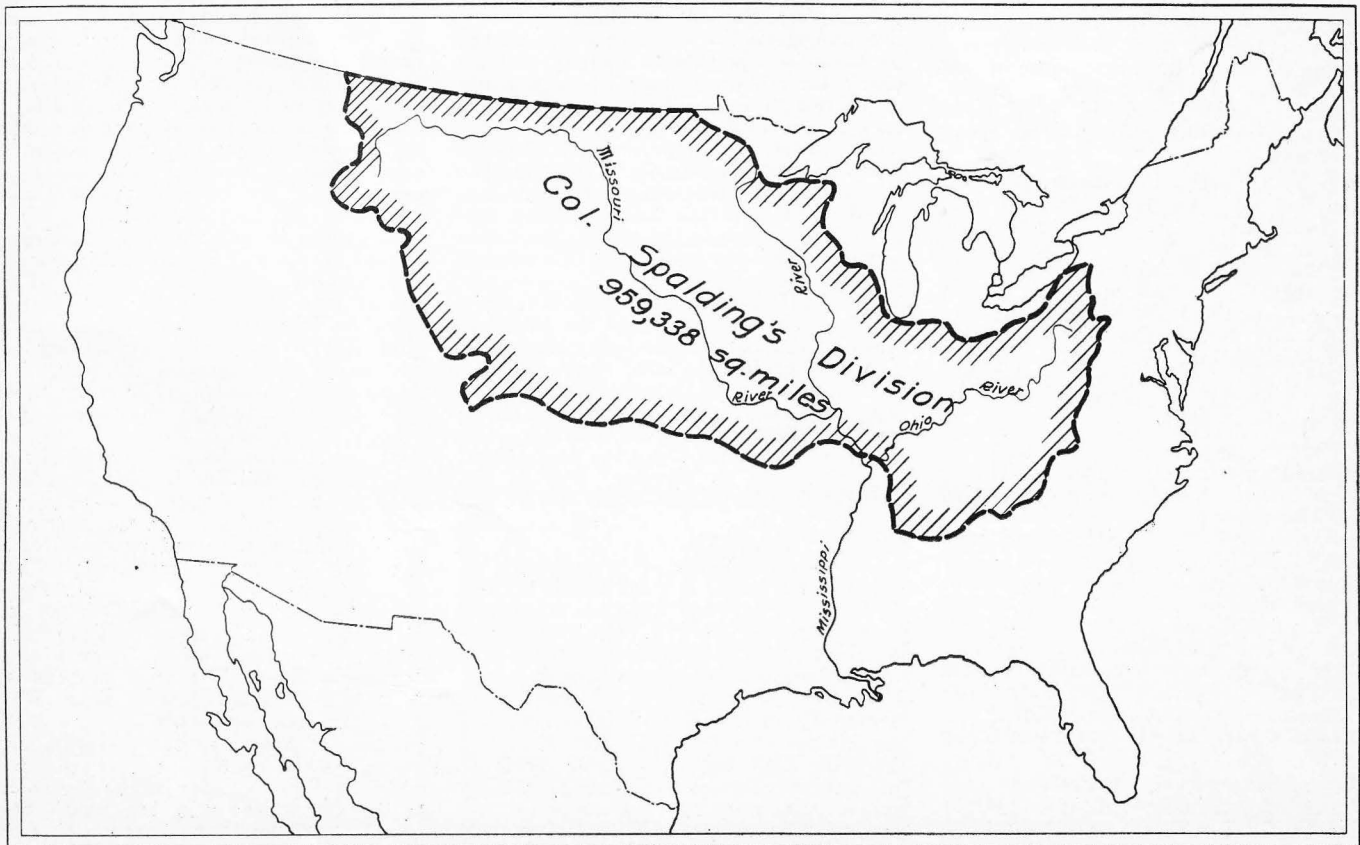
Improvement of the Missouri River, from its mouth to Kansas City, is being prosecuted on a scale hitherto unequalled in any part of the world. It is expected that a 400-mile usable channel to Kansas City will be secured by the close of 1930. Millions of dollars are being spent on this work.

The river and harbor act of 1927 adopted a project for the extension of a permanent navigable channel, 6 feet in depth, from Kansas City to Sioux City, a distance of 417 miles. Work on this project has been inaugurated by the construction of retards, dikes, and other works. Local interests are cooperating in the accomplishment of this project.

A 9-foot channel, 230 miles long, from the mouth of the Illinois River to Utica, Illinois, has also been authorized. This project, combined with the improvement of the upper river now being undertaken by the State of Illinois, will provide, upon completion, a thorough navigable channel from the Gulf of Mexico to the Great Lakes at Chicago, and will constitute a link of far-reaching importance in the inland waterways systems of this country. Work is now well under way on the Federal project and will be completed within the next two years.

From Cairo, Illinois, to St. Louis, where Colonel Spalding maintains his headquarters, a project depth of 9-feet is maintained. From St. Louis to the mouth of the Missouri River, a project depth of 6-feet is being maintained during the navigation season, and between the Missouri River and the head of navi-

(Continued on Page 25)



*Territorial Map Showing Colonel Spalding's Assignment*



# THE GREAT CRUSADE

New Book by Lieut.-Colonel Jennings C. Wise Occupies Important Place in Literature of the War

**T**HE "Great Crusade" by Lt. Col. Jennings C. Wise, formerly of the 318th Infantry, 80th Division, published by Lincoln MacVeagh, The Dial Press, 152 West 13th Street, New York, is just off the press. The general public, as well as the more critical reader of war chronicles—the World War veteran, will find in it an intensely interesting and exciting account of actual happenings presented without exaggeration. The functioning of the American military machine during 1917, 1918, and 1919, was not the smooth and perfect performance that our patriotic flag-wavers would like to have it. Lives were sacrificed through the bungling, inefficiency of those high in command. Poorly trained troops were assigned objectives that resulted in heroic "last stands," while Corps Commanders slaughtered regiments and battalions on the altar of ignorance and personal promotion. It is not a pretty picture, but it is a true portrayal of what every man in the ranks sensed was happening. Those who boast that "America Won the War and could do it again" will find much for thought in this book that presents a soldier's experiences and first hand conclusions.

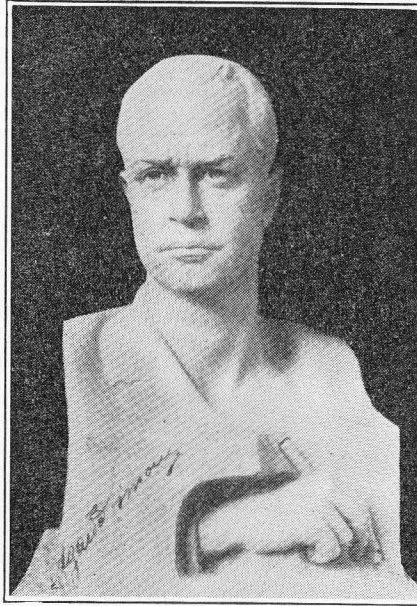
Major General Henry T. Allen, former Commander of the Army of Occupation has said in reference to the work:

"The author of 'The Great Crusade' has surpassed any record among American writers, within my knowledge, in painting true pictures of the fighting fronts as they existed in the World War. No one can read this book without experiencing genuine thrills. It should constitute for all time, one of the best and most authentic narratives of the battle scenes in which the A. E. F. participated. America should be grateful for this extraordinary story of its greatest crusade."

Agreeing with everything General Allen has said, we would also add that it is not only a truthful and thrilling story of the war, but a real account of OUR war—that of the 80th Division, the 318th Infantry in particular, with many references to the work of other units of the division and to the various combat divisions—the 4th, 37th, 79th, 2nd, and other actors in the big mob scene that reached a climax in the Meuse-Argonne Offensive.

Commencing with the difficulties encountered by Attorney Smith in securing a Line Officers commission in the Army upon the entrance of our country into the war, we find that service as a former officer in the Regular Army and as Commandant of Virginia Military Institute, was looked upon as a handicap rather than a qualification by the War Department. We follow him from the rear rank of a training school battalion near San Antonio, Texas, carrying a private's pack to his appointment as Major in the National Army, and assignment to Camp Lee.

As an example of the strange and mysterious reasoning (if it could be called that) of our personnel experts in Washington, his experience was one of those ironic comedies that were frequent-



(Bust by Edgardo Simone).

Lieut.-Colonel Jennings C. Wise

ly indulged in by the "brains" of our military establishment.

It is not hard to recognize the real name of Major Smith. All other individuals whose names appear in the course of the narrative, need no explanation. General Cronkhite, General Brett, Captain Crum, Lieutenant Morrison, Major Sweeney, Lieutenant Schoble, Sergeant Monihan, Private Oliver, and a host of other old familiar comrades live and move through the pages of the book, and one is able to identify his own particular stopping place where was encountered "the thrill that comes only once in a lifetime."

The start of Camp Lee, the days of training, the parade in Richmond, the Review by the Secretary of War—memories and incidents that none can forget are woven into the story, the bitter together with the sweet, as this sample will show:

"It was December 8th. The Secretary of War had come to review the Division. Many of the men still had only blue overalls for uniforms, and were wearing civilian shoes and summer underclothing. Without overcoats scores of them were falling sick. Apparently the government could not yet issue these necessities to its troops. But in the shops of Petersburg army overcoats were to be bought for \$55.00, shoes for \$6.00."

One leaves behind twelve years of civilian pursuits, is back again in the O. D., bent forward under a full pack, feels the weariness and pain of the endless hikes, and once more is part of that dreamlike horde moving, suffering and dying in the panorama of war. The British Front, the St. Mihiel Sector and the Meuse-Argonne, Hill 274, Natillois, the Bois Des Ogons, scenes, incidents and battles, covered by the author with a realism that only personal memoirs can portray. Names and facts are given and truths stated that satisfy opinions one has formed while playing a minor part

in the great drama. The war-correspondents and propagandists then as in the years since the war, lower the curtain with suspicious haste and one's glimpse behind the scenes is forgotten in the band's loud playing of "The Star Spangled Banner" and the applause, in many of the war narratives. Col. Wise without resorting to the morbid and sensational props used by many recent authors in writing about the war; pictures it much more effectively by sticking to his subject. His thorough knowledge of military tactics, keen analysis of battle action, and fearless disregard of names and personages who may be unaccustomed to disturbing comments weakening to their own published statements, makes his work unique. He shows an appreciation of the humorous and sentimental episodes that were part of the A. E. F. His unpretentious style of writing, and swift accurate description, holds the interest to the last page.

At the request of "Service" Col. Wise has kindly supplied his comments concerning his authorship of "The Great Crusade" which we give herewith as of interest to the 80th veterans:

"In giving to the public such a story, one necessarily assumes a great risk. Opinions about things vary greatly. What good can an obscure soldier accomplish by expressing broadcast his own? Will he not necessarily stir up antagonisms and injure where he has no desire to hurt? Those are questions which he must meet.

"Yet the story was one which lay deeply in my heart. At first it was given to the Publishers with the condition that it should appear anonymously. They agreed, and then protested, for practical reasons—'Your genuine desire to eliminate yourself by writing in the third person by making Smith the vehicle, the mouthpiece of your own story, will deceive no one into believing this is other than a personal story, and will only impair the carrying power of its message.' So they insisted.

"A word of explanation. In France, I kept a diary. On returning home I expanded it into a full record of the events and contemporary observations noted in it. 'The Great Crusade' is an abbreviated transcript containing the matter of more general interest. It is in no sense intended as a story of the 80th Division, though that story gives largely the action of the book.

"In conclusion, let me say, I hope my old comrades will find in 'The Great Crusade' something to appeal to—to stir the best that is in them. In the writing of it, I myself was stirred profoundly. In the effort to translate my thoughts back to those romantic days when clouds and sunlight, cold and warmth, hopes and dispairs, joys and sorrows all seemed to mingle in a great jumble of emotions, I found myself dealing with persons and facts as if with spirits in a Spirit World—as if treading upon some sacred ground. I found myself longing, as I never longed before, for words with which to express those things the soldier in the great war felt, but which seem utterly cold and incoherent when he comes to speak of them. The only solution was merely to suggest them—to



## Resurrection

*All mortal men must suffer death,  
Like flowers whose petals in the Autumn fall;  
But God shall waft each parting breath  
To answer present at the last roll call.*

*These flowers whose withered stalks remain,  
No likeness bear to beauty once they knew;  
But they shall spring to life again,  
Displaying colors of more gorgeous hue.*

*They have not died, but only sleep,  
The fragrance rare that once was theirs alone  
Still permeates the air, to keep  
Our souls in constant contact with God's throne.*

*Our soldiers who on foreign soil  
Lie sleeping after toils of war and strife,  
They are not dead, but rest awhile,  
They have at last attained eternal life.*

—FRANK N. THOMPSON.

leave them between the lines, lest they be cheapened by inadequate words. It could do no good to dwell too much upon the pain of it all, nor does the man live who can translate into the poetry of romance, all the emotions the least imaginative, the least sensitive of us knew in THE GREAT CRUSADE."

### ONE OF THE MANY TESTIMONIALS RECEIVED BY THE PUBLISHERS

New York, March 31, 1930.

Dial Press,  
152 West 13th Street,  
New York City.  
Gentlemen:

I have just finished reading "The Great Crusade" by Colonel Jennings C. Wise, doing this almost at a stretch so much was I carried away by the sincerity, the true-to-life onrolling of the epic of the War, and the "Tolstoyesque" handling of the subject.

I want to congratulate you both as a soldier and a lover of good literature on publishing a remarkable and outstanding book. Many War books have been put onto the market in the last twelve months but very few approach the quality of "The Great Crusade;" some were written by good writers, but, one felt they were non-combatants, for whom War lacked the reality, the gruesome nakedness of the front line. Many tasted of the retrospective or of the analysis of the great tragedy of 1914-1918 under the impulses and realities of a humanity "in reconstruction" of post-war years. Often it is merely pacifist propaganda. The "Great Crusade" was written both by a good soldier and a good writer and I cannot overstate the pleasure, the sense of truth that one has with it.

War, for such as the author, Smith and I, is not something to be sentimentally hated and abused as is the fashion of the "pacifists" of our day; neither is it a matter for dispassionate dissection by philosophers, moralists and preachers; still less is it a topic for sensational "sob-stuff" of cheap fiction. It was a grim reality, a self-contained drama, one that swallowed our generation body and

soul for long years, replacing life in the ordinary sense of the word and absorbing all our powers of creation, thought, will and imagination. It treated us harshly but compensated us generously. We were crusaders in the real sense of the word, all of us no matter to what side we belonged, and I feel sure that the "thinking cannon-fodder" were often raised to heights unattainable in the ordinary circumstances of life, were brought into sublime contact with the Great Beyond as is seldom given to humans to experience.

War was a tragedy, was misery and suffering, but was also the romance of our lives. That is why for those that went through it, there is no necessity for piling dark or bright colors, no need for lurid or morbid descriptions of the horrors of War. We know the beastly thing too well, but also know that it was a Crusade. If it became abortive, don't blame the soldiers,—ask the politicians of the World.

It is because of its sobriety, the matter-of-fact developing of the story, I should even say that "professional" attitude of the author that "The Great Crusade" is a great book, thrilling with genuine feeling, true in every respect to what we learned through those fateful years. Its psychology is impeccable and it deserves a place of honor among the historical records of our age.

One has to admire the courage and

integrity of the author when he speaks of the peculiarities of the American Army and when, in the last chapters of the book, he explodes the fiction that any one of the Allies "did the whole job." I believe that true patriotism abhors exaggeration and sentimental white-washing, that a great nation must always give their due to those who labored side by side with it and, look squarely into the mistakes committed. It is the only dignified, the only honorable position. This spirit of fair play, of truth must prevail and then the Great Crusade will not have been fought in vain.

P. MALEWSKY-MALEVITCH,  
formerly Colonel 1st Foot  
(Preobrajensky)  
Imperial Russian Army.

### 134,813 GIVEN PREFERENCE

The Civil Service Commission in its annual report states that since the passage of the veterans' preference act of July 11, 1919, until June 30, 1929, a total of 134,813 persons entitled to preference were appointed. From the existence of an executive order of March 3, 1923, until June 30, 1929, a total of 7,366 disabled veterans were appointed under this act. Of this number 1,637 received appointment during the past year.

STATEMENT of the Ownership, Management, Etc., required by the Act of Congress of August 24, 1912, of The Service Magazine, published bi-monthly at Pittsburgh, Penna., for April 1, 1930.

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, 80th Division Veterans Association, 413 Plaza Building, Pittsburgh, Pa.; Editor, George J. Klier, 413 Plaza Building, Pittsburgh, Pa.; Managing Editor, George J. Klier, 413 Plaza Building, Pittsburgh, Pa.; Business Managers, None.

2. That the owner is, 80th Division Veterans Association, 413 Plaza Building, Pittsburgh, Pa.; Oscar C. Mullen, National Commander, 3 Jefferson St., Johnstown, Pa.; Christ C. Kramer, Recording Secretary, 4917 Second Ave., Pittsburgh, Pa.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: None.

GEORGE J. KLIER, Editor  
Sworn to and subscribed before me this 22nd day of March, 1930.

(Seal)

CHARLES ROBERT HALEY.  
(My commission expires at end of next session of Senate.)

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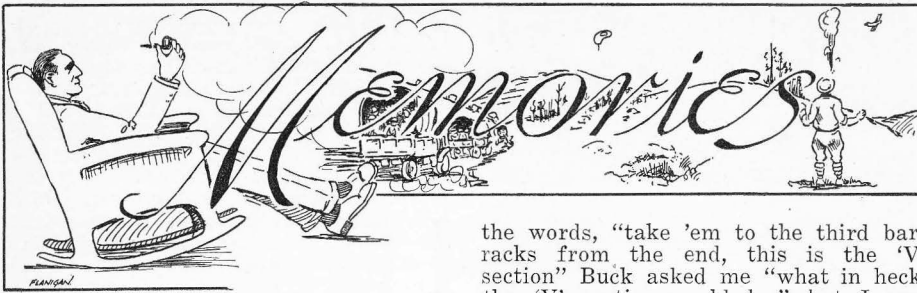
*A Safe Place to Display Your Trophies  
and Captured War Relics*

**Gray's Armory**

**Petersburg, Virginia**

\*Deceased.





By F. R. S.

**H** EY Buck, wake up, wake up. The sergeant is back and the Lieutenant in charge of stables is with him; they want to know why we aren't working.

Go ahead, Pete, you're a sergeant, and in this man's army the sergeant does the thinking for the privates. Now is the time to show your mentality; think up a good excuse; you sergeants are good at that pastime.

Enough of this tom foolery, spoke up the shave tail. Up off your fantasticness, and stand at attention! How long have you been in the army? What's your name? Don't you know how to address an officer? What company do you belong to and why are you not carrying out the sergeant's orders?

Buck jumped to his feet; jerked a snappy salute, his thumb temptingly inclined toward his organ of smell, then without catching his breath, answered: "two months and a half, Private Buck, yes sir, just got transferred, received no orders from the sergeant in question, when do we eat."

The Lieutenant's mouth quivered and a streak of red crossed his face, then deployed, till his face resembled a beet, for he was beat.

Then turning to the sergeant, told him to place the two of us under arrest and put us in the guard house. The sergeant replied, "that there was no room in the guard house, but he could take us over to the isolation barracks."

The lieutenant was stumped. What could he do with us? He scratched his head as he tried to figure out a place in which to lock us up.

The silence was broken by Buck, as he reached out his hand containing an open jack knife, saying, "would the lieutenant care to borrow the knife." The lieutenant's face turned a deeper shade of crimson, as he stammered, "what in tarnation," or words to that effect, "do I want with your knife," to which Buck replied: "from the way you were scratching your head I thought you would need it to pick the slivers out of your fingers."

The lieutenant sputtered like a dying motor, then smiled, as he said to the Stable Sgt., alright, "to the isolation barracks, if they are not eligible now, they will be in the morning. Get them out of my sight."

The sergeant's school girl complexion beamed at the words, as Buck whispered to me, "more dirty work at the intersection." At a command from the horse sergeant we hoofed it toward the end of the artillery camp, where we came to an abrupt halt in front of a barracks, while the Sergeant chewed the fat with another 3 striper at the door. We could see lots of soldiers inside, but instead of O. D.'s they wore P. Jamas. The sergeants conversed in low tones but we did catch

the words, "take 'em to the third barracks from the end, this is the 'V' section" Buck asked me "what in heck, the 'V' section could be," but I was stumped. Again we got aboard shanks ponies, this time turning in at the third barracks and stopping at orderly room, while our friend the stable sergeant held chin music with another bloke, whose collar ornaments resembled a snake entwined round a stick.

The sergeant must have told a few jokes, for they continued to laugh. Then the guy with a face that only a mother cold love, and then with her eyes closed, said "OK by me, sergeant, I'll take them over for chow then put 'em away for the night, if you will drop in sometime tomorrow your two friends will have changed so that you will hardly know them. Buck turned to me saying "Pete we're sunk again, another ethiopian in the kindling wood."

The two blokes shook hands between laughs, and our friend the horse sergeant said "take good care of my boys. Their comfort means so much to me."

After a delicate feed, of mostly nothing, punctuated by the sergeant's fog horn voice of, "come on, feed your face, we ain't got all night for this," we sauntered forth to be presented with a pair of pajamas size not to be considered. We were then relieved of our O. D.'s and directed to a darkened room crowded with occupied beds, and told to make ourselves comfortable, for we might be here for, "a long, long time." Then Mr. three striper left whistling a tune that had to do with "a long, long, time."

All the windows were covered with black cloth, but after my eyes got used to the gloom, I made out a sign on the opposite wall, SILENCE M. & M. WARD.

I asked Buck, "what kind of a ward the M. & M. would be," and he replied, "It must have something to do with politics, like the gas house and the slaughter house wards back in the old smoky city."

Again we were sunk, so we decided to leave all to fate and hit the hay, which we did without further ceremony.

Send in news of your company.

BONUS TIME IS EXTENDED

Bill Passed By House Provides Applications Can Be Made Until Jan. 2, 1935.

The House has passed the Hawley bill (H. R. 9804) to extend the time for filing adjusted compensation applications to Jan. 2, 1935. The provisions of the measure were explained by Representative Hawley, of Oregon, as follows:

"This bill proposes to do three things. The first is to extend the time within which veterans of the World War may apply for adjusted compensation. When the legislation was originally enacted a four-year period was provided for the purpose of securing as many applications

as possible within a reasonable time in order to determine what the extent of the Government's obligation might be under the law. Later the time in which applications could be made was extended for a period of two years. Such extension expired on Jan. 2 of this year.

"There are approximately 450,000 veterans who have not yet applied. Following the expiration of the first extension there were received 25,512 applications from veterans, which were necessarily rejected because they were received too late. This bill, in the first paragraph, proposes to extend the period five additional years; that is, to January 2, 1935. This extension of time begins with Dec. 31, 1929, in order to validate the applications that were received too late under the first extension.

"The second part of the bill provides an amendment to the existing law in disappearance cases. Under the existing law, if a soldier is absent and not heard from for a period of seven years is deemed to be dead, for the purposes of this legislation. Under the law the application must be made by the dependents before the expiration of the seven-year period. A great many wives and mothers do not like to presume that the husband or son is dead, and they have delayed making application until the seven-year period has fully run, and now are debarred. This bill proposes that dependents who have made and filed applications before the expiration of one year after the date of such seven-year period or on or before Jan. 2, 1935, whichever is the later date, shall be entitled to receive the adjusted service credit.

"The third proposal deals with a small number of certificates that were issued by the Veterans' Bureau upon certification from the departments, when fingerprints only were impressed on the application and the veteran's signature nowhere appears. These applications having been certified by the departments the bureau issued certificates. I understand that in some cases loans have been made on them.

"This provision of the bill removes any possible doubt as to the validity of the certificates already issued but does not apply to any future applications which may have only fingerprints on them, for the reason that fingerprints can be put on after a person is dead."

We would appreciate it if anyone could supply us with the correct address of the following members:

Peter Dorzuk, Greensburg, Pa.  
James G. Dwight, Pittsburgh, Pa.  
Denny D. Wright, Philadelphia, Pa.,  
or New York City.  
Charles L. Thomas, New York City.  
John M. Reinhart, Philadelphia, Pa.  
John M. McCreery, Muzette, Pa.  
Carl G. Lines, Centerville, Pa.  
Paul H. Keirn, Upper Darby, Pa.  
Rudolph Kohs, New London, Conn.  
Clarence J. Hays, Libow, W. Va.  
Thomas Hanc, Belle Vernon, Pa.  
Harry J. Fleckenstein, Erie, Pa.  
Creston S. Deutsch, Birmingham, Ala.  
E. H. Baker, Richmond, Va.  
J. C. Ackers, Miami, Fla.  
George H. Cunlany, Manakin, Va.  
Joseph Conte, Pittsburgh, Pa.  
U. Grant Walker, Philadelphia, Pa.  
Samuel Andrew, Philadelphia, Pa.  
J. R. Ambrose, Tarentum, Pa.

Are you a member of your Post?



## The Papers Say

### SOLITARY IN HIS RANK

There is only one "cornet" in the United States army. He is a member of the headquarters troop Fifty-second Cavalry brigade, Philadelphia. The reason for this one assignment is that the history of the regiment goes back to the Revolutionary war, and at that time this regiment had a cornet. According to the national defense act, the regiment may retain this privilege. The grade is between that of an enlisted man and an officer.

### SPAIN HAS 628 GENERALS, BUT NOT ENOUGH PRIVATES

It's great stuff being a general in Spain, and there are plenty of them around this country. In fact, Spain is probably the most generalled country in the world.

A compilation of the number of generals on the active list shows Spain has enough generals for an army of at least 750,000 men.

Exclusive of King Alfonso XIII., there are two captain-generals Valeriano Weyler, Duke of Rubi, and the king's brother-in-law, the Infante don Carlos of Bourbon and Sicilly. There are 18 lieutenant generals, 32 major generals and 92 brigadier generals.

In the first line of reserves there are seven lieutenant-generals, nine major-generals and 45 brigadier-generals.

In the second line of reserves there are 22 lieutenant-generals, 57 major-generals and 264 brigadier-generals.

If to the above list is added the 80 honorary brigadier-generals, we obtain a grand total of 628 persons who undeniably are Spanish generals.

Obviously there are not enough commands to go around for even the active generals, but they all collect a general's pay and have various privileges, among them exemption of payment of certain taxes. All active generals are entitled to adjutant, orderly, rations for horses, and many other gratuities.

### SUPPORTER OF MILITARY MONUMENT BILL HEARD

Lt. Col. Landers Estimates Cost Would Total \$30,000,000

Proposals for an omnibus bill to provide for a system of military parks and monuments at a cost of \$30,000,000, involving memorialization of 1,000 forts and battle sites, were considered Mar. 21 by the House Committee on Military Affairs.

Lt. Col. H. L. Landers, of the historical section of the Army War College, submitted the results of a survey which he has made for the War Department, covering about 2,000 historical sites for which memorials had been proposed. He considered about 1,000 of them to be of sufficient importance to be included in the plan.

According to the plan outlined, the sites would be placed in three classes—those worthy of commemoration by a military park, those worthy of a monument, and those worthy of a tablet or



*When girls look into mirrors  
It's vanity, they claim  
Whether 'tis brown or blue or scarlet  
It's a new hat just the same  
Now Easter's fast approaching  
A bonnet each must buy  
But "over there" just a hat of steel  
Was pleasing to the eye.*

marker. He said he recommended establishment of 15 military parks, the remainder of the sites to have monuments or tablets. The parks would involve an expenditure of about \$10,000,000, he said, and the other sites about \$20,000,000.

He recommended that only about one acre be acquired as the site for each of the monuments and tablets. This, he said, would simplify administration of the system and avoid the necessity of having caretakers on the ground.

### THE FLOOD IN FRANCE

The flood which has brought serious loss of life to the rich Garonne valley in France was so similar to the Johnstown flood which is an unforgettable memory in this region that there will be a large measure of sympathy with the sufferers. Of course, the disaster was not so great in degree as that of the Conemaugh, but the similarity is striking. Long continued rains impounded more weight of water behind a dam than it was built to withstand. The break came and a 10-foot wall of water swept down the Tarn river and then into the Garonne, according to the reports.

Memories of persons who took part in the Johnstown relief work cannot help but be stirred by the story from France. The horrors of the aftermath will doubtless be known there just as they were in Cambria county. Anyone who has passed through a like experience will sympathize deeply with the French sufferers at this time.

### MAN WHO SEIZED EIGHT OF ENEMY DIES

George Baum, a member of the Three Hundred Seventeenth Infantry, died at the Ohio Valley General Hospital as the result of a tumor on the brain, caused, it is said, by an exploding shell. Six surgeons performed a major operation in a final attempt to save his life.

Baum was credited with the capture of a machine gun nest in the Argonne, capturing eight Germans single-handed.

### HIGH DEATH RATE

World War veterans are dying from service-connected disabilities at the rate of 10 each day, according to figures of the Veterans' Bureau for 1929. In 1927 the daily average was 11, and it increased to 12 in 1928. Tuberculosis was the cause of most deaths, resulting in 7 per day during 1927, 9 daily during 1928, and 6 each day in 1929. Deaths from general medical and neuropsychiatric conditions were about evenly divided throughout. Practically all deaths occurred while the veterans were under hospitalization by the Veterans' Bureau. It is estimated that in the entire World War veteran group about 70 are dying each day from all causes.

### 80TH DIVISION VET WINS \$5,700 CLAIM

Angelo Altier, who resides in Jeanette, Pa., received good news in the form of a check for \$5,700 in payment of a compensation claim.

Angelo, the records show, lost his vision by reason of injuries received while serving with the Three Hundred and Nineteenth Infantry in Company B. For four years he and his friends have been submitting evidence to prove service disability connection, and he has undergone numerous physical examinations.

His claim is one of the largest ever paid a Pennsylvania veteran.

### COMRADESHIP

It's a fine thing to keep in mind always—between men who have served together in peace as well as in war. Much is made of it in every great enterprise.

It is something that may be pure theory, or it may be real fact.

We, all of us, are familiar with the theory kind. Lots of hand clasping and fine phrases in public and before the camera, but a hard heart in private.

Then there is the real kind. The kind that helps in a practical way. The kind that walks a block out of the way to do something for a buddy. The kind that prompts one to get his groceries from a comrade even though the price may be one cent less somewhere else. The sort that gives a smile and a good word to the fellow trying to make the grade. The sentiment that prompts one to extend toward the shortcomings of a comrade, the same sympathy and forgiveness that he expects for his own.

Real comradeship always tries to find a good motive in every act—always tries to understand the other fellow's viewpoint.

### NEW HOSPITAL STARTED

Impressive exercises attended the recent ground-breaking ceremonies for the new Veterans' Bureau hospital to be constructed at Newington, Conn. The principal speaker for the occasion was Anson T. McCook, formerly of Company E, 320th Infantry, chairman of the hospital committee of the American Legion in Connecticut. The ceremonies were directed by Thomas J. Bannigan, regional manager of the Veterans' Bureau at Hartford. Sixty proposed sites in southern New England were considered before it was decided to locate the new hospital at Newington, which is just outside of Hartford. The proposed plant will cost in the neighborhood of \$1,000,-



000 and will have a capacity of 250 patients. A bill was passed by the House for an additional appropriation of \$300,000 to complete the work.

### GOLD STAR MOTHERS OF NEBRASKA TO MAKE FIRST VOYAGE TO FRANCE

Mrs. Hoover Officiates at Drawing Contest in White House As States Are Chosen

Gold star mothers of Nebraska will have the privilege of making the first pilgrimage to France to visit the graves of their sons who were killed in the World War as a result of a drawing contest at the White House in February, in which Mrs. Hoover, wife of the President, participated. An announcement on the subject was made by the Department of War as follows:

The act of Congress which authorized the pilgrimage of mothers and widows to the cemeteries of Europe provides that invitations shall be extended to all eligible mothers and widows in the name of the United States. In considering how this should be done, the War Department decided that the fairest way would be to have the names of all of the States, territories and possessions placed in a container and drawn by lot. As the pilgrimages have aroused such general interest throughout the country, the Secretary of War thought it most fitting to ask Mrs. Hoover to determine the priority of States. Mrs. Hoover graciously consented and the ceremony was held in the Red Room of the White House.

The name of each State and overseas territory was written on a small card and placed in an unsealed envelope before being deposited in a silver bowl. Mrs. Hoover drew the envelopes one at a time from the container and handed them to the Honorable Patrick J. Hurley, Secretary of War, formerly Judge Advocate 80th Division, who extracted each card from its envelope and read aloud the name of the State written thereon. The card was then passed to Maj. Gen. John L. DeWitt, the Quartermaster General of the Army, who caused a record to be made by Col. W. R. Gibson, Q. M. Corps, showing the order in which the names were drawn by Mrs. Hoover. This record thus becomes the official guide of the War Department in arranging the pilgrimages.

The following witnessed the ceremony: Gen. John J. Pershing, General of the Armies; Maj. Gen. B. H. Wells, formerly 318th Infantry, 80th Division, representing Gen. Charles P. Summerall, Chief of Staff, absent from the city; Maj. Gen. B. F. Cheatham, United States Army; Lt. Col. C. B. Hodges, Infantry, military aide to the President.

The States were drawn by Mrs. Hoover in the following order: Nebraska, Florida, Delaware, Kentucky, Ohio, Arkansas, Iowa, Montana, Porto Rico, Oklahoma, South Dakota, Washington, California, Rhode Island, District of Columbia, North Dakota, Philippine Islands, Michigan, Wisconsin, Alaska, Maryland, New York, Massachusetts, Hawaii, Canal Zone, Nevada, Wyoming, Virginia, New Mexico, Oregon, Mississippi, Illinois, Idaho, Minnesota, Texas, North Carolina, Utah, New Jersey, Pennsylvania, West Virginia, Georgia, Louisiana, Missouri, Vermont, Tennessee, Kansas, Indiana, Connecticut, Alabama, Arizona, Maine, South Carolina, New Hampshire, Colorado.

### PAYMENT OF VETERANS' CERTIFICATES URGED

Plans Suggests Government Borrow Money Necessary For Immediate Settlement

An appeal to join in a movement looking to passage of legislation for immediate Government payment of adjusted service (bonus) certificates to World War veterans is made in a letter Representative Patman (Dem.), of Texarkana, Tex., has addressed to the membership of the House.

The letter, dated March 24, says the legislation would save the Government millions of dollars annually in overhead expense. The letter follows in full text:

There are bills pending before the Ways and Means Committee providing for the immediate payment by the Government of the soldiers' adjusted service certificates (bonus). Millions of dollars can be saved annually in administration overhead in this way.

#### Will Bring Prosperity

The soldiers are now compelled to pay 6 per cent, or more, interest for their own money. The Government can borrow money for 3 per cent and pay the soldiers what it owes them. There is a reserve fund in the Veterans' Bureau at this time equal to approximately \$700,000,000 that could be used toward paying these certificates.

Many reasons can be assigned why these certificates should be paid. One cogent reason is that immediate prosperity will be brought to every nook and corner in the United States. As evidence of the fact that people with money to invest are anxious to obtain Government securities, a recent issue of Treasury certificates of indebtedness 3¼ per cent, dated March 15, was treble subscribed. The offering of Treasury certificates totaled \$450,000,000; subscriptions aggregated \$1,291,000,000.

I suggest that all the Members of the House who are interested in the payment of these certificates have a meeting at an early date; organize for the purpose of sponsoring this legislation; prepare a bill that will meet with the wishes of a majority of those participating and let this bill be introduced by someone designated by the organization.

#### Equal Credit To All

No one will be permitted to claim authorship but all participants to have equal credit for the introduction of the measure. The bill should be prepared, to my mind, in a way that will permit soldiers who desire to keep their certificates to do so, but to permit the immediate payment of a certain per cent of each certificate in cash to those who desire their certificates liquidated.

If you are interested in this movement and desire to become an active participant in the passage of this legislation and receive equal credit for its passage, in the event it is passed, please communicate with me at once and a meeting will be called.

### 'OLD IRONSIDES' PUT TO SEA AGAIN WITH CHILDREN'S PENNIES

After three years, during which time she has been virtually re-made, the U. S. frigate Constitution, affectionately known to history as 'Old Ironsides,' was refloated at the Navy Yard at Charleston.

Only a handful of spectators were on

hand, principally children, representative of the thousands of youngsters throughout the country whose pennies have largely provided the \$400,000 which has been spent on the gallant frigate.

It is 132 years since the Constitution first took to the water and although her active career was a long one, the frigate threatened to become nothing more than a waterlogged hulk until the nation became interested in the proposal to refit her as a national naval shrine.

## WIT AND HUMOR

### My Goodness

Grandad: "I shudder to think, Mary, what your mother would say if she saw you in that dress."

Daughter: "So do I, Gramp. It's her dress."

The squad of recruits had been out to the rifle range for their first try at marksmanship. They knelt at 250 yards and fired. Not a hit. They were moved up to 200 yards. Not a hit. They tried at 100 yards. Not a hit.

"Tenshun!" the sergeant bawled. "Fix bayonets! Charge! It's your only chance."—Army and Navy Journal.

### The Obliging Recruit

Officer (examining recruit): "Have you any scars on you?"

Recruit: "No, but I can give you a cigarette."—Educational Buyer.

A balky mule has four-wheel brakes;

A billy goat has bumpers.  
The firefly is a bright spotlight.

Rabbits are puddle jumpers.

Camels have balloon-tired feet

And carry spares of what they eat;

But still I think that nothing beats

The kangaroos with rumble seats.

Sam—I dreamt last night that your mother was ill.

Louise—Brute! I heard you laugh in your sleep.

### Two of a Kind

"Do you know," said the successful merchant pompously, "that I began life as a barefoot boy?"

"Well," said the clerk, "I wasn't born with shoes on, either."

—Retail Furniture Selling.

"Well, I finally got into the movies."

"You really did! How?"

"Oh, I paid the usual fifty cents."

A drug store in Oklahoma City advocates preparedness with this sign above its soda fountain: "Take home a brick. You may have company."

Agent—How do you like your electric washer?

Lady—Not so good. Every time I get in the thing those paddles knock me off my feet.

Patron—Here's a piece of rubber tire in my hash.

Waiter—I wouldn't doubt it. The motor is displacing the horse everywhere.

"Why did you leave your post with Hummel & Co.?"

"They did something I did not like."

"What was that?"

"They dismissed me."

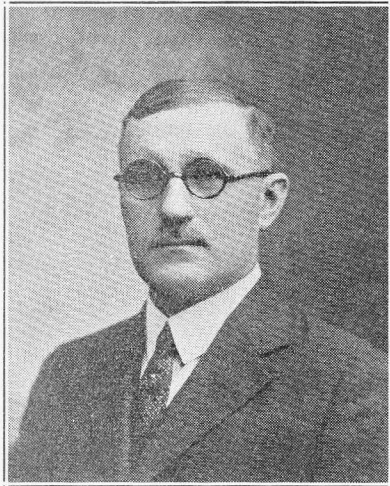




**SANTEE, DR. GEORGE O. O.**, formerly Major, M. C., 317th Infantry, prominent Schuylkill physician, succumbed to injuries received on January 22 in an automobile accident when his car collided with a five-ton truck loaded with coal on the Pine Grove Highway. His death occurred in the Warne Hospital where he was hurried after the accident.

Dr. Santee was 55 years of age and a native of Moore Township, Northampton county, locating in Cressona about 32 years ago.

An unusual incident in Dr. Santee's life was that he became a school teacher



DR. GEORGE O. O. SANTEE

at the age of 15. He taught for three school terms in Northampton county. Later he went to Keystone State Normal School. Shortly afterward he began preparation for the medical profession. He took up his practice in Cressona immediately after receiving his M.D. degree from Jefferson Medical College.

Early in his medical career in Schuylkill county he was almshouse physician for several years. He acquired considerable reputation as a surgeon in Schuylkill county, attracting patients from all parts of the section.

Evidence of his medical prowess was demonstrated when he served two terms as county coroner. In 1928 he ran for State Senator.

Dr. Santee was a member of the staff of the Pottsville Hospital. He was a member of the F. and A. M., Royal Arcanum, Schuylkill County Medical Society, Pennsylvania State Medical Society and the National Medical Association. Dr. Santee was director of St. Mark's Reformed Church Choir for the past thirty years. He was a lover of music and interested himself actively in community affairs, serving on the Cressona school board several years.

Funeral services were conducted at the Santee home in Cressona on Wednesday, February 5, by the Reverend N. H. Fravel, pastor of St. Mark's Reformed Church. Burial was made in the Cres-

sona Cemetery with Rev. Fravel officiating at the grave.

Besides his wife, formerly Miss Rosa Kleppinger, Dr. Santee is survived by two sons, Russell of Gordon, former principal of schools of that borough, and Dr. S. G. Santee, dentist, of Cressona; his only daughter is Mrs. F. O. Blecksmith, wife of the well-known Frackville physician.

Dr. Santee is also survived by his father, James Santee, of Bath, Pa., for years a prominent miller and member of the legislature from Northampton County, and two sisters, Mrs. Harry Jackheimer and Miss Annie Santee, of Philadelphia. There are also four grandchildren, Eleanor, daughter of Mr. and Mrs. Russell Santee, and Betty, Virginia, and Melvia, children of Dr. and Mrs. Sterling G. Santee.

**RHODES, JAMES CLARENCE**, formerly of Battery B, 315th Field Artillery, died on September 28, 1929, at Ansted, W. Va.

**PANGALLO, JOSEPH**, formerly Private of Company G, 320th Infantry, died February 25, 1930. Funeral was from his home at 805 8th Street, Stowe Township, Pa.

**HOGAN, EDWARD J.**, formerly of Company H, 320th Infantry, died on Thursday, March 13, 1930, at the Allegheny General Hospital, Pittsburgh, Pa. Funeral services were held from the home of his uncle, Broadway & Wayne Avenue, McKees Rocks, Pa., on Saturday, March 15, with the Reverend Lindsey, of the Second Presbyterian Church of Pittsburgh, in charge. Interment was made in the Uniondale Cemetery.

**ANDERSON, JUSTIN K.**, 61 years old, died at his home, 1414 Virginia street, Saturday morning, February 15, 1930. His death was ascribed to heart disease. Mr. Anderson had been ill for several days.

Mr. Anderson gained wide recognition in both his profession, civil engineering, and in his avocation, military training. His profession brought him an appointment in 1911 as the first chief engineer of the public service commission. He organized the engineering and inspection department of that body and served as chief engineer until 1919. After that date he was called upon by the commission frequently as consulting engineer.

Among the many tasks which he carried out for the commission was the investigation of plans filed by the West Penn Power and Transmission Company in December, 1929, for an extensive water power development program along Cheat river. In making that investigation he was aided by previous water power experience gained as one of a commission of five members appointed by former Governor Morgan to study proposed water power legislation. He also investigated for the commission plans for water power projects in New river.

In recognition of his interest in military training, he was appointed as civilian aide to the secretary of war in 1923, was reappointed in 1927 and was designated by former Governor Gore as a colonel on the governor's staff. He devoted much attention to boys' activities.

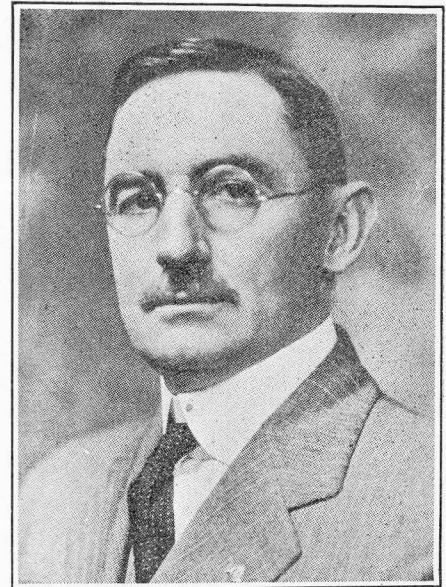
Much of the success of West Virginia boys in the citizens military training

camp was due to the work of Mr. Anderson as civilian aide to the secretary of war. The state usually is first each year in this area in obtaining its quota for the camps.

Mr. Anderson was born in Sheffield, Warren county, Pennsylvania, on September 26, 1869, the son of David and Elizabeth Anderson. After graduating from the public schools, he obtained a C.E. degree from Swarthmore College in 1889.

For two years after leaving college he was engaged in construction work for the Norfolk and Western railroad, later surveying coal lands in Wayne, Mingo and Logan counties for collieries companies. From 1899 to 1902 he was assistant to the chief engineer of the Pocahontas Coal and Coke Company, and in the following four years was superintendent of several coal companies in the Pocahontas coal field.

From 1906 to 1911 he practiced general engineering in Williamson, and in



JUSTIN K. ANDERSON

the latter year was made chief engineer for the public service commission. He had made his home here since 1913. Since 1919 he had been senior member of the firm of Anderson and Taylor, consulting engineers.

Mr. Anderson was a Scottosh Rite Mason, and a member of the Beni Kedem temple shrine, the Presbyterian Church, the Rotary Club and Delta Upsilon fraternity. He was chairman of the advisory council of the Charleston chapter, Order of DeMolay, and had received the cross of honor from the grand council of the order.

On February 26, 1895, he married Fannie T. Tinsley. Their oldest son, Lane S. Anderson, was killed while serving overseas, and posthumously received the Distinguished Service Cross for bravery in action.

Two other children, Seaton T. Anderson and Frances G. Anderson, survive in addition to the widow.

Mr. Anderson was an Honorary Life Member of the 80th Division Veterans Association. He took an active part in making the 1922 Reunion in Charleston, W. Va., a success.

**PRICE, MICHAEL**, formerly of Company M, 319th Infantry, died suddenly (Continued on Page 17, Col. 3)





### BRETT POST

The newly elected officers of the Brett Post are: Commander, Jerry J. Madden; Vice Commander, J. P. Larkin; Junior Vice Commander, H. N. McMurray; Adjutant and Quartermaster, Richard P. Loeffler; Executive Council, Robert E. Daume, Samuel J. Fleming, John A. Burke, C. A. Taylor and Frank T. Floyd.

The next meeting will be held on Friday, April 25, 1930, Court House, Pittsburgh. All 80th men invited.

### RICHMOND POST No. 9

Good News!

The Richmond Post of the 80th Division is again active. A meeting was held Friday evening, March 21, at Murphy's Hotel, Richmond. James E. Farrar was chairman of the Committee calling the Meeting.

All members of the 80th Division living in Richmond and its suburbs are eligible for membership in the Post. Since the Division trained at Camp Lee, there should be hundreds of Richmonders who served with it both in this country and abroad, eligible. An effort to secure a reunion of the entire Division in Richmond in the near future will be made. We want all 80th men to report at the next meeting and help make plans for future activities. Get in touch with Mr. James E. Farrar, Post Commander, 3204 Fendall Avenue, Richmond, Virginia. With the co-operation and assistance of Jas. Archer Evans and Hunter I. Taylor, both of Richmond, and Raymond Sisson, of Emmerton, Virginia, the Commander believes the Post will be well organized before the Johnstown Reunion.

### JOHNSTOWN NEWS

The Johnstown Office Supply is owned and managed by W. H. Patterson.

Dr. Frank Scharmann has his offices in the U. S. Bank Building, Johnstown.

Thomas Quinn is a member of the Sterling Quinn Agency for the Graham Paige Automobiles.

Dr. James Lynam, dentist, is also located in Johnstown.

General Superintendent of the American Stores is J. H. Pendergast.

W. H. Llewellyn is Agent for the Railway Express Company.

Going to have a big wedding at your house? Maybe a party or dinner? Then see J. H. Foster for delicious pasteries

and novelty cakes. His shop is in Central City, Pa.

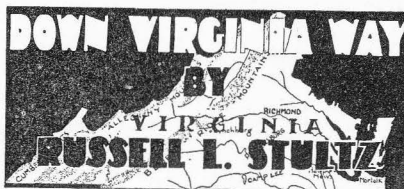
To be well dressed for Easter is every man's ambition. See your Clothier, Morris Wayne of Ebensburg.

Gene Burke is in the plumbing business in Central City, Pa.

F. B. Smith sells paving material in Johnstown.

Before buying that house see Walter Suppes, Real Estate Broker, Johnstown.

James Ritter is aviator and student pilot teacher at the Johnstown Air Port.



A most important wedding of the month of February was that of Dr. Harry R. Seelinger, formerly of the Med. Detch., 317th Infantry, to Mrs. May Huttchins. We congratulate them and wish them happiness.

A. B. Hill, of 317th Infantry was re-elected President of the Craddock Norfolk County Chamber of Commerce. Comrade Hill is now located at 411 Court Street, Portsmouth, Virginia. He is Vice-President of the Standard Hardware Company. Just recently this Company bought out the Hawks-Maupin Company.

John B. Diehl was elected Commander of the Norfolk Post No. 392, V. F. W., and Dr. H. R. Seelinger was elected Senior Vice-Commander.

R. C. Throckmorton has been elected Vice President of the Virginia Electric and Power Company and was transferred from Norfolk back to Richmond.

Mrs. H. R. Furr, wife of Lieutenant Herman R. Furr, formerly of Company A, 314th Machine Gun Battalion, sang a number of very beautiful songs over Station WTAR. Those of us who heard her are hoping that she will be soon again featured over this station.

Fenner and Beane, Stock Brokers, of which Company J. B. Withers is Manager, have moved to larger quarters in the Law Building on Plume Street, Norfolk.

### TAPS

(Continued from Page 16)

in the U. S. Veterans Hospital, Aspinwall, Pa. Funeral from his home at 622 Moreland Avenue, Glassport, Pa.

FINNEY, JOHN H., Lieutenant Colonel, Officers Training Camp, Fort Meyer, Va., who took an active part in the 305th Engineer Company, died suddenly on Wednesday, January 29, 1930. He is survived by his widow, Mrs. Mary E. W. Finney, and two daughters, Miss Minna B. Finney and Mrs. Paul W. Evans. Burial was made in Arlington Cemetery with military honors.

MARTIN, HARRIS J., formerly of Company B, 315th Machine Gun Battalion, died at his home, 723 May Street, McKeesport, Pa., on December 19, 1929. Interment was made in the Versailles Cemetery, McKeesport.

CALLAHAN, JOHN, formerly Sergeant, Field Hospital, 319th Infantry, died at his home, 5120 Second Avenue, Hazelwood, Pa., Tuesday, February 18, 1930. He is survived by his mother, Mrs. Mary A. Giltinan Callahan; one brother, William G. Callahan, and four sisters, Mrs. William H. Felding, Mrs. J. R. Hague, Miss Margaret Callahan, and Miss Agnes Callahan, all of Pittsburgh. Mr. Callahan was engaged in the undertaking business. Funeral services were held at St. Stephen's Catholic Church, Hazelwood. Interment was made in the Calvary Cemetery.

LAFFERTY, FRANCIS J., formerly of Company C, 320th Infantry, died on Friday, February 21, 1930. Funeral was held from the home of his cousin, Michael Gillespie, 1335 Goebel St., N. S. Pittsburgh. Solemn requiem high mass was celebrated at St. Rosalia's Catholic Church, Pittsburgh.

DANNER, IRA, formerly of Headquarters Company, 320th Infantry, died on February 18, 1930, at McKeesport, Pa. He is survived by his widow and four children. A detailed report of his death is not available at this time.

BAUM, GEORGE, formerly of 317th Infantry, died Wednesday, February 26, at the Ohio Valley General Hospital, Wheeling, W. Va. Details of his death unknown.

John B. Diehl was confined to the Marine Hospital, Norfolk, for the removal of appendix. While he was there he met C. K. Turner of Company D, 318th Infantry who had a particle of shell removed from his back, also H. R. Ashby of Company I, 318th Infantry who was confined there for appendicitis and throat operation. Turner lives at Bluefield, Virginia, and Ashby at Staunton, Virginia. Both of these men are going to try to meet the gang at Johnstown.

John L. McCourt is now located in Ocean View as Manager of Days, Cleaners.

Joseph C. Smith, formerly of Battery B, 314th Field Artillery, and Frank N. Bilisoly, Jr., prominent young men of Portsmouth, Va., have formed a partnership in a general real estate and insur-

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ance business, with offices in the Insurance Building, 409 Court Street, Portsmouth. Both these men have been identified in local business, civic and fraternal affairs and are well known in their community. Comrade Smith was instrumental in the building up of Craddock into the beautiful suburb that it is today. We wish them success in their undertakings.

### 317TH INFANTRY

#### Company B

Attention Company B men! Our next reunion will be held on Friday, May 30, 1930, at Appalachia, Virginia. Notices will be sent to you by mail later.

C. P. Cawood is confined to the hospital in Norton, Virginia, suffering from a fractured spine received in an accident on February 5. We are glad to report that he is getting along nicely and will probably be completely well within the next few weeks or so.

Expecting H. C. McKinnev to help with the Company B Reunion in May.

George Turner at St. Charles, Virginia, missed the last Reunion but you can look for him at the next one.

How's everything 'way up in Charleston, W. Va., Comrade Cawood? Been there lately? The last week end spent with John Ennis was so enjoyed that we believe C. P. will be a frequent visitor.

### 318TH INFANTRY

Major General Briant H. Wells has been appointed successor to General H. A. Drum and left for Fort Hamilton, New York, to take command.

E. C. Shively, First Assistant Attorney General, of the State of Ohio, whose home is in Columbus, is a loyal 80th member. We are considering having him investigate the A. W. O. L. members in Ohio and use his influence to bring them to the Johnstown Reunion.

#### Supply Company

Rockville, Maryland

Comrades of the 80th:

Last August I subscribed to the "Service Magazine," and I have enjoyed immensely each copy received.

I have noticed that any news of the members sent in is always welcome.

As an 80th member I always like to hear from any of my old friends and would be delighted to see them if they should happen to be in my town.

G. M. SHEADS.

#### Headquarters Company

Wanted—Members of Headquarters Company to meet and plan for a Reunion. Former members of the Company are requested to get in touch with George W. Brittingham, 200 Plum Street, Norfolk, Virginia. Plans then can be made for a Regimental Reunion.

#### Company A

M. C. Strohorn reports that on a recent trip through the northern part of Virginia he had the pleasure of meeting our old pal Joe F. Barnes of Hooes, Virginia.

Comrade John J. Noe is a patient at the National Sanatorium, Johnson City, Tennessee. Fellows, we're sure he would appreciate a letter from you all.

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Lieut. Colonel C. B. Campbell,  
 Divisional Commander





Tom E. Rose is managing a Spotless Company store at Charlottesville, Virginia.

A. V. Yancey, William L. Blassenham, Arlin C. Woodcock and Edward Ammons reside in Richmond, Virginia.

Thomas H. Farrand the "Duke of Farrandville" has a large farm near Richmond, Virginia.



Remember:

The time that Taft spoke at the Y. M. C. A.? The place was very poorly ventilated, which caused some of the fellows to have coughing spells, thereby making it hard to hear what the talk was all about.

The Y. M. C. A. show troupe that put on a show for us in a field near Velaines? A few boxes and some planks served as a stage. It was there that we first heard that popular song, "Oh How I Hate To Get Up In The Morning." It surely sounded good to see and hear a real American girl, and I believe that she was encored so many times that her voice finally gave out.

The Chinese truck drivers on the British front?

The contests that were held by the different platoons of the four infantry regiments near Haute Visee? The 319th carried off the honors of the day, the lions share of points going to three of our platoons, namely: Signal, Pioneer and One-Pounders.

Haute Visee was also noted for another important event in our life. Our first pay day in France. At that time, and the time the infantry contests were held, the Trench Mortar Battery was with the batteries of the other three regiments at Cayeux-sur-Mer, but we didn't fare so badly as our pay was waiting for us when we joined the company, then in about four days we received our second pay.

The British lemonade? The taste lingered with me for about a week. Surely was terrible stuff. Don't know why they ever had the nerve to call it lemonade.

The ride from Chatillon-sur-Seine to Ligny? We arrived in Ligny on the afternoon of Sept. 3rd, 1918 detrained and marched to some woods outside the town, remaining there until nightfall, then we marched through Stainville and pitched tents in the woods again. It was here that we started our night hikes.

The hike from the Apremont Woods (near Souilly) to the outskirts of Verdun? Plenty of rain and mud, and to make matters worse the traffic was heavy. Guns, limbers wagon trains, machine gun carts, trucks, horses, motorcycles etc. We would march about fifty

feet, (so it seemed) then halt until things got moving up front. Sure was a relief when we finally took our packs off.

Some more towns: Cornay, LaClaon, Florent, Chatres, St. Menehould, Ravigny, Remicourt, Harionville, Sandraupt, Eclaron, St. Dizier, Wasey, Morancourt, Ville-sur-Terre, Jaucourt, Essoyes, Villiers-le-Bois, Balnot-la-Grange, Neufchateau, Vichy, Rimau-court, St. Germaine, Roanne, St. Aignan, Is-sur-Tille, Dijon, Ancy-le-Franc, Arthonnay, Paison, Tonnerre, Quinceroth, LeMans, Brest and last but not least, Cruzy-le-Chatel. Finis.

Steve Bentz is back from California and is living at 405 Stratmore Ave., Crafton Heights, Pittsburgh, Pa. Steve is married and is working for the Prudential Insurance Co.

Jake Murray is still living in Carnegie and is working for the Phillips Carey Co.

Pete Watkinson is living in Scott Twp. near Carnegie. Pete just moved into his new home.

Chuck Kearney is still with the B. & O. R. R. and is living in Millvale.

Halpin is in Franklin as a district manager for Holmes Co., brokers.

Balford Lawrence, who was taken prisoner with Bentz while they were attached to "F" Co. is living in Canonsburg, Pa. and is in the ice business.



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BAKERS  
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Big Dick Robertson has been in California for some time. Dick works for the South Penn Oil Co. and was sent out there on business for the company.

ROBERT D. NEWMAN.

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Anyone knowing the address of Dr. Wm. I. Passer, formerly Captain and Surgeon, kindly send it to the editor.

Company C

Washington, Pa.  
March 4, 1930.

Service Magazine,  
413 Plaza Bldg., Pgh., Pa.

Dear Editor:

In answer to Lieutenant Paul's inquiry in the last issue of "Service Magazine," would say that I certainly was pleased to see that some one slipped in a note to give COMPANY C, 319th a heading. I am going to ask the editor to give COMPANY C, 319th a heading like this, when he receives no news from Company C:

COMPANY C, 319TH INFANTRY  
NOTHING

I believe that was the first note received by Lt. Paul.

The next will be by or from Lt. D. C. Jones.

That is all that is left of COMPANY C, 319th at least that is all we hear from.

Well that is not telling Paul what he wants to know. I will be in Fred Blume's home town next week and I will look him up and if Robert Paul will mail me his address I can tell him where and how to get in touch with Blume.

Mess Sergeant Wills has a position in the Western Penitentiary, but not serving time. Boose Atkinson still hangs out in Sharpsburg, Pa.

Cook Lewie, or Lewie the Cook, I might say, does not run street cars, not since they quit collecting nickles and selling only brass checks.

Bugler Farrer held it out and collects on Millvale Car No. 3. When in Pittsburgh, Pa. ride his car.

I would like to have the address of Lt. D. C. Jones so that I can drop him a note now and then. What do you say Mr. Jones?

Who remembers—

Capt. Ralph Johnson?

Lt. Jamison?

Sergeant Wagner?

Sergeant Gawinski?

Pvt. William Leisch?

Ect. ect. ect. ect.

We brought all of you back home with us but that does not mean anything. We want to hear from you—you want to hear from us; we know you do. So now let's go!

CHAS. E. YOUNG,  
Formerly Corporal,  
Company C, 319th Infantry.

Company E

Theo. J. Lang, formerly Supply Sergeant, and Life Member of the National Association, is in the hardware, plumbing and heating business under the firm name of Lang Brothers Company, with offices at 801 Main Street, Sharpsburg.

While in Pittsburgh on business a few weeks ago, Richard Cruitt, attorney, of Washington, D. C., visited headquarters, and spent a few pleasant hours with us.

320TH INFANTRY  
Headquarters Company

Up in Venango, the baseball fans are crowing just now about the marvelous comeback of Joe Harris. Six months ago Joe had to undergo a serious operation and there was some doubt as to

whether the popular first baseman, known in every big league town, ever again would get nearer the diamond than the bench. Through the efforts of his beautiful wife who nursed him along for six weeks, read him the news, and recalled his past victories, Joe is again feeling fine. When he returns from Florida it is believed he will go back in training.

The sixth annual reunion of Headquarters Company, 320th Infantry, was held in the usual place, namely the Norse Room of the Fort Pitt Hotel, Pittsburgh, on Saturday, March 1st, 1930.

The entire affair was as brilliant as any of the former reunions, having in attendance 86 members and associates of the old company and Signal Corps. The guest of honor at this year's occasion was Tom Fitzgerald, Vice President of the Pittsburgh Railways Company. Mr.

R. V. B.  
CHOCOLATES

There is no finer way of expressing one's esteem for a friend than the sending of a box of Reymers'.

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Fitzgerald gave a short talk, at the conclusion of which, he was presented with a handsome, engraved memo pad and a set of War Histories. Frank T. Underhill acted as chairman and conducted the meeting to its conclusion.

The company as usual held a memento for its dead, placing a white carnation on the flag draped table for each former member, who had answered the final call.

At the conclusion of this, the chairman appointed Rufus S. Lusk as toastmaster and in this capacity, the position was filled 100% plus. Captain Lusk entertained us nobly in giving the military commands and setting up exercises in his meek, mild way.

A great many of the regular attendants were absent this year and we want them to know that they missed a real time. Letters of regret were received from Thomas Westlake, George P. Costello, Maj. General Peyton, "Tillie" Dwyer and J. R. Branch. We are still at a loss even at this date to understand what happened to our old friend, George Hogue. We understand even on the day of the banquet that George was preparing to come but we feel that possibly his preparation may have become too elaborate because he was never seen at the banquet. We also missed Dan Bailey, Patsy Virgara, John J. Curry, Captain Nottingham, Major Holt, Otto H. Gall, O. B. Hannon, Carl Erikson, Joe Harris along with many others on whom we had absolutely counted.

Each and every member in attendance received a handsome leather billfold gold stamped with the emblem of the organization and an individual box of

various souvenirs, consisting of balloons, whistles, pencils, etc., to be carried home to the children. George Klier, secretary of the 80th Division, donated us 50 Service Magazines and song sheets, sufficient for the entire attendance. George gave us a wonderful talk on the advantages of belonging to the National Association and urged everybody to be present at the Divisional Reunion to be held in Johnstown next August.

At the conclusion of the meeting, a drawing was made for special souvenir prizes, consisting of 10 weekly street car passes, a table lamp, cigar lighter, table cover and a war history. These items were won by the following members:

W. G. Briggs  
John Berg  
Donald P. Anderson  
Frank Dillon  
Dick Osborne  
L. B. McChesney  
L. B. Fitzgerald

H. H. Millen  
W. C. Collman  
Earl Rowe  
K. R. Grigsby  
Elmer Balentine  
R. B. Mulvehill  
Rufus S. Lusk

The following officers were elected for the following year:

President ..... Rufus S. Lusk  
Vice President ..... R. B. Mulvehill  
Secretary ..... S. H. Stover  
Treasurer ..... Frank P. Dinges

Captain Lusk, since his return to Washington, has formally acknowledged his election as President and wishes to thank the company for the honor, assuring them that he will be in attendance next year.

Our thanks are extended to the various firms, who contributed souvenirs and members of the committee, who worked so hard to make the 1930 reunion a success.

We are sure that you will be interested in reading the list of those who were in attendance which is as follows:

Donald P. Anderson  
Elmer W. Balentine  
Jess N. Ballantn  
Blair D. Baylor  
Allan I. Bennett  
John F. Berg  
Earl A. Blair  
James E. Blair  
William G. Briggs  
Thomas J. Cain  
Walter R. Calverly  
Louis J. Carlo  
John C. Chiconas  
Walter C. Collman  
Everett L. Corbett  
Harry H. Couch  
William N. Darling  
Harry E. Dean  
Frank J. Dillon  
Frank P. Dinges  
John R. Dinges, Jr.  
Erik A. Erikson  
E. L. Fitzgerald  
L. B. Fitzgerald  
Tom Fitzgerald  
Walter G. Fleming  
John H. Freese  
Harrison W. Frye  
Emilo Gabriele  
Albert A. Gall  
Harry R. Gape  
William J. Geiger  
David Gibbon  
Kenneth R. Grigsby  
Charles R. Haley  
Frank J. Hasper, Jr.  
Russell S. Hilliard  
James J. Hughes  
Dwight E. Kinser  
James O. Hill  
Geo. J. Klier  
Charles I. Knepper  
Jack Larkin  
Edward R. Larned

L. S. Letzkus  
Wm. E. Luley  
Rufus S. Lusk  
J. J. Madden  
John Maglieri  
Ralph W. Mayer  
Joseph Mendlovits  
Skeets Meyers  
H. B. Miller  
H. H. Millan  
W. J. Milner  
H. R. Morrow  
Robt. B. Mulvehill  
W. H. McChesney  
J. B. McCann  
J. L. McCort  
Jas. T. McGuirk  
Thos. Nichols  
Gilbert H. Olnhausen  
Fred W. Panthel  
L. L. Porter  
R. A. Pequignot  
Chas. E. Potts  
Thos. W. Power  
G. L. Reynolds  
M. J. Quinn  
Ralph E. Rhule  
Earl M. Rowe  
Edward S. Springer  
S. H. Stover  
S. F. Summer  
Clair A. Taylor  
Frank T. Underhill  
Charles J. Vinnacombe  
Earl Vita  
Wm. Wallace  
M. J. Walsh  
A. D. Wayne  
J. G. Weisser  
R. W. Wible  
J. P. Whiteford  
H. W. Weiman  
Harry Yoxall

### Supply Company

We extend to Clarence M. Kletty, formerly Corporal, our sincere sympathy on the death of his beloved brother, Harry F., of Pittsburgh.

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## **E** COMPANY 320 INFANTRY

The date—Saturday, May 24th.  
The place—Fort Pitt Hotel, Pitts-  
burgh.

The time—6:30 P. M.  
Mark up the above on your calendars  
fellows, for it means the date, place and  
time of the Annual Reunion and Ban-  
quet of "E" Company, 320th Infantry.

Your reunion committee is now at  
work, shaping up the program for the  
day. Their plans are not quite matured,  
so details cannot be announced just yet.  
However, the committee is endeavoring  
to plan a "bang-up" affair and will ad-  
vise you fully of the program in a letter  
to be sent out about the first of May.

In the meantime plan to come to the  
reunion. Start now to talk it up among  
the "E" Company men you meet, or can  
reach by telephone or letter. Your active  
interest assures the success of the re-  
union.

The committee has decided upon the  
usual assessment of \$3.00 for the affair,  
and \$1.50 extra for those who wish to  
attend the ball game between Pittsburgh  
and Chicago at Forbes Field in the after-  
noon.

Last year 66 reservations were made  
for the dinner, and 18 men attended the  
ball game. Let's boost these figures  
fellows—show the whole old A. E. F.  
that here is an outfit still "carrying on,"  
with the active interest and loyal sup-  
port of every "buck"—we're all bucks  
now—from the Mess Sergeant's lowly  
spud peeler, all the way along the line  
to the Lt. Colonel "hissself."

Mark up the date now, and if you  
don't get an "official" notice of the re-  
union later (your name may be lost from  
the mailing list), be certain to get in

touch with the undersigned so that ade-  
quate reservations might be made.

H. W. LUDWIG, Secy.,  
1407 Mellon Street,  
Pittsburgh, Pa.

### Company I

The Eleventh Annual Reunion of the  
I Company was held in the Norse Room  
of the Fort Pitt Hotel, Saturday even-  
ing, February 22, and was declared by  
all present by far the greatest reunion  
ever held. Many hours before "Mess  
Call" the boys had gathered in a suite  
of rooms reserved for the occasion.

Letters of regret at not being able to  
be present were read from Captain H.  
H. Parkman, of Boston, Massachusetts,  
and Captain Wm. C. McNulty, of Salis-  
bury, Maryland. Captain Wm. C. Vande-  
water and Lieut. Edward C. Lukens  
wired from Princeton, N. J., that they  
were staging their own reunion but were  
thinking of the old gang and were sorry  
that they too could not be present on this  
memorable date.

A letter was also read from Clyde  
Beistel, former Assistant District At-  
torney, now in the Veterans Hospital at  
Tucson, Arizona, reporting real progress  
and an early recovery to health and  
strength. He hopes to be with the boys  
on the occasion of the 12th Annual Re-  
union.

The old 320th spirit that carried the  
old regiment through many a tough place  
in the Meuse Argonne was in evidence  
in peace as well as in war for two fine  
letters arrived by special delivery while  
dinner was being served. One was from  
Headquarters Company and the other  
from Company E Veterans Association,  
expressing their greetings and best  
wishes. The messages read as follows:  
Mr. John E. Sugden, Chairman,  
Company I, 320th Infantry Reunion,  
Pittsburgh, Pa.

Dear Comrade:

The Headquarters Company, 320th In-  
fantry wish to extend greetings on the  
occasion of your Annual Reunion and  
wish you every possible success.

With best wishes to all, we are

Very truly yours,  
Veterans Association of  
Headquarters Company, 320th Infantry,  
Frank P. Dinges, Treasurer.

Mr. John E. Sugden, Jr., Secretary,  
Veterans Association of I Company,  
Oliver Building, Pittsburgh, Pa.

Comrades of I Company:

Greetings and well wishes upon the  
occasion of another of your mighty suc-  
cessful annual reunions and banquets.

Twelve years after the satisfactory  
termination of the big fight "over there,"  
good old 320th Infantry Regiment still  
goes marching on—down along the high-  
way of Time—through the medium of  
such Associations as yours, those of  
Headquarters Company, of E Company,  
and a few others.

Good luck to you—long life to you—  
and above the noise of the every day  
world, may we continue to hear, echoing  
down through the years, your old rally-  
ing cry—"Let's go I Company!"

Sincerely,  
Veterans Association of E Company  
320th Infantry,  
H. W. Ludwig, Secretary.

Tommie Dixon was on hand to supply  
the entertainment. And how! His or-  
chestra sent the old thrills playing up  
and down your spine all during the serv-  
ing of the dinner with a rendition of the  
songs we knew so well while in Camp  
and Over There.

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The Long Long Trail, We're Going Over, Tipperary, Parlez Vous, Pack Up Your Troubles, Keep The Home Fires Burning, etc.

A ventriloquist was the real surprise and brought forth bursts of laughter as the little dummy told stories out of camp on the different members present. A bevy of beauties sang and danced and added enjoyment to the evening.

Our only officer present, Lieut. Ed. Titus, of Closter, N. J., was called upon for a speech. The men enjoyed his short and snappy talk.

Jack Sugden performed the services of Chaplain and handled the Memorial Services while I. K. Feather acted as Toastmaster.

The punch had its usual "punch" and a good time was enjoyed by all.

The dancing dominoes and pretty picture cards had their place too in the session which usually follows.

Those present were: Homer Dunn, Hicks Garey, Arlie Gontz, Bill Parker, Bill Jarvis, Arch Sharpe, Earl Young, Joe Terris, Bill Kiesel, Dick Bunker, L. T. McQuaide, Bert Kelly, Pat Boyle, Leslie Herdt, M. O. Hughes, B. D. Shaffer, M. L. Harris, E. H. Willis, Pat Vincent, Floyd Morcum, Bill Eddy, Harry Collette, Charlie Smith, Ralph Thomas, John Murphy, Joe Tierno, Ched Johnston, Ninian Boggs, Meryl Kunkle, Jack Rhea, I. K. Feather, Frank Anderson, Joe Des-sell, Jack Sugden, M. N. Hermes, Lieut. Edward Titus, Art Mannerberg and Jitney Johnston.

**314TH MACHINE GUN BATTALION  
Company A**

The following paragraph was taken from a letter received at headquarters recently—it shows there are still real 80th boosters in line:

"Keep up the good issues of the "Service Magazine." In the line of my work

I see daily papers and magazines from all parts of the United States—but when the "Service" comes—there's nothing like it for any man. Can't see how some of the 80th Boys can be so stupid as to do without it. Hope I can get away to visit my old stopping place "Johnstown." Tell all the boys to "See Johnstown First."

Just an old soldier getting younger when the "Service" arrives.

J. VACHA.

Mr. J. Vacha is Advertising Manager of the Western Division Interstate Department Stores, Inc.

**313TH FIELD ARTILLERY**

Captain Francis Crandall is planning a trip through the western part of West Virginia, making stops at Clarksburg, Fairmont, Parkersburg and Charleston. He expects to see a number of the 313th members. The Captain makes his home at Westfield, New York, where he is engaged in the Banking Business.

Irvin A. Ambrose, ex-private of Battery E, is trying to put through a claim for compensation. Irvin has been in bad health since shortly after his discharge from the service, but can't seem to establish a claim. Ambrose lives at Largent, West Virginia. He is married and has two boys.

George Hubert, one of Pittsburgh's representatives of Battery E, is still in the weather stripping business. George's latest addition to the family is George, Jr. Hubert reports seeing Norbert Enders occasionally. Enders lives at Wexford, Pa., near Pittsburgh, Pa., where he is engaged in the manufacturing of soaps.

—◆—◆—◆—

**See You in the "Friendly City."**

**314TH FIELD ARTILLERY  
Battery E**

After nearly three years spent in the Walter Reed Hospital at Washington, D. C., where he was taken on April 19, 1927, suffering from a broken back, received in an automobile accident on the Vandale road, William A. Holland is back home again in Spencer, W. Va. Chances for recovery were very slim, it was thought. Bill's unusual vitality stood him in good stead. He began to mend quickly and over a year ago regained control of his hands enough to write letters. He then took up occupational therapy and made several pocketbooks and carved out several boxes which he sent home to friends and relatives. Through it all Bill fought a brave battle and now he is home and is able, with a little assistance to walk a little. His ultimate recovery, though perhaps far off, will be complete, it is believed.



Visitors at the Blue Ridge Inn, Wm. Penn Highway, outside of Pittsburgh during the past few months were:

Francis C. Rugh, Sergeant, Supply Company, 319th Infantry, Edward Braun, Company A, 205th Sup. Trn., James H. Bell, of the Med. Detch., 305th Engineers, of Wilkinsburg, Pa., Thomas B. Kirshmak, Company A, 320th Infantry, 1530 Princess Avenue, South Hills, Pittsburgh, Pa., P. A. Foresman, Company D, 313th Machine Gun Battalion, 601 Logan Trust Building, New Kensington, Pa., F. H. Bultmann, Jr., Company A, 305th Engineers, 91 Beltzhoover Ave., S. Hills, Pittsburgh, H. C. Meyer, 319th Infantry, 1221 Mississippi Ave., Dormont, Pa., D.

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J. Hitchings, Battery C, 315th Field Artillery, Tunnelton, Pa., Chas. A. Wacker, Headquarters Company, 319th Infantry, 825 Evans Ave., McKeesport, Pa., and J. A. Martin, 305th Field Signal Battalion, 312 E. 13th Ave., Homestead, Pa.

John Vachetta, owner of the Inn invites all 80th men to stop off and have a cup of coffee and a chat with him.

**305TH AMMUNITION TRAIN****Company C**

Robert B. Luchars, formerly 1st Lieutenant, is in the publishing business in Upper Montclair, New Jersey. We are hoping he will be on hand at Johnstown this year.

Anyone knowing the address of Captain McCrea kindly send it to the Editor.

Joseph A. Rogers, of 94 Lovering Avenue, Buffalo, New York, is with the Atlantic Refining Company. He is married and has one child.

Wanted—the addresses of the following:

Stephen V. Morvay, Donald Brownfield, Leo F. Daczkowski, Eugene J. Leary, George W. Wise, Frank S. Frantz, Von F. Hoffman, and John Hoover. Send information to the Editor.

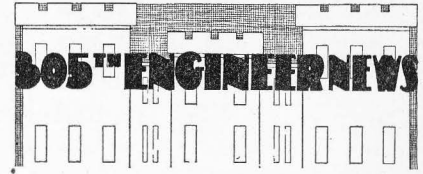
Emmett P. Huck lives in North Warren, Pa., is married and has four lovely children.

Have you seen the new Dodge? First see Richard H. Schmitt, of 7827 Hamilton Avenue, Pittsburgh. Richard is an automobile dealer for Dodge Brothers' cars.

**Company F**

We extend to Captain William B. McFall of Pittsburgh, our sincere sympathy

on the death of his brother-in-law Judge Richard W. Martin of common pleas court, who died in his home, 5807 Stanton avenue, Wednesday, March 5, 1930 from pneumonia.

**Headquarters**

Paul T. Winter, formerly Sergeant Major, has just returned from the South where he met several 80th members. He reports that Henry G. Buckingham is living at Biloxi, Mississippi, and would like to hear from his friends. He resides at 118 Jeff Davis Avenue. How about dropping him a line! Paging Mr. Berger!

While in Charleston Mr. Winter visited with Captain John T. Morgan, Lieutenant Charles W. Chesley and Boyd B. Stutler. He stopped off in New Market to see Russell Stultz, but was informed that Comrade Stultz lived ten miles out on the road he had just come over. Time would not permit Mr. Winter to return. He regretted very much that he missed the opportunity to chat with Stultz.

Patrick J. O'Malley, formerly of Company D, is a candidate for Congress, 34th Congressional District. Mr. O'Malley was recently appointed by the Auditor General special investigator for the department in the Pittsburgh District.

Officers of the Regiment who attended the First Training Camp at Fort Myer, Va., remember a well set up active man with white hair who took a lively part in all the work and play of the Engineer Company. He was well over fifty years old then but had an energy and enthusiasm which carried him along with the leaders regardless of age.

His forte was singing, and the various adventures of the Ole Gray Mare were always his favorite. He answered "Here" in a strong baritone when the "Acting First Sergeant" called "Finney!" Before the war he was southern

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representative for 25 years for the Aluminum Company of America. Following discharge at the end of the War he became actively identified with the Episcopal Cathedral in Washington, a national shrine where Admiral Dewey, President Wilson and others are buried, and for the completion of which General Pershing is chairman of the general funds committee. He joined A. P. Gardiner Post of the American Legion, and was identified also with the Masonic fraternity.

Lt. Col. John H. Finney answered Final Roll Call on January 29th last, following a sudden heart attack, in the 64th year of his age. He is survived by his widow, Mrs. Mary E. W. Finney, and two daughters, Miss Minna B. Finney and Mrs. Paul W. Evans, wife of Major Evans, military attache to the United States embassy in London. Burial was in Arlington Cemetery with military honors.

Paul Harris, formerly of Company F, is with the Pennsylvania Railways Company at Portage, Pa.

You will find Joe McCloskey of Company E residing in Ebensburg, Pa.

When in Altoona drop around to see Charles E. Morgan of Headquarters Company, at 1211 Third Avenue, and F. "Dick" Richards at 404 Beech Avenue.

Rupert Nealen, formerly of Company A, will be awaiting the 80th in his home town.

Roy L. Ott of Company A resides at Holsopple, Pa.

Officer Charles Klucker of the Johnstown Police Force will greet you in August.

Another 80th Engineer residing in Johnstown is D. Gardner who is with the Strauss Cigar Company.

New Baltimore is the home town of Henry Dankinson.

**305TH FIELD SIGNAL BATTALION**

Hon. D. Paulson Foster, Judge of County Court, was numbered among the candidates for recommendation by the Allegheny County Bar Association for appointment to the bench to fill the vacancy caused by the death of Judge Richard W. Martin. Thirteen hundred sixty of the county's 1,700 lawyers voted at a special election. Thirteen names were voted upon. Judge Foster received fourth highest vote.

**BLUE RIDGE PERSONALITIES**

(Continued from Page 9)  
gation at Minneapolis, low-water channel depths of 6-feet will be provided. In the lower river channel maintenance is dependent upon fixation works and to a considerable degree upon the dredging of bars and recurrent shoals, while in the upper river dependence is placed almost entirely upon works for fixation of the channel.

Hastings Dam figures prominently in the Upper Mississippi River program. This is about 25 miles downstream from St. Paul and work on this project is well under way.

A recent modification of the Mississippi River project provides for the extension of the 9-foot channel depth from St. Louis to the mouth of the Illinois



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River at Grafton. Also, an examination and survey has been directed, with a view to securing a channel depth to Minneapolis of 9 feet at low water. The necessary studies are in progress and, under Colonel Spalding's guidance, preparations for the survey are being made.

In addition to the mammoth project under way for improvement of the Missouri River, assigned to the Kansas City District, that district is also carrying on extensive surveys in the interests of flood control, navigation, power and irrigation, reporting on 24 streams. However, all of the districts in Colonel Spalding's division are carrying on this survey work, to a greater or less extent. It is noted that of the three and a half million dollars allotted for this work throughout the country, so far over two millions have been allocated for work under Colonel Spalding's charge, with prospect of an increase in this amount.

The Upper Mississippi Valley Division consists of eleven districts, seven of which are east of the Mississippi River. It will be noted from the map below that the eastern boundaries extend as far north as New York state and down as far as Alabama. As stated before the Central Division has been consolidated into the Upper Mississippi Valley Division and it is in the former division that Colonel Spalding has performed so much valuable service to the Corps. One of his first assignments after graduation from West Point was to the Pittsburgh District on the construction of Lock and Dam No. 2, Ohio River, in the Central Division.

Upon his return to this country after his outstanding service in the World

War, he was placed in charge of Wilson Dam at Florence, Alabama, also in the Central Division.

It is owing much to his ability and energy that the dream of completion of the canalization project of the Ohio River was realized. The slogan "On to Cairo by 1929" became a reality when Colonel Spalding was placed in charge of the Louisville, Kentucky, District in June, 1925; in October, 1929, President Hoover attended the dedication ceremonies in Cincinnati, marking the completion of the project providing a year-round 9-foot stage of water in the Ohio from Pittsburgh to Cairo. The Louisville District was the last link in this chain, being charged with construction of Locks and Dams 41 to 53, and of these nine were carried to completion under Colonel Spalding's supervision. Louisville, too, formerly was in the Central Division.

During the disastrous Mississippi River flood which occurred in 1927, Colonel Spalding was assigned by the Chief of Engineers to important duties of rescue work in the flooded area. He received personal commendation from Mr. Hoover, then Secretary of Commerce, who was in direct charge of the relief work.

Colonel Spalding's personal qualities endear him to all who come in contact with him. It is well known that anyone who has ever been a member of his organization, is at all times ready and willing to follow him to his new undertaking, wherever it may lead. These signal accomplishments and traits of character have made Colonel Spalding the leader in such a wide field of engineering endeavor as is comprised in his present position.

### BRIEF HISTORY OF 305TH ENGINEERS

(Continued from Page 6)  
the concussion was so tremendous that it fairly took one's breath away.

The traffic along the road was continuous and often became blocked. Whatever Officers were on hand, in addition to their other duties, did whatever they could towards direction and relieving traffic. Colonel Spalding himself spent most of one night clearing up a bad block at this point. A free canteen was also opened up by the regiment and a very large number of men who had not had anything to eat for a long time were served with hot coffee, bread and syrup.

At 11:35 on the evening of September 25th the great bombardment opened up and continued all night. The din was terrific and the sky was lit up far and wide with the flashes of the guns. It was observed that the German guns ceased firing almost immediately, which seemed to indicate that our pieces were registering on their batteries.

Early in the morning the Infantry went over the top, Companies "D" and "E" of the Engineers advancing with them. Companies "B" and "F" and 500 Pioneer Infantry under Captain Kenney started the construction of the bridge across Forges Brook at 6:30 A. M., and completed it so that the Artillery was able to cross at 9:30 A. M. Machine gunning from the air as well as the ground, and more or less continuous enemy shelling made these operations very difficult, but by good fortune the Boche never managed to register a hit on the bridge.

(Continued in next issue)

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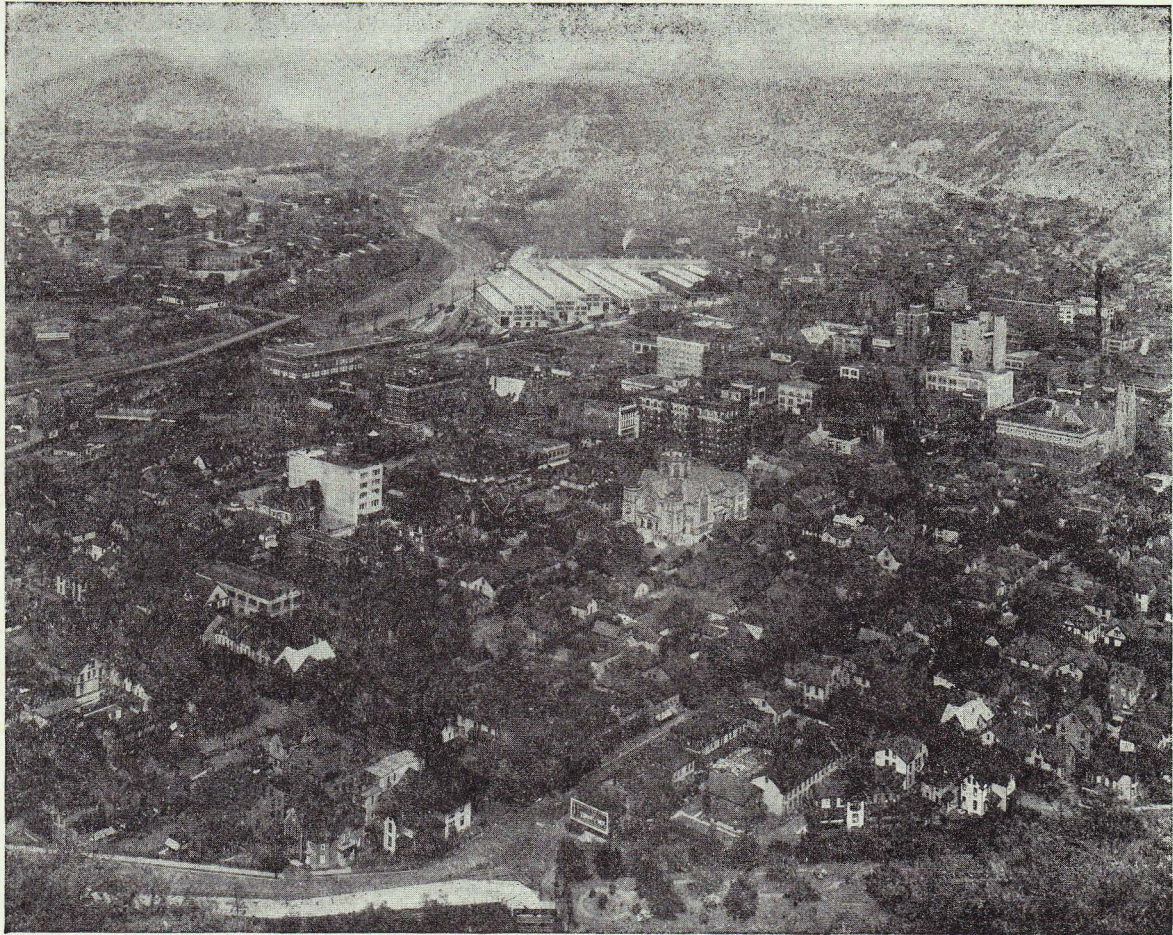


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