

HOW 108TH ARTILLERY WENT OVER THE TOP

Soldierly Chronicle of the Adventures of Capable Field Organization, Formerly the Second Pennsylvania National Guard, at the Front

In this and succeeding chapters an attempt is made to tell the experiences of the regiment as a whole. It must be understood, however, that the writer was attached to a single battery, and so several incidents in other batteries. In artillery regiments the different units are often far apart for weeks at a time. But the incidents here reported are typical of those occurring throughout the regiment.

By ERIC SANVILLE
Battery F, 108th F. A.

I. PRELIMINARY TRAINING

Battery, Fire! Great was the thrill that ran through the cannoneers at their posts when this command was first given at Camp Hancock and the 47 howitzers hurled their first shells against an imaginary foe, but how much more thrilling the thrill when this command was given to the men of the 108th Field Artillery, formerly the Second Pennsylvania National Guard, on the actual front. Then the great 155 millimeter guns with which they had been equipped shot their death-dealing missiles at the enemy himself.

After nearly nine months' training at Camp Hancock, August, 1918, with the Twenty-eighth Division the Fifty-third Artillery Brigade, composed of the 107th, 108th, 109th Field Artilleries, 106th Ammunition Train and 108th Trench Mortar Battery, left New York on May 19 for "somewhere in France."

The trip across the Atlantic was uneventful. The regiment was fortunate in being transported on the Justice, later sunk by a submarine, and there was ample room for deck sports and recreation. The Justice was one of a convoy of fourteen ships which greatly lessened any feeling of loneliness. When about two days from England the convoy was met by a fleet of fast destroyers, which accompanied the troops into port. At Annapolis, Maryland, the 108th Field Artillery was sighted and then followed the beautiful trip down the Irish sea. About 3 o'clock in the afternoon, with the decks crowded with men watching the English airplanes and dirigibles, the ships suddenly started to zigzag and a number of depth bombs were discharged. Banner said afterward that a U boat lying on the bottom had been sighted and destroyed, but the statement was never confirmed. About daylight of May 31 the Justice pulled into Liverpool and anchored in the Mersey.

When the men came on deck that morning they had their first view of an English city. On one side lay New Brighton and Egremont, with their rows of red roofs and beautiful gardens glistening in the early morning sunshine, and on the other, smoky, dusty Liverpool, with its myriads of factories and bustle of people starting in for a day's work. About noon the tug pulled the boat into the docks and just before dark the men disembarked and with heavy packs began a long march to a "rest camp" at Knotty Ash on the outskirts of the city. Just why these "rest camps" were so named, no one ever discovered, except that there was everything to be done except rest. First, there was the camp to be cleaned up or "polished," as it is termed in the army, then came marches and drills that the English might see what the Americans could do.

The evening, however, belonged to the men and, although no messes were granted, nothing was told them restricting them to camp, so there being only a low stone wall around the place many easily vaulted over the barrier in order to visit the city. However, this little visit cost dear, for about

one originally used by Napoleon in training his men. Gun pits, shelters and dugouts were built and every one trained to the utmost, so as to become proficient. Finally in the first part of August, it was announced that there would be a brigade problem with airplanes and balloons trying to detect movements under an assimilation of actual conditions at the front. The regiment was split into battalions and took up scattered and hidden positions about three miles from the range proper. Wires were laid and telephone connections established between all different units. An interesting point was brought out here, no unit was called by its name, i. e., headquarters was "Reble," a battery, "Reble A," Major Hall, acting lieutenant colonel, "City Hall," etc. In like manner no officer

FRENCH HONOR SOLDIERS OF THE 28TH DIVISION

HEADQUARTERS 28TH DIVISION
American Expeditionary Forces
France, April 11, 1919.

GENERAL ORDERS

NO. 15

Second in recognition of their service the French army has awarded the Croix de Guerre to the following named officers and men of this division:

Brigadier General W. G. Peck, Jr., Fifty-third Field Artillery Brigade.

Captain Thomas H. Atherton, 108th Field Artillery.

First Lieutenant Allen S. Dayton, 107th Field Artillery.

First Lieutenant Talison Waters, 107th Field Artillery.

First Lieutenant T. E. Murphy, headquarters, Fifty-third Field Artillery Brigade.

Second Lieutenant H. E. Geisel, 108th Field Artillery.

Second Lieutenant W. G. Emory, 108th Field Artillery.

Sergeant Major John Welsh, 108th Field Artillery.

Sergeant Charles Goodnough, 107th Field Artillery.

Sergeant Robert E. Orr, 107th Field Artillery.

Sergeant William Griffith, 107th Field Artillery.

Sergeant John Cannon, 107th Field Artillery.

Sergeant Beavalls Clark, 108th Field Artillery.

Sergeant Ludwig Volles, 108th Field Artillery.

Sergeant John Boyle, 108th Field Artillery.

Sergeant William Taylor, 108th Field Artillery.

was addressed by title, all were Mr. This done to prevent a knowledge of the whereabouts of individual cannoneers should the enemy intercept such conversations. A zero hour was set and a barrage opened on a target on the range. The maneuver was a success and, although three regiments of guns took part, not a single shell fell outside of the prescribed area, which would have brought the bursting shell dangerously close to several towns.

At last after much speculation, orders came to move and by August 12 the last of the regiment had entrained at Yannes for the front. This time there were no coaches for the men, the guns and horses were placed on flat cars and the men and horses placed in the curious little French box cars. On the night of August 13 Chateau-Thierry was reached.

Corporal Joseph Nelligan, 109th Field Artillery.

Corporal Edward Cook, 109th Field Artillery.

Gunner, first-class, William Backus, 108th Field Artillery.

Gunner, first-class, Edward Barnhardt, 108th Field Artillery.

Gunner, first-class, Harry Knowles, Jr., 108th Field Artillery.

Gunner Melvin Himes, 107th Field Artillery.

Private Paul Spinden, 107th Field Artillery.

Private Morris Weir, 107th Field Artillery.

Private William O. Lambert, 109th Field Artillery.

Private William A. Foss, 110th Field Artillery.

As directed by the commander-in-chief, the division commander will now present such decorations to the officers and men mentioned above.

By command of Major General Hays: DAVID J. DAVIS, Colonel, General Staff, Chief of Staff.

Official: RICHARD W. WATSON, Lieutenant Colonel, Adjutant. (Continued Tomorrow.)

Sergeant George Wolfinger, 108th Field Artillery.

Sergeant W. S. Sullivan, 108th Field Artillery.

Sergeant William Stevens, 109th Field Artillery.

Sergeant William Stee, 109th Field Artillery.

Corporal Patrick Cavanaugh, 111th Infantry.

Corporal Frederick Eagle, 107th Field Artillery.

Corporal George E. Morris, 107th Field Artillery.

Corporal David Garber, 107th Field Artillery.

Corporal Arthur H. King, 107th Field Artillery.

Corporal Edward R. Ayers, 107th Field Artillery.

Corporal William Lamison, 107th Field Artillery.

Corporal Francis Huffman, 107th Field Artillery.

Corporal Thomas Fenn, 108th Field Artillery.

Corporal Erwin S. Cameron, 109th Field Artillery.

Corporal Leroy Mott, 109th Field Artillery.

Corporal Charles Ellmann, 109th Field Artillery.

Corporal Howard Whitebread, 109th Field Artillery.

Corporal Francis J. Homet, 109th Field Artillery.

Sergeant Beavalls Clark, 108th Field Artillery.

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\$100 REWARD

For return of Cadillac stolen in Philadelphia on May 10, 1919.

Model '17, CADILLAC CLUB (or "CHUMMY") Roadster. Color of Body, Wheels and Top LIGHT GRAY.

Newly painted. Looks like new car. Overdrive tires. Carries two extra tires. Large Klaxon horn. Key had been broken off in toolbox lock. Rear license plate holder often works loose so that license hangs at vertical angle. Gray bumper in front. Small, vertical dent on back of left headlight. License number is Pennsylvania 176729, and manufacturer's number is 357-1849.

Anyone who communicates at once any information to

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