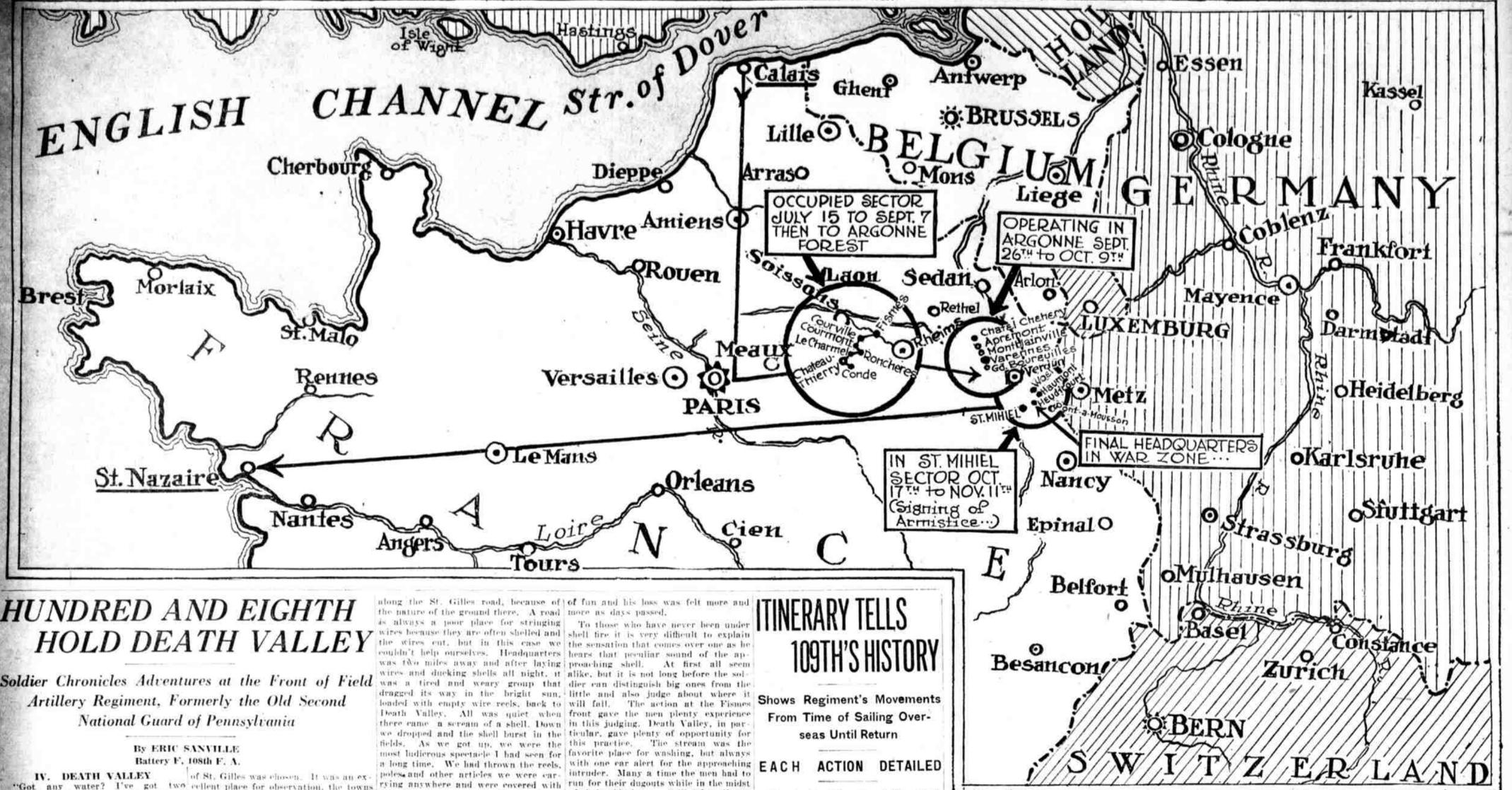


THROUGH WAR-TORN FRANCE THEY MARCHED, NOR HOMEWARD TURNED UNTIL TRIUMPHANT

THE KEYSTONE DIVISION'S "LONG, LONG TRAIL" FROM BATTLEFIELD TO HOME



HUNDRED AND EIGHTH HOLD DEATH VALLEY

Soldier Chronicles Adventures at the Front of Field Artillery Regiment, Formerly the Old Second National Guard of Pennsylvania

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

IV. DEATH VALLEY

"Got any water? I've got two wounded men here who need a drink." These were the words that greeted me as I walked about 2 a. m. into the new gun position where one platoon, consisting of two guns, was already established. They had only been there one day and my heart failed me as I recognized the speaker as one of our first aid attendants and quered, "Who's hurt?" "None of our men," was the reply; "two doughboys from up the hill." Feeling better, I found an empty dugout and crawled in and, too weary to open blankets, fell on the ground and slept till daybreak.

What a wonderful position it was! At the base of a high hill over 200 feet, with the guns plumb up against the rising ground. That is the advantage of the 155 howitzer; it fires at a high angle. Behind was the valley, but 100 yards in width, and a stream through the center ending abruptly in another high hill. The hill in front of the guns looked like a pueblo village, perforated with rows of holes, for there lived the reserve line of infantry. The hill to the rear was also perforated, but with shell holes, the marks of the attempts of "Jerry" to land on the doughboys. To the right of the position ran the St. Gilles road in full view of the enemy, and sure to be fired on as soon as a wagon or other vehicle appeared on it. The valley ended at the road and when any one came in or went out, it was a case of go fast or you may never go again.

along the St. Gilles road, because of the nature of the ground there. A road is always a poor place for striding wires because they are often shelled and the wires cut, but in this case we couldn't help ourselves. Headquarters was two miles away and after laying wires and dunking shells all night, it was a tired and weary group that dragged its way in the bright sun, loaded with empty wire reels, back to there came a scream of a shell. Down we dropped and the shell burst in the fields. As we got up, we were the most ludicrous spectacle I had seen for a long time. We had thrown the reels, poles and other articles we were carrying anywhere and were covered with dirt from head to foot. The laugh we had quite refreshed us and we continued our way in a much better humor.

It is curious how, at the front, one seems to almost develop a sixth sense and realize danger ahead. It was along the same road, one night, that I was repairing a wire with Corporal Harry Patterson, of Harrisburg, when something seemed to warn me to get off the road. I grabbed Patterson and pulled him into a little niche in the bank with me. Less than a minute later four shells fell near us and then a "loche" plane dropped a "load of coal," covering us with dirt and giving us a good fright.

All are not so fortunate, for one day while going back to the first gun position to look for a lost tripod, Sergeant Clark and Corporal William T. Shetzline paused for a moment in Chery Chateau at the Y. M. C. A. They had just started out, when two shells landed in front of the Y. Shetzline was mortally wounded as were nine doughboys. Sergeant Clark only received a slight scratch in the leg and brought the news back to the guns. It is impossible to tell how we felt. Shetzline was extremely popular, always jolly and full of fun and his loss was felt more and more as days passed.

To those who have never been under shell fire it is very difficult to explain the sensation that comes over one as he hears that peculiar sound of the approaching shell. The stream was the favorite place for washing, but always with one ear alert for the approaching intruder. Many a time the men had to run for their dugouts while in the midst of their ablutions. Still "Jerry" was rather methodical in his shelling. He usually began at the upper end of the valley and gradually swept down toward the St. Gilles road.

ITINERARY TELLS 109TH'S HISTORY

Shows Regiment's Movements From Time of Sailing Overseas Until Return

EACH ACTION DETAILED

Here is the itinerary of the 109th Regiment of the Twenty-eighth Division. It shows the movements of the regiment from the time of sailing from the United States to the final journey back to St. Nazaire, before embarking for home. The itinerary was prepared at the direction of Colonel Millard D. Brown, former commanding officer of the 109th, from records kept by officers of the regiment. May 2—Sailed from New York for France. May 16—Arrived Liverpool, England. May 17—Left Liverpool, arrived Folkestone and Dover. May 18—Left Folkestone, arrived Dover; left Dover, arrived Calais; air raid at night. May 22—Left Calais, passed through Bologne, detained at Devres, marched to area of Bloisquin. June 9—Marched from Bloisquin area to Verchaneux. June 10—Marched from Verchaneux to Crequey. June 11—Marched to Maresquel. June 13—Entrained for the Toul sector.

June 14—Diverted from Toul sector, detained at Trilport and Esbley and marched to Mitty Morey. June 24—Moved from Mitty Morey in trucks, arrived Marchais-en-Brie near Montmirail, passing through Claye Annet, Logny, Montry, Couilly, Cresy and Coulommiers. July 4—Moved up to the vicinity of Conde-en-Brie and back again. July 5—Back to the lines again as corps reserve at Conde. July 14—German offensive started. July 20—Regiment drawn into Grand Fontain for a rest. July 23—Marched to Chappin. July 25—Camped in woods near Charlay. July 26—Marched from Charlay to Nesles. July 27—Marched from Nesles to the north of Mont St. Pierre. July 28—Into line again near Courmont. July 30—Colonel Brown left the 109th. July 31—Regiment drawn out for a rest to a woods near Jaulgonne. August 2—Moved to the vicinity of Ronchères. August 3—Moved to the vicinity of Coulouges. August 4—Moved through Cohen and Dravegny to vicinity of St. Gilles, near Fismes, First and Third in line, Second reserve. August 15—Colonel Ham reported to command regiment. August 18—Regiment drawn into the vicinity of Dravegny. September 4—Regiment moved into line east of Fismes and crossed Vesle, Colonel Coulter wounded. September 7—Regiment attacked at 1 p. m. Colonel Ham wounded, Major Gregory. September 8—Relieved by the French. Moved to the vicinity of Arvis La Ponsart. September 10—March to Port a Binson, west of Epernay. September 11—Moved in trucks to the vicinity of Ravigny, near Bar Le Duc. September 17—Marched to woods near Wally. September 18—Marched through Argonne forest to La Islette. September 19—Took over the line from the French near Bourlèzes. September 23—Colonel Inglis reported for duty. September 26—American offensive started; 109th captured Bourlèzes, Petite Bourlèzes, Varennes, Mont Blainville. September 29—Colonel Inglis removed. September 30—Colonel Shannon reported for duty. October 2—Colonel Shannon to 112th, Colonel Prescott to 109th. October 9—Relieved by Eighty-second Division. Moved to the vicinity of Mont Blainville. October 10—Marched to Neuville, took trucks to the St. Mihiel sector, regimental P. C. about five miles north of Toul, near Manil La Tour. October 17—Regimental P. C. to Noviant. October 20—Marched to Buxerelles. November 4—Third Battalion into line near Haumont. November 8—Third Battalion back from line. November 10—Regiment into line near Haumont. November 11—Armistice. November 12—Regimental P. C. to St. Benoit. November 23—Moved from St. Benoit to Wrasville. Regiment moved to Jar Le Bel, then to Le Mans, to St. Nazaire and thence to New York.

MAJOR, CAME IN HAND, FALLS LEADING FIGHT

Thomas B. Anderson, Commander in 110th Regiment, Killed Leading Battalion in Offensive on Vesle River

Lieutenant Tells How Pennsylvanians Marched Into Flood of Gas After Masks Had Been Ruined in Swimming Stream

Red Keystone Designates "Unit of Shock Troops"

Having proved themselves Class A shock troops, the commander of the Twenty-eighth Division issued an order on October 27 directing the Pennsylvanians to wear the red keystone insignia. The color was selected in order to designate the division as a "unit of shock" troops, an honor coveted in the A. E. F. The commander directed that the insignia should be worn on all coats except slickers, and on that day every effective in the division received two keystones. The insignia is worn on the left sleeve.

"In front of his battalion and through a withering rain of artillery and machine-gun fire, Major Thomas B. Anderson, commander of the 110th, marched to his death. And he carried only a cane." Lieutenant F. Earl Lutz, who commanded the radio signal platoon of the 110th Headquarters Company, and who is also the historian of the regiment, thus described the death of the battalion commander who had endeared himself to his men by his unflinching and his courage. Major Anderson lived in Latrobe, Pa. "I had been a steady advance for the 110th," said Lieutenant Lutz. "On August 12 we took the front-line position along the Vesle river and held it until September 1, and we suffered great losses in our daily contact with the enemy. On September 3 we were ordered back fifteen kilometers for a rest. We had had no bathing facilities and had for the last fifteen days eaten but one meal a day, and that meal consisted only of salmon. Besides, there was no drinking water and we needed rest. But we only withdrew four miles when we were ordered to take the front-line position again. "There was to be a new offensive. We forded the Vesle and most of us were forced to swim it. We ruined our gas masks. No sooner did we reach the other side than we walked right into a flood of gas. And our useless masks were a mockery. "However, we captured Baslieux, a strong German base on the other side of the Vesle. It was a terrific Major Anderson received his orders to advance at all costs. The major knew that only a miracle could bring him and his men out alive in the face of the intense enemy fire. But he also realized that the advance was necessary. He rushed out before his men with battalion runners and signalmen close at his heels. He waved his cane as he shouted cheer to his men. A machine-gun bullet struck him and he died almost instantly. The objective, however, was taken by his battalion. "The Twenty-eighth Division was to be the spearhead of a terrific drive scheduled to begin on November 14. Consequently all the hospitals were raked for experienced men who had been under fire, who had been wounded, but who were by this time well again. You can understand how many men the 110th lost when I tell you that we received 650 of these replacement troops. According to the plan, on November 11 the Keystone Division was to march forward and take Charlay and continue to Mars-le-Tour. There we were to consolidate and form a salient which would furnish a sort of hinge for the drive on Metz. The 109th was to shoot ahead for a while and then the 110th was to come up from behind and leapfrog through. "But at 8:48 on the morning of November 11, a runner came up with orders not to advance; that the armistice had been signed. We all thought it a joke, but we were glad enough to cease firing a bit. At five minutes to eleven it was quiet. But at two minutes of eleven bell broke loose. It seemed as if everybody wanted to see how much he could send over into Germany during those closing minutes. At eleven, it was quiet again. "The soldiers loafed about. The Germans tried to fraternize, but our outposts wouldn't let them come near. And that night, for the first time in two years, we were permitted to light our fires and cigarettes! And that was the way we celebrated the day of the armistice—quietly building more fires and lighting more cigarettes in the dark, than we needed, just for the luxury of it."

THEY WANT GOOD ROADS

Soldiers' Experience in France Made Them Staunch Advocates "The American soldier back from France has given great impetus to the good roads movement in the United States," said H. Ross Maddocks, of the Stewart Automobile Corporation. "He saw the wonderful roads of France, the national arteries of traffic that saved the country when the gray columns of Germany struck at the heart of France, and he mentally put them down in his own United States and regarded the improvement with vast satisfaction. "Virtually every soldier who returns from France is an ardent advocate of better roads for the United States. And we are getting back, in our engineering and road-building units, experts in construction who have studied the greatest road-making methods in the world. "With the growth of truck transportation in the United States and the fact that the farmers are rapidly coming to regard the motortruck as the natural solution of their haulage problems, the United States is sure to witness the greatest road-building activity in its history in the next few years."

HERE'S WHERE THEY FOUGHT HARDEST



Sketch of Fismes Sector showing the positions occupied by 108th F. A. from August 12 to September 9. Legend: A-B represent 1st Position of F. Battery, C-1st Position of E. Battery, D-1st Position of G and D. Batteries, E-1st Position of A and D. Batteries, F-2nd Position of F. Battery, G-2nd Position of E. Battery, H-2nd Position of C and D. Batteries, K-2nd Position of A and B. Batteries, L-3rd Position of E and F. Batteries, M-Reg. Aid Command.