

CORKLE TELLS OF ATTACK BY SUBS

Pennsylvania Railroad Man, Now Sergeant, Writes From Near Front

D. F. Corkle, quartermaster sergeant with the headquarters company, Motor Supply Train 404, American Expeditionary Forces, has written an interesting letter to some Harrisburg friends from "somewhere in France." Sergeant Corkle resided at 410 Woodbine street and was a stenographer in the police department of the Pennsylvania railroad before enlisting in the Army. He is one of the Pennsy men making good across the water. Sergeant Corkle among other things says:

and dry on British soil. During the time consumed in crossing we saw many interesting sights which I fear I cannot relate to you until I return. On all sides of our boat we were hemmed in by other large transports, which comprised our convoy, together with a British and American battleship which composed our escort.

"Well, once we finally got a good start from the coast our trip was more or less uneventful, except until we were within several days from the English coast, at which time we were approached by quite a number of U-boat chasers—and say, when we first sighted them everyone was absolutely positive they were some of the dreaded German subs. To be perfectly frank with you I will admit that it was a settled fact in my mind that we were fast going down. True, and I remember quite clearly that the water was cold. I actually know that up until that wakening moment I was perfectly calm and never once did a sub disaster enter my quiet and peaceful mind, but when I saw those small, dreadful boats coming toward us, as they leaped over the huge waves and disappearing at times, I truly believe I thought of all my relatives from my great-great-grand-

mother down to my one hundred and forty-second cousin.

"But—the tide has turned—some one yells, 'Oh, gee, they are American submarine chasers.' Not to make a long story short it was a joke from then on until one morning at seven when we were fired upon by an actual German sub—missed—excitement for a while and then joke again. At noon, same day, we sighted a sub near us and just as our gunners (the best in the British Navy) had their gun trained on the gentlemen he dropped out of view. More excitement, again at 3 p. m. we were fired upon and, as in the morning, missed. It was the captain's opinion that we were followed by the same boat from early that morning. You know a sub has no easy time making its fire effective, and at the same time our convoys are wonderfully protected at all times. After this encounter our boys were fast becoming hardened to such small incidents and I believe felt absolutely brave and strong enough to ship General Grant and his entire Army.

"Sometime around nine o'clock in the morning of the day we landed, we sighted land which we later learned was the coast of Scotland, and honestly it was the most pic-

turesque scene I ever laid my eyes on. It was a stretch of the coast, every inch of which was under cultivation, with the exception of a few fields every here and there for the feeding of cattle, and running to the water's edge where it abruptly ended forming a cliff, say 300 feet high. To the extreme right situated on the highest bluff was a tall and sedately appearing lighthouse and immediately back of same cattle could be seen grazing lazily in rich green, grassy fields. It was one of the most perfect pictures of life I ever looked upon and one whose magnificence was beyond compare as far as my knowledge reaches. The trip across the pond was one long to be remembered. Several days we experienced very rough weather, the waves rolling as high as the boat, but contrary to the general rule not many of the lads were sick. It was a British boat of the White Star line and they surely extended accommodations to us.

"One morning during the time we were in midocean a certain lad appeared in one of the companion ways of the boat and yelled at the top of his voice 'Morning Star,' which is the name of an Indianapolis newspaper. It was surprising the number of fellows who immediately appeared, coin already in hand for an issue. Jokes of this type helped considerably in keeping the boys in the best of spirits.

"We, as you now know, landed in England and only remained there for a short period at American rest camps. These camps are established for the sole purpose of restoring lads to their natural health, who for some reason have lost quite a number of their rations 'somewhere' and as a result have lost quite a few pounds in weight.

"Well, we crossed England after seeing some mighty interesting things, one of which was the nice miles of floating docks at Liverpool. Also passed through Oxford, the great city possessing the noted school of England. At Winchester, England, we saw quite an old town and one of the oldest Cathedrals in England. It was remarkable and pleasing to note with what respect and admiration we were received all along the journey through England and France. One case I remember particularly when an old woman raised her window during the early morning hours while we were marching with a steady tramp, tramp, tramp on our way to a certain rest camp, and called to us in low spoken words, 'God bless you, everyone, boys, God bless you.' Such warm receptions and kind hospitalities extended to our boys have a wonderful tendency to produce great, brave and mighty fighters of them, and I can truly say that such receptions were accorded us all along our way. In my opinion I firmly believe, in all cases, an American expresses more gratitude for kindness bestowed upon him than a man of any other race.

"I might at this time give you an idea of the rail service we received. In England and France the cars

are about one-third as long as ours, and instead of the aisle running longways, you enter from the side of car compartments made to accommodate six persons. In some cars, they are divided into compartments, say four in number, and numbered on the doors '1, 2, 3'—meaning the compartments are furnished with such fixings as are necessary for first, second and third class passengers. I being a warrant officer, rode in first and second class rooms. Most of the boys were not so fortunate as those from our organization and consequently rode in box cars for several days at a stretch. The trains in England make wonderful speed, in fact much faster than trains in France. Of course you know there is a good reason for this fact.

"We arrived at a point in Western England one bright Sunday morning, where, on the same day, we boarded a Channel transport which was a small boat of a speedy type and that night proceeded to cross the English Channel. While crossing this body of water we were a little uneasy but managed to make it safely. The water was very calm and the boat just skimmed along.

"Always, while on the water we were compelled to wear life preservers. The next morning found us in France at the city of...

where we were actually bound for. As a result of this last official order to move I write this letter to you from a point not far distant from the battle front, this camp being in the advance section."

TELLS OF WILD FLOWERS
"Wild Flowers" was the subject of an interesting talk by John F. Kob, in the Shimmel school building, last night, before the Shimmel Community Center. Wendell Taylor recited and Dolores Segelbaum told several stories. Motion pictures were shown and a collection of \$10 was taken for the Red Cross.

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Rainbow Division Has No Casualties

Major Q. O. Reitzel, of Lancaster county, who commands a battalion of the Rainbow Division, and is a former legislator, has written a letter to Adjutant General Beary in which he says the division has been on duty in the trenches three times and had no casualties up to the time of writing his letter. He speaks of the men as in fine shape.

General Beary is highly pleased at the result of Pennsylvania's record of service and thinks there are close to 150,000 men from this state in service, including the 82,000 drafted men. There are about 25,000 in the Keystone division, 600 in the Rainbow, 10,000 in the Navy and the rest in the Regular Army or in units from other states.

INSURANCE EXPERT HERE
Miles M. Dawson, the New York insurance expert who has been examining the state insurance fund, was here to-day to discuss matters with the Auditor General. The fiscal officer wanted information on expenditures of the fund the last year and since January 1.

NEWARK POSTMASTER DIES
Newark, N. J., May 3.—John F. Newark postmaster of this city, died here yesterday. He was 68 years old. Mr. Newark was active in Democratic politics.

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