

302nd
Field Artillery
U. S. Army



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Book 32

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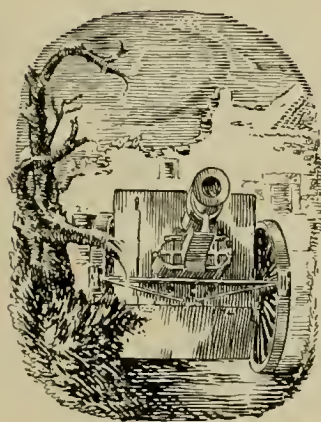
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BRIGADIER GENERAL DANIEL F. CRAIG

Commissioned Colonel Aug. 17, 1917. Commanding Regiment from Sept. 4, 1917 to Oct. 15, 1918. Brigadier General Oct. 15, 1918, assigned to command the 157th Field Artillery Brigade, 82nd Division. Address: c o Riggs National Bank, Washington, D. C.

The
302nd Field Artillery
United States Army



302nd Field Artillery Association

JOSEPH J. LANE, *Secretary*
144 Lexington Avenue, Cambridge, Massachusetts

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TO BRIGADIER GENERAL
DANIEL F. CRAIG

Commander of the Regiment from the
time of its organization, September
5, 1917, until his promotion to Briga-
dier General October 15, 1918.

INTRODUCTION

This book is the result of a desire throughout the regiment for a memento of the Great War and of the comradeship enjoyed in the service by the members of the 302nd Field Artillery.

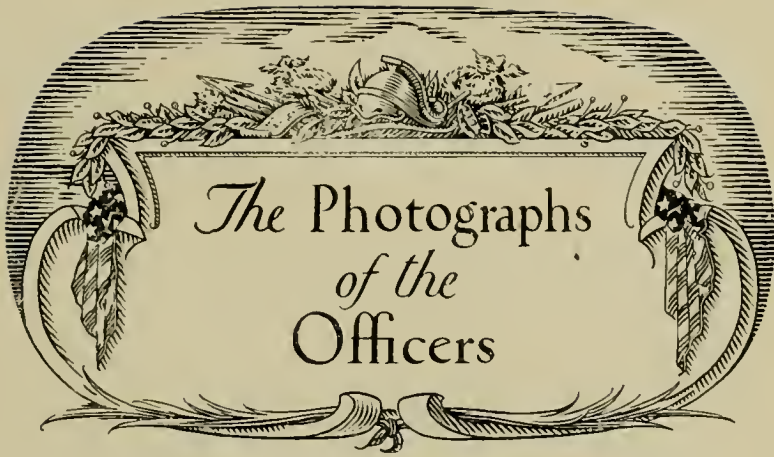
The book is published under the auspices of the Regimental Association.

Captain William H. Claffin, Jr. wrote "The Story of the Regiment," spending a great deal of time and effort in checking up the data he used in order that the work would be as near historically true as possible. In addition he had general charge of the issuance of the book. Corporal Joseph J. Lane, Secretary of the Association, accomplished an immense amount of work connected with the printing and selling of the book. With the assistance of the battery clerks and first sergeants, he collected and accounted for orders for 1264 books previous to publication, and was entrusted with the thousand and one details connected with the publication of the book. The drawings are the work of William G. French of C Battery and Dan W. Twiddy of A battery. The photographs were taken after the armistice by Lieutenants Wellman and Whipple. The map was traced by Sergeants Hauser and Binder of Headquarters Company from an old French map of the sector.

It is believed that the book fulfills the desires of the regiment, and that much credit is due the men who made its publication possible.

T. JEFFERSON COOLIDGE, 3rd., *President*
302nd Field Artillery Association

Magnolia, Mass., August 12, 1919.



The Photographs
of the
Officers



COLONEL WILLIAM P. PLATT

West Point. Commissioned Colonel Oct. 26, 1918. Commanding Regiment since
Nov. 6, 1918. Address: Fort Leavenworth, Kansas.



MAJOR ROBERT A. DOYLE

Commissioned Major Dec. 31, 1917. Assigned to Regiment Oct. 11, 1918. Commanding 2nd Battalion from Oct. 13, 1918 to Feb. 28, 1919. Address: Little Rock, Arkansas.



MAJOR MORRIS HADLEY

Commissioned Major at Plattsburg, Aug. 15, 1917. Commanding 2nd Battalion Aug. 15, 1917 to Oct. 13, 1918. 3d Battalion Oct. 13, 1918 to Dec. 4, 1918. Trans. Hdqrs., Third Army, Dec. 4, 1918. Address: Whitney Ave., New Haven, Conn.



MAJOR WILLIAM GAMMELL, JR.

Commissioned Captain Jan. 9, 1917. Commissioned Major April 16, 1918. Commanding 1st Battalion since April 16, 1918. Address: 170 Hope St., Providence, R. I.



MAJOR EDWARD D. SINKS, M. C.

Commissioned Major Jan. 26, 1918. Commanding Med. Det. since June 21, 1918. Address: 122 East Circular St., Lima, Ohio.



CAPTAIN HARCOURT AMORY, JR.

Commissioned Captain Aug. 15, 1917. Battalion Adjutant 3d Battalion. Commanding 3d Battalion. Address: 293 Beacon St., Boston, Mass.



CAPTAIN SAMUEL W. ATKINS

Commissioned Captain at Plattsburg Training Camp, August 15, 1917. Commanding Battery E. Address: Marietta, Pa.



CAPTAIN LINCOLN BAYLIES

Commissioned Captain at Plattsburg Training Camp, Aug. 15, 1917. Commanding Battery F. Address: 5 Commonwealth Ave., Boston, Mass.



CAPTAIN JOHN M. BULLARD

Commissioned 2nd Lieut. at Plattsburg, Aug. 15, 1917. 1st Lieut. Dec. 31, 1917. Captain May 21, 1918. Personnel Adjutant since May 21, 1918. Regimental Adjutant since Jan. 1, 1919. Address: 428 County St., New Bedford, Mass.



CAPTAIN HOWARD T. BYLES

Commissioned Captain at Plattsburg Training Camp, Aug. 15, 1917. Commanding Battery C to March 3, 1919. Address: Central Village, Conn.



CAPTAIN WILLIAM H. CLAFIN, JR.

Commissioned Captain at Plattsburg, Aug. 15, 1917. Commanding Headquarters Co. Address: 269 Commonwealth Ave., Boston, Mass.



CAPTAIN T. JEFFERSON COOLIDGE, 3D

Commissioned Captain at Plattsburg, Aug. 15, 1917. Commanding Battery D, Sept. 4, 1917 to Dec. 15, 1917. Regimental Adjutant Feb. 17, 1918 to Jan. 1, 1919. Commanding Battery D since Jan. 1, 1919. Address: 184 Beacon Street, Boston, Mass.



CAPTAIN SAMUEL S. DURYEE

Commissioned Captain at Plattsburg Training Camp, Aug. 15, 1917. Commanding Battery A. Address: Garrison-on-Hudson, New York.



CAPTAIN BURGESS A. EDWARDS

Commissioned Captain at Plattsburg Training Camp
Aug. 15, 1917. Commanding Battery B. Address:
87 Milk St., Boston, Mass.



CAPTAIN CALEB L. ETHERIDGE, ORD.

Commissioned 1st Lieut. Sept. 29, 1917. Captain
March 12, 1919. Commanding Ordnance Detachment.
Address: 1027 Calhoun St. Columbia, S. C.



CAPTAIN EVAN HOLLISTER

Commissioned Captain at Niagara Training Camp,
Nov. 27, 1917. Commanding Supply Co., and Regi-
mental Supply Officer. Address: 780 West Ferry St.,
Buffalo, New York.



CAPTAIN JOHN F. STREETER, M. C.

Commissioned Captain Nov. 6, 1917. Duty with Med.
Det. Address: 55 Walnut St., Springfield, Mass.



2ND LIEUT. ROBERT H. ATKINSON

Commissioned 2nd Lieut. August 1, 1918. Joined Regiment September 25, 1918. Duty with Supply Company. Address: 1195 East Lincoln Street, Portland, Oregon.



2ND LIEUT. CHARLES E. BALCHIN

Commissioned 2nd Lieut. August 1, 1918. Joined the Regiment Sept. 25, 1918. Duty with Battery A. Address: 62 Governor Street, Providence, Rhode Island.



2ND LIEUT. CHARLES E. BLAKE

Commissioned 2nd Lieut. November 27, 1917. Duty with Supply Company to February 28, 1919. Address: 496 Farmington Ave., Hartford, Connecticut.



1ST LIEUT. ALLEN H. BOARDMAN

Commissioned 1st Lieut. at Plattsburg, Nov. 27, 1917. Duty with Battery D to Mar. 11, 1919. Commanding Battery C since Mar. 11, 1919. Address: 165 Buckingham St., Waterbury, Conn.



2ND LIEUT. LLOYD G. DEL CASTILLO

Commissioned 2nd Lieut. July 4, 1918. Duty with Headquarters Company, Band Leader. Address: 324 Franklin Street, Cambridge, Mass.



1ST LIEUT. & CHAPLAIN CURTIS W. CHENOWETH, U. S. A.

Commissioned 1st Lieut. June 19, 1918. Duty with Regiment until Feb. 28, 1919. Address: University of Idaho, Moscow, Idaho.



2ND LIEUT. HUGH B. HAMILTON

Commissioned 2nd Lieut. Aug. 1, 1918. Joined Regiment Oct. 3, 1918. Duty with Battery E to Feb. 20, 1919. Trans. to Army Educational Commission, Paris, Feb. 20, 1919. Address: Moberly, Louisiana.

2ND LIEUT. ALVIN E. HARDGROVE

Commissioned 2nd Lieut. Aug. 1, 1918. Joined Regiment Sept. 25, 1918. Duty with Battery E to Jan. 15, 1919. Trans. to Combat Officers' Replacement Depot, Gondrecourt, Jan. 15, 1919. Address: Wolf Street, Creek, Montana.

2ND LIEUT. JOHN F. COVER, JR.

Commissioned 2nd Lieut. August 1, 1918. Joined Regiment Sept. 25, 1918. Duty with Headquarters Company. Address: Lima, Ohio.



1ST LIEUT. GORDON CURTIS

Commissioned 1st Lieut. Nov. 27, 1917. Duty with Battery D. Address: Wellesley Farms, Mass.



1ST LIEUT. WILLIAM H. FLYNN, M. C.

Commissioned 1st Lieut. June 25, 1917. Duty with Med. Det. Address: Unionville, Conn.



2ND LIEUT. ROBERT R. GORTON

Commissioned 2nd Lieut. August 15, 1917. Duty with Headquarters Company. Address: 143 Freeman St., Brookline, Mass.



2ND LIEUT. FREDERICK C. HOLBROOK

Commissioned 2nd Lieut. Nov. 27, 1917. Joined the Regiment Aug. 20, 1918. Duty with Battery C. Address: Brattleboro, Vermont.



2ND LIEUT. WALLACE A. HOWES

Commissioned 2nd Lieut. August 15, 1917. Duty with Battery A. Address: 74 Maple Street, Florence, Mass.



2ND LIEUT. ROY M. HUNTER

Commissioned 2nd Lieut. Aug. 1, 1918. Joined the Regiment Sept. 25, 1918. Duty with Headquarters Company. Address: 131 Chauncey Street, Brooklyn, New York.



2ND LIEUT. JAMES C. KEMPTON

Commissioned 2nd Lieut. Aug. 15, 1917. Duty with Battery C. Address: c/o Springfield Waste Co., Mill St., Springfield, Mass.



2ND LIEUT. GALEN L. LOCKE

Commissioned 2nd Lieut. August 15, 1917. Duty with Headquarters Company. Address: 50 Cushing Ave., Belmont, Mass.



1ST LIEUT. HENRY P. KIDDER

Commissioned 1st Lieut. August 15, 1917. Duty with Headquarters Company. Address: Southboro, Mass.



1ST LIEUT. HUGH KNOWLTON

Commissioned 2nd Lieut. Aug. 15, 1917. 1st Lieut. Nov. 4, 1918. Duty with H'dq. Company to Oct. 29, 1918. Aide Brig.-Gen. D. F. Craig Oct. 29, 1918 to Jan. 18, 1919. Duty Battery D. Address: Radnor Hall, Charles River Road, Cambridge, Mass.



2ND LIEUT. LAWRENCE K. MARSHALL

Commissioned 2nd Lieut. November 27, 1917. Duty with Battery B. Address: 399 High Street, West Medford, Mass.



1ST LIEUT. ANDREW B. McCLARY

Commissioned 2nd Lieut. Aug. 15, 1917. 1st Lieut. Dec. 31, 1917. Duty with Battery C to Feb. 28, 1919. Address: Windsor, Vermont.



1ST LIEUT. GUY D. MCKINNEY

Commissioned 1st Lieut. Nov. 27, 1917. Duty with Battery A to Feb. 28, 1919. Address: 1602 Fourth Ave. North, Fort Dodge, Iowa.



1ST LIEUT. RICHARD J. METZGER

Commissioned 1st Lieut. November 27, 1917. Duty with Battery E. Address: 241 West Avenue, Buffalo, New York.



1ST LIEUT. ADRIAN O. MORSE

Commissioned 2nd Lieut. Aug. 15, 1917. 1st Lieut. Dec. 31, 1917. Duty with Battery C. Address: Durham, New Hampshire.



2ND LIEUT. HUGH W. MYERS

Commissioned 2nd Lieut. August 15, 1917. Duty with Battery D. Address: Hamilton, Virginia.



2ND LIEUT. JOSEPH M. NEVILLE

Commissioned Second Lieutenant August 15, 1917. Duty with Battery C. Address: Simsbury, Conn.



1ST LIEUT. JOSIAH C. PALMER, JR.

Commissioned 2nd Lieut. Aug. 15, 1917. 1st Lieut. Dec. 31, 1917. Duty with Battery F. Address: 840 Park Ave., New York, N. Y.



2ND LIEUT. TREMAINE PARSONS

Commissioned 2nd Lieut. Aug. 15, 1917. Duty with Battery B. Address: 15 Dell Ave., Hyde Park, Mass.



2ND LIEUT. MYLES S. PERKINS

Commissioned 2nd Lieut. August 15, 1917. Duty with Battery B to February 28, 1919. Address: 144 Pine Ridge, Waban, Mass.



1ST LIEUT. PRESTON B. PORTER

Commissioned 1st Lieut. November 27, 1917. Duty with Supply Company. Address: 489 Linwood Ave., Buffalo, New York.



1ST LIEUT. JOHN M. RAYMOND, JR.

Commissioned 1st Lieut. April 20, 1917. Captain March 12, 1919. Duty with Hdqrs. Company. Battalion Adjutant to Jan. 15, 1919. Trans. to Combat Officers' Replacement Depot, Gondrecourt, Jan. 15, 1919. Address: 438 Lafayette St., Salem, Mass.



2ND LIEUT. LAWRENCE F. ROSSITER

Commissioned 2nd Lieut. August 15, 1917. Duty with Battery E to February 28, 1919. Address: Greenwich, Conn.

LIEUT-COLCNEL E. R. WARNER McCABE

Commissioned Lieut-Colonel May 26, 1918. Joined Regiment Aug. 11, 1919. Commanding Regiment from Oct. 15, 1918 to Nov. 6, 1918. Commissioned Colonel Nov. 12, 1918. Address: Richmond, Vt.

1ST LIEUT. FREDERICK W. POLLARD

Commissioned 1st Lieut. November 27, 1917. Duty with Supply Company. Address: 14 Commonwealth Ave., Boston, Mass.

2ND LIEUT. WILLIAM A. PARKER

Commissioned at Plattsburg Training Camp Aug. 15, 1917. Duty with Battery D to Nov. 7, 1918. Address: 8 Gloucester Street, Boston, Mass.



2ND LIEUT. EDWARD VAN V. SANDS

Commissioned 2nd Lieut. August 15, 1917. Duty with Battery A. Address: 101 East 39th St., New York, N. Y.



2ND LIEUT. PAUL B. SESSIONS

Commissioned 2nd Lieut. August 15, 1917. Duty with Headquarters Company. Address: 25 Bellevue Ave., Bristol, Conn.



1ST LIEUT. ALEXANDER H. SCOTT

Commissioned 1st Lieut. November 27, 1917. Duty with Battery E. Address: 541 Pine St., Manchester, N. H.



2ND LIEUT. PAUL B. SCOTT

Commissioned 2nd Lieut. August 1, 1918. Joined Regiment September 25, 1918. Duty with Battery F. Address: Reidsville, N. C.



1ST LIEUT. CLAYTON J. SMITH

Commissioned 2nd Lieut. Aug. 15, 1917. 1st Lieut. Dec. 31, 1917. Duty with Headquarters Company. Address: 115 Jefferson Street, Stamford, Connecticut.



2ND LIEUT. EMERSON P. SMITH

Commissioned 2nd Lieut. Aug. 15, 1917. Duty with Battery F to Feb. 28, 1919. Address: 170 Brown St., Providence, Rhode Island.



1ST LIEUT. JOHN S. STANTON, JR.

Commissioned 1st Lieut. Aug. 15, 1917. Duty with Headquarters Company. Address: 54 South Portland Ave., Brooklyn, New York.

CAPT. HALLECK LEFFERTS

Commissioned Capt. at Plattsburg, Aug. 15, 1917. Commanding Battery D to Nov. 11, 1918. Gassed in action Nov. 11, 1918. Transferred to hospital at Commercy. Address: 830 Park Ave., New York City, N. Y.

CAPT. KENNETH F. SIMPSON

Commissioned Capt. at Plattsburg, Aug. 15, 1917. Regimental Adjutant to February 17, 1918. Battalion Adjutant 1st Battalion to Jan. 17, 1919. Address: c/o Fifth Ave. Bank, 530 5th Ave., New York City, N. Y.

2ND LIEUT. LOUIS N. SCHRUPP

Commissioned 2nd Lieut. August 1, 1918. Joined Regiment September 25, 1918. Duty with Battery B to February 28, 1919. Address: 1743 White St., Dubuque, Iowa.



2ND LIEUT. WILLIAM D. SWAN, JR.

Commissioned 2nd Lieut. Aug. 1, 1918. Joined Regiment Oct. 3, 1918. Duty with Battery D. Address: 167 Brattle St., Cambridge, Mass.



2ND LIEUT. WILLIAM F. SIMPSON

Commissioned 2nd Lieut. Aug. 15, 1917. Duty with Headquarters Company to Feb. 28, 1919. Address: Kenwood Place, Wheeling, West Virginia.



2ND LIEUT. ALLAN W. WAITE

Commissioned 2nd Lieut. Nov. 27, 1917. Joined Regiment Aug. 20, 1918. Duty with Battery F. Address: c o Aetna Life Insurance Co., Hartford, Connecticut.



1ST LIEUT. JOHN B. WATERMAN

Commissioned 2nd Lieut. Aug. 15, 1917. 1st Lieut. Dec. 31, 1917. Duty with Headquarters Company to Feb. 28, 1919. Address: Highland Ave., Fall River, Mass.



1ST LIEUT. DONALD C. WATSON

Commissioned 1st Lieut. Nov. 27, 1917. Joined Regiment Aug. 20, 1918. Duty with Battery B. Address: Hinckley Road, Milton, Mass.



1ST LIEUT. HAROLD O. WELLMAN

Commissioned 2nd Lieut. Aug. 15, 1917. 1st Lieut. Dec. 31, 1917. Duty with Battery E. Judge Advocate. Address: 15 Saxon Terrace, Newton Highlands, Mass.



1ST LIEUT. FREDERIC E. WHEELER

Commissioned 1st Lieut. November 27, 1917. Duty with Battery F. Address: 908 Mutual Life Bldg., Buffalo, New York.



2ND LIEUT. LEYLAND WHIPPLE

Commissioned 2nd Lieut. August 15, 1917. Duty with Headquarters Company to February 28, 1919. Address: Bangor, Maine.



2ND LIEUT. ROWES B. WILCOX

Commissioned 2nd Lieut. Aug. 1, 1918. Joined Regiment Sept. 25, 1918. Duty with Supply Company. Address: 71 Main St., Stonington, Connecticut.



1ST LIEUT. WILLIAM G. WILLIAMS

Commissioned 1st Lieut. Sept. 16, 1917. Duty with Medical Detachment. Trans. to Base Section 2, SOS, March 19, 1919. Address: Laddins Rock, Stamford, Connecticut.



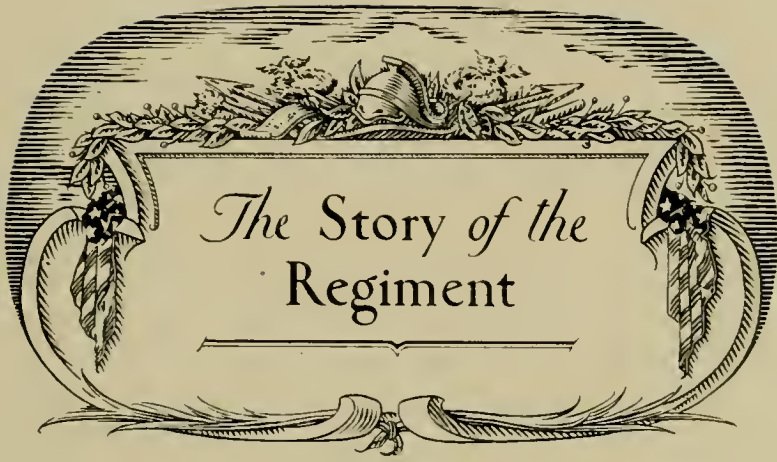
2ND LIEUT. JAMES H. WITHINGTON

Commissioned 2nd Lieut. Aug. 15, 1917. Duty with Battery F. Home Address: 31 Chestnut Terrace, Newton Center, Mass.



1ST LIEUT. DONALD C. WRIGHT

Commissioned 2nd Lieut. Aug. 15, 1917. 1st Lieut. Dec. 31, 1917. Duty with Battery A to Feb. 28, 1919. Address: Orange, Connecticut.



The Story of the
Regiment



THE COLORS

The Story of
the
302nd FIELD ARTILLERY
United States Army



ON September 3, 1917, the 302nd Field Artillery became a unit of the United States Army. To establish its relation with the many other organizations that saw service in the war against Germany, it is necessary to explain briefly the general plan upon which the Army was organized.

When the United States declared war against Germany, the War Department realized the fact that the Regular Army and the National Guard could not be expanded to sufficient size to meet the requirements that faced the country. The solution to the great problem was found in the passing by Congress of the Selective Service Acts, establishing compulsory military service. As a direct result of this very drastic military measure, the National Army came into existence.

Since the Regular Army and the National Guard were established systems, Divisions made up of troops from these organizations were the first to be sent abroad and naturally, the first to reach the Front. The National Army, however, had no foundation whatever upon which to build. It was an entirely new Army, created solely for the present war. The difficulties surrounding the formation of this Army have no actual place in this history. The building of the cantonments, providing equipment, food, and the countless other items essential to a military organization, form in themselves a history, making an enormous accomplishment, in comparison with which any former military efforts of our country seem very trivial.

The plan upon which arose the National Army called for seventeen Divisions, numbered consecutively from the 76th to the 92nd. The

sites for divisional cantonments were selected at various strategic points throughout the country, and the machinery set in motion that brought forth a finished product prepared to meet the best troops of Germany.

The 302nd Field Artillery began its existence as one of the regiments comprising the 76th Division, which was in command of Major-General Harry L. Hodges. This Division was formed at Camp Devens, Ayer, Massachusetts, and continued its training there until it sailed for Europe.

Camp Devens, like all the other cantonments, was a marvel of construction. The rapidity with which this city was constructed—a wilderness in June; the home of thirty thousand in September—is merely one example of the many stupendous efforts made by the War Department to plant an Army in Europe in the shortest possible time. When the officers first arrived, in fact all through the month of September, Camp Devens was a seething mass of construction. Barracks sprang up as if raised by magic. Thousands of workmen swarmed everywhere. Once the framework of a building was raised, it was a jumble of humanity; hammering, sawing, building, building, building! Trucks loaded with lumber bounced over abominable roads and came to a halt beside a scrub oak thicket. In two days the scrub oak thicket had given way to a row of two-story barracks. The wildest dreams of a western boom town appeared as child's play compared to the frantic efforts of thousands of workmen, racing against time, to make this city ready for the first quota of the Draft, due to arrive the first week of September.

It was into this bedlam of confusion that the officers of the Regiment arrived on August 29, 1917. All day they trickled in, until by evening the entire quota was present; housed in a recently constructed barracks on Infantry Hill.

Although the period spent by the officers in their training camp is not actually a part of the Regiment's life history, nevertheless it was during that period that the Regiment first began its moulding. The 2nd Battery, 1st Provisional Training Regiment, a unit of the Officers' Training Camp at Plattsburg, turned out the officers for the Regiment. During the first month at Plattsburg all officers took Infantry Instruction. It was not until the middle of June that the candidates were separated into the various branches of service, and the future officers of the 302nd

Field Artillery became segregated in the 2nd Battery under the command of Lieutenant Beare. During those two months the candidates were crammed with Artillery knowledge. The "Four-Ringed Circus" seemed to stretch on and on into a never-ending succession of subjects. Finally the camp came to an end on the 15th of August, and it was with any other feeling than regret that the newly commissioned officers left Plattsburg with orders to report to Camp Devens on August 29th.

It was not until the afternoon of August 30th that the officers had their first official meeting. It was then that Colonel Craig introduced himself to each officer of the Regiment. The first impression of esteem felt by everyone, was more than justified as the Regiment progressed through its months of training. Lieutenant Colonel Danforth was second in command. He was later assigned as commander of the Artillery Camp at Camp Jackson. With Colonel Craig and Lieutenant Colonel Danforth at the helm, the Regiment had two of the best men the service could offer, to direct its course.

The days before the first quota of the Draft arrived were uneventful. The officers busied themselves in learning their way about the Camp. The future Regimental Cantonment in those days was rough-looking, to say the least; barracks built in a "stump field"; no officers' quarters; brush and brambles everywhere; and no roads that were worthy of the name. Two days before the arrival of the first recruits, however, the officers' quarters sprang into being, and, by the 6th of September, everyone was housed in quarters belonging to the Regiment, eagerly looking forward to the coming of the first men.

The officers were assigned to Headquarters Company, the six Batteries and the Supply Company. Regimental General Order Number 2, dated September 4, 1917, made the assignment. The Organization Commanders appointed were as follows:

Regimental Adjutant: CAPTAIN KENNETH F. SIMPSON.
Headquarters Company: CAPTAIN WILLIAM H. CLAFLIN, JR.
Supply Company: CAPTAIN HALLECK LEFFERTS.
Battery A: CAPTAIN SAMUEL S. DURVEE.
Battery B: CAPTAIN BURGESS A. EDWARDS.
Battery C: CAPTAIN HOWARD T. BYLES.
Battery D: CAPTAIN THOMAS JEFFERSON COOLIDGE, 3RD.
Battery E: CAPTAIN SAMUEL A. ATKINS.
Battery F: CAPTAIN LINCOLN BAYLIES.

September 6th brought forth great speculations. What would the men be like? Would there be any men with previous military training? What would be their attitude? It was with a strong feeling of curiosity that the officers watched the first little band of recruits troop up the dusty road towards Regimental Headquarters. Twenty-nine men came that first day. A mere handful, but that little handful of men marked an epoch in the history of our Country. If a man had ventured the prophecy six months before, that selective military service would be in existence in so short a time, his mental soundness would have been doubted. Yet these few men were living examples of the existing fact. The old order of things had gone forever. The volunteer system was history. Here were soldiers of a new regime. Few as they were in numbers, these men gave an impression that assured the success of the National Army.

Small batches of men dribbled in each day until the 10th, when the last of the first quota of five per-cent arrived. On that day the Morning Report showed an enlisted personnel of 163 men, including 10 Non-Commissioned Officers, who had been sent from the 14th Field Artillery as a training nucleus. During the next few days very little work of a military nature was done; the men were examined and clothed, and the work of cleaning the regimental area began, while awaiting the arrival of the first forty per-cent scheduled the 19th. On the 19th, and 20th, large numbers of recruits were due to arrive from Connecticut and Vermont.

The Connecticut contingent arrived in the evening of the 19th. To say that they made a decided impression on the Regiment, would be putting it mildly. The weather was very disagreeable and the roads were even muddier than usual, when the news reached Regimental Headquarters that the whole male population of New Haven was on its way up from the gate. The Captains established themselves behind tables piled high with qualification cards. The Medical Detachment was notified. The Adjutant, Captain Simpson, busied himself with the arrangement of various lists, and made all preparations to pass as many men as possible through the initial examination that night.

It was dusk before the hosts from New Haven arrived. Lieutenant Kidder, mounted on a horse borrowed for the occasion, led the parade;

while Lieutenant MacInnis, also mounted, brought up in the rear. The straggling line of men stretched far out of sight — strangers in a strange land. The attempt at a column of fours was soon lost, once a halt was made. "Hail, hail, the gang's all here" seemed to be the chief method of expressing their like or dislike for their present condition, but by no means the only one; some just shouted, for no particular reason than perhaps to keep up their courage. There were tall men, short men, thin men, and fat men. By the variety of languages that drifted out of the rumble of voices, the nations of the world were present, even including our enemies.

The question, "Where are you men from?" brought forth a roar of "New Havens." Each had a tag tied on his person with "New Haven" printed on it in large red letters. Some wore them in their hats, some in their button holes, while a few preferred to have them pinned in the middle of their backs. Little Red Cross bags were very much in evidence. American Flags were everywhere. One man carried a huge flag which would have done justice to a large Army Post on the Fourth of July. Another man stood out conspicuously on account of his red shirt, whiskers and lack of hat.

"As your names are called, answer 'Here,' and go through that door." It was decided not to examine the men that evening but only assign them to batteries. About eighty men were crowded into the Adjutant's office at one time. One new member enlivened the proceedings by throwing a fit in front of Captain Simpson's desk. A very large man handcuffed to a very small man, also added a diversion to the routine. The large man later became Sergeant Craft; the small man was an Austrian who objected strenuously to joining the Army, having two brothers in the German forces. By ten o'clock the last recruit had been disposed of, and the five hundred odd inhabitants of New Haven were housed in their new home; seven two-story barracks, furnished with rows of little iron spring cots provided with ticks filled with straw.

The next few days were devoted entirely to examining and equipping the recruits. Several additional groups of men arrived. Vermont and Connecticut furnished all of the men who came during the early days of the Regiment. The Vermont men were put into the First Battalion,

while those from Connecticut made up the Second Battalion. This system was adhered to as much as circumstances would allow.

The remaining days in September were devoted mostly to preparing the cantonment, as well as the command, for the strenuous period of training to come. Stumps soon disappeared from the immediate vicinity of the barracks. The work of clearing the miniature wilderness which



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PANORAMA OF CAMP

separated our barracks from those of the 303rd Field Artillery was well under way by the first of October. Clearings made around the officers' quarters improved appearances immensely. It was during this period of general improvement that six additions to the Battery Barracks, the Guard House, Regimental Exchange, and Headquarters Company Barracks, were added to the cantonment.

All officers, and Battery Commanders in particular, will remember those first weeks. There were no Mess Sergeants, no Supply Sergeants, no First Sergeants, no Battery Clerks. The Battery Commander in those days scarcely ever left his Orderly Room. There were records without end to make out. The Adjutant's office seemed continually crying out for immediate information. It was a matter of running an organization without any organization with which to run it. About this time the Regiment began to transfer men away. September 22nd saw the first group leave; twenty-two men, and at a very liberal estimate, five out of that twenty-two were Americans. The Foreign Legion was a unified body compared with that gathering of American soldiers which

left for Boxford, where they joined the 103rd Field Artillery, 26th Division.

By the first of October the first stage of confusion and organization had passed, and the Regiment began to stride out on its long course with more or less assurance of what it was about.

With October came the first concentrated efforts at military training. The Regiment now numbered 60 officers and 1049 men. The most



DEVENS, AYER, MASS.

important obstacle to be overcome was that of training non-commissioned officers. A school for Non-commissioned Officers was established in the Headquarters Company barracks under the supervision of Captain Clafin. Each organization sent all men with prospective non-commissioned officers' ability to this school. These men were put through a four weeks' course. The work was laid out by Lieutenant Colonel Danforth, an expert in such undertakings, and, at the end of the four weeks, non-commissioned officers were turned out, able to instruct as well as to carry on the ordinary duties of a non-commissioned officer. While the selected men were being carried on as rapidly as possible in their work, the rest of the men were being grounded in the school of the soldier. Everyone took the same instruction, regardless of his desires concerning his future career in the Regiment. The arrival of 400 recruits on October 3 necessitated some change in the training schedule, but these men were assimilated comparatively easy. The Morning Report of October 4 showed an enlisted personnel of 1413, the greatest strength ever reached by the Regiment.

The Non-Commissioned Officers' School ended with a general competitive examination, open to all men in the Regiment, held on October 28 and 29. A careful record was kept of the marks and these marks were used as a basis upon which the men were appointed. The first regimental formation was held on November 1, at which the names of the non-commissioned officers were read and the appointments authorized.

The following non-commissioned officers were appointed:

	<i>Sergeants</i>	<i>Corporals</i>
Headquarters Company	11	9
Band Section	2	
Battery A	10	13
Battery B	9	14
Battery C	6	15
Battery D	7	13
Battery E	10	12
Battery F	9	11
Supply Company	1	
	—	—
Total	65	87

With the appointment of non-commissioned officers, the Regiment took on a new lease of life. Not only was the training greatly facilitated, but the administration of the organization was established on a firm basis. A battery without non-commissioned officers is practically no battery at all; merely a conglomeration of men. The weeks spent upon the training of non-commissioned officers were not spent in vain. They were given a thorough grounding in the rudiments of a soldier, and the slight delay in the development of the Regiment as a whole, was more than compensated for by the excellent work accomplished by this first group of warrant men. The close of the non-commissioned officers' school allowed room for the formation of the Headquarters Company. Both non-commissioned officers and privates were drawn from the Batteries and transferred into the Headquarters Company. The Supply Company was also started as a unit at this time. The period of the school of the soldier was passed. The Regiment now started on its more interesting work of learning artillery. Rapid progress was made until the Winter, with its zero weather, snow, and ice, which made organized training almost impossible. However, by the time winter closed, the instruction had reached its practical limit, considering the utter absence of materiel and equipment. The wooden

guns had played their part. Standing gun drill was no longer a novelty. Foot drill was an old story, guard duty was being practiced, rather than studied. Customs and Courtesies had been approached from every angle. The Semaphore and Wig-wag were no more mysteries. Computing Firing Data was being mastered by those who were to use it. The great cry was for equipment. With only one 3-inch battery, instruction of gun squads was slow. In short, the coming of the winter found the Regiment well-established in all the fundamentals of artillery and ready for equipment. Without it, progress would have been almost impossible, even with perfect weather. It was in this condition that the Regiment plunged into the long winter of 1917-18. The men were trained as soldiers, but the lack of equipment made their further training as expert artillerymen almost impossible.

Although the winter as a whole makes a very uninteresting period in the Regiment's development, there are, however, several features and events of those long cold months that deserve a place in this History. It was, above all, a period of schools, individual instruction, Divisional schools, as well as Regimental schools.

The instruction in the Regiment was handicapped to a certain extent by the departure of Lieutenant-Colonel Danforth during the first week in November, for Plattsburg. The following is a list of Divisional schools with their attendance:

WEEK OF DECEMBER 15, 1917			
<i>School</i>	<i>Officers attending</i>		<i>Enlisted Men</i>
Anti-gas school	6	Stable Sergeants' School	3
Coördination	1	Bakers' school	6
Court-Martial	3	Cobblers' school	1
Equitation	2	Anti-gas school	2
Panoramic Sketching	3	Buglers' school	3
Captain duPont's Lectures	All officers	Blacksmith's school	6
Liaison school	8	Saddlers' school	4
School of Fire at Ft. Sill	4		

Besides the above list of Divisional schools, there were courses of instruction carried out in the Regiment, both for officers and enlisted men; radio, telephone, mapping, gunnery, ballistics, probabilities, cooking, equitation, elements of firing data, blackboard firing, and several other subjects. The courses ran from one to six weeks, new classes being organized upon the graduation of the preceding ones. Lieutenant

Langely on Probabilities was especially interesting. Lieutenant Glover, on any subject whatsoever, was amusing, as well as interesting. Everyone in the Regiment either taught or attended school; and although at the time, the enthusiasm manifested in them was not of the highest order, they served their purpose and helped not only to ground the officers and men in important subjects, but also aided materially in keeping knowledge already gained from slipping the memory. Some new subjects were attached, Anti-gas being the chief of them. The officers' course lasted a week, and those officers who were unfortunate enough to strike a cold week were duly impressed with the discomforts of the small box respirator. A mile hike in masks with zero weather and icy roads is a day's work for any man. Every officer and non-commissioned officer in the Regiment took the course, and at some time or other paid a visit to the "Gas House" near the Base Hospital. Before leaving the subject of schools, the series of lectures on the War given by Lieutenant Swift (later Major Swift, Brigade Adjutant) deserves due praise. Officers and men looked forward with eagerness to his talks, which not only described the movements of the armies with accuracy, but likewise brought home to everyone the situation at hand and the duties yet unaccomplished. The schools played their part in the development of the Regiment and their importance cannot be overlooked.

Closely allied with the schools were the officers' meetings which, until the club house was completed, were held in the mess hall of the hospital. Everything was discussed, from the price of fur-lined coats to whether squads-right should be done in seven or nine counts. When adjournment was announced within an hour and a half, the evening was a success. Although necessary, the officers' meetings did not make the long winter evenings any shorter — with their hot, sleepy hours, and confidential pamphlets without end.

The original number of officers was considerably increased by the arrival, on December 15, of recent graduates from the training camps at Plattsburg and Ft. Niagara. The new arrivals included Major Hadley, Captains Gammell, Amory and Hollister, twenty-eight First Lieutenants, and eleven Second Lieutenants. Lieutenant-Colonel Danforth came back also, but for only a short time, as he was soon sent by the War Depart-

ment to Camp Jackson, S. C., to start an artillery training camp. Within a few days the novelty of seeing so many new faces wore off, and, except for a slight rearrangement of duties, the Regiment settled down into its ordinary existence. Captains were leaving regularly for Fort Sill, and upon the departure of Captain Lefferts, Captain Hollister was assigned to the Regiment and made Supply officer.

With the month of December the Regiment received its first horses. Before the New Year arrived 1006 were sheltered in the group of stables allotted to the Regiment. One thousand horses, without either saddles or harness, became quite a problem. The question "What to do with the men?" was no more the chief topic of discussion; "What to do with the horses?" was now infinitely more vital.

The horses on the whole were excellent. Naturally there were some trouble makers, but in a few weeks they became accustomed to their new surroundings and were no longer a cause of annoyance. The horses were assigned to organizations according to color. F Battery, with all grays, made a very striking appearance. Equitation commenced almost immediately. Rings banked with snow served the purpose excellently. Riding in winter, under perfect conditions, has its drawbacks, but riding bareback, with no bridle, on horses not especially adapted to such exercises, made the periods anything but enjoyable to the would-be horsemen.

On March 11th when the weather conditions were just becoming favorable for horse work, the War Department decided that the Regiment should be organized as a motorized unit. The first week in April saw the final passing of the horse. It was with a combined feeling of pleasure and regret that the Regiment watched the long line of horses leave the cantonment for the last time, en route for the Remount Depot. The months of grooming and training had been spent in vain. Although, at the time, the majority of the officers and men regretted losing the horses, the months to come brought out only too plainly that the change was for the best. The horse and all that went with it soon became a memory, and the Regiment turned its attention to mastering its new means of transportation: motor vehicles.

Glancing back again at the winter as a whole, it is marked by a series of quarantines. Measles was the chief cause. B Battery was

confined to its own barracks for nearly two months, leaving its premises only for drills. The quarantine stopped week-end passes, an added hardship to the restrictions of the camp. With the coming of spring, the measles and mumps disappeared, leaving the Regiment once more free to go where it pleased.

With the exception of the schools, the arrival of new officers, the horses, and the quarantine, there are no features that stand out prominently during that long stretch of cold weather. The winter was exceptionally cold, the mercury hovering about zero for weeks at a time. Snow was on the ground continually from November to March. The regimental heating plant, however, was more than a match for the elements, all of the barracks being amply provided with heat. It was a period of marking time, making the months pass by as interestingly as possible. Christmas, with its extended leaves, came and went. A few men, considering that they owed more to their families than to the army, went without the necessary military sanction. The band, the few times it ventured out, froze completely. Hikes through snow knee-deep, classes in the mess hall, days when the Regiment was turned out to clear the roads of snow, an occasional party in one of the mess halls, Saturday Reviews by General McNair, all rise out of the past as dim memories of a very cold and snowy winter. But the winter finally came to an end, and the Regiment was only too ready to shake itself out of its inactive state and start training in earnest.

Numerous transfers had depleted the Regiment below its authorized strength. The Morning Report of March 1 showed a total enlisted personnel of 924. The loss of so many men was very discouraging, and with each order requiring the transfer of certain specialists, the prospects of overseas service seemed farther and farther away. The Regiment, and in fact the whole Division, was very little more than a replacement depot during the winter.

The announcement that the first target practice would be held on March 17 had a decided effect on the spirit of the Regiment. Something new and interesting was finally about to happen, after the long months of inactivity. Gun squads had been working diligently, preparing for the actual firing. During the first days of target practice, it was decided

to use crews made up of non-commissioned officers. Major Hadley, who was in charge of that branch of the training, selected as the site of the first battery position a small clearing near the edge of the bluff overlooking Hell Pond. From here an excellent view could be had of the Range. Still River, with its bordering meadows which gradually changed into rolling hills, finally giving way to wooded crests marking the horizon, made a panorama of truly beautiful New England scenery.

Teams from the 301st Field Artillery pulled the guns to their position. By 8.30 A. M. everything was in readiness to fire the first shots,—the first shots of the 151st Brigade, as well as of the Regiment. A large group of officers representing the three artillery regiments watched the proceedings with great interest. Brigadier-General McNair personally supervised the laying of the battery. The white flag fluttered from the range party's station, signifying that the range was clear; the red flag flapped its warning from the roof of the little house that overlooked Hell Pond.

“Directly in front, white house; aiming point, gable of that house.”

“Deflection two, seven, five.”

“On number two open ten.”

“Site: two eighty.”

“Corrector: thirty.”

“Battery left.”

“Two eight hundred.”

“Set,” “Ready” “Set,” “Ready.”

“Fire!”

Numbers one and four crashed together, closely followed by two and three. The first battery salvo was on its way. Four white puffs to the left of the red barn were followed by four distant “booms.” The range was christened. Salvo after salvo screamed over Still River until, at 11 o'clock, the red flag, hoisted by the range party, proclaimed the end of the day's firing.

A general air of profound satisfaction surrounded the large group of officers as they gathered about General McNair for the final criticism on the day's work. Something definite had been accomplished. Firing was no longer a class room affair, but something actual, something real,

and something that raised the spirits of every Field Artillery officer as he rode or walked back to camp. That day was a great turning point in the Regiment's life. The period of theoretical training was over; practical work, the same kind later to be carried on in Europe, was now the order of the day. A field artillery regiment's chief object for existence is to shoot, and when it is actually shooting, it is perfecting itself in the duty it has to perform. Its final desire in life, to crash its shells into the enemy, is made possible only by long days of work on the range.

From now on the main activities of the Regiment centered about target practice. The work became more difficult as the men accustomed themselves to their duties. The various phases of field firing were taken up until by the end of the spring the Regiment was engaged in work, imitating, as much as conditions would allow, actual work at the front. The special details were called upon to play their part with both telephone and radio. The limited number of guns (there being only three 3-inch batteries and one 4.7 inch howitzer battery for the use of the brigade) and lack of transportation, handicapped greatly the training of units larger than a battery. Battalion problems, however, were worked out, but much of the actual work had to be simulated. The Holliday House, battery positions along the road from Harvard station to the Base Hospital, forest fires, trips to Prospect Hill, Still River, long walks, dusty roads, and hot days, are all dim and distant visions of the days spent on the range at Camp Devens.

It was interesting to watch the development of the batteries. The green gun crews soon recovered from their initial excitement, settled down, and improved rapidly. The training of the officers in the conduct of fire was of equal importance with the development of the gun crews and the improvement shown kept pace with that of the men. The work done during the final days on the range showed that the Regiment was well prepared to face sterner duties. The cannoneers, telephone operators, range finders, wireless operators, linemen, truck drivers, were all trained as well as conditions in America would allow. Further work in America was useless. The Regiment was ready for the final touches that could be given only in Europe. All were satisfied with what the

Regiment had accomplished in the United States and were ready and waiting for the final word to set out on their long journey.

Before taking up the final period of preparation for overseas service, there are several subjects and events which deserve special mention. The position of Regimental Adjutant had been changed before the Regiment began firing. With the departure of Captain Simpson for Fort Sill during the last week of February, Captain Coolidge was appointed to succeed him. The change was a permanent one. Captain Lefferts was given command of D Battery. Due credit must be given to Captain Simpson for organizing the regimental office, although Captain Coolidge's methods on the whole followed simpler lines. The discipline applied to the paper work of the Regiment by Captain Simpson established a standard of the highest efficiency. The Ex-Adjutant on his return from Fort Sill, was appointed Adjutant of the First Battalion under Major Gammell, who had received his promotion during the first week of April; Captain Amory was given the same position in the Second Battalion. Several Second Lieutenants were promoted, and Lieutenant Bullard received the rank of Captain. On May 27 he was assigned the duties of Personnel Adjutant. The large number of attached officers was materially reduced by the transfer in April of twenty-four lieutenants to Camp Jackson, South Carolina. Fort Sill, by the end of February, had reached its capacity, and each week saw an officer leave the Regiment to take the course. All the battery commanders and nearly all of the First Lieutenants had completed the course by the time the Regiment began its final preparations for foreign service.

The spring was also a period of schools. The Divisional schools which had been the chief method of instruction during the winter, were continued throughout the spring months. Major Hadley conducted a course in Volume Three of Field Artillery Drill Regulations and proved himself an excellent teacher. The school for staff and line officers given by members of the French and British Missions was the final word in schools. Selected officers of the Division attended, and the course covered operations of a Division both in attack and defence. All branches of the service existing in the Division demonstrated their ability in battle. The final days of the course were spent in Divisional liaison problems

and manoeuvres. It was during the final phase of the manoeuvre, when actual troops were used, that the 302nd Field Artillery fired a barrage over its own infantry. This is believed to be the only instance where a National Army unit fired over its own troops on American soil. B Battery also demonstrated to the large gathering of officers that barbed wire can be successfully cut by shrapnel. The Headquarters Company



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THE REVIEW OF

played an especially important part during these manoeuvres, establishing and maintaining long lines of communication. The course proved to be immensely interesting and fixed in the minds of all who attended, or who took part in any of the manoeuvres, the vital importance of liaison.

Before leaving the subject of schools in America, the Third and Fourth Officers' Training Schools need a word in passing. The Regiment sent its quota to both. It supplied 34 candidates to the Third, and 36 to the Fourth, all of whom did excellent work, showing their fitness to become officers. The Headquarters Company supplied the majority of the candidates.

Ever since the receipt of the order making the Regiment a motorized unit, courses in motor transportation were being carried on. Both officers and men were given instruction in this branch of work. The twelve Riker trucks received in May greatly aided the training of truck drivers. Many men in the Regiment had had experience with motors

in civilian life and these men assisted greatly in this work. A few men were sent away to receive instruction on tractors, trucks, and motor cycles. By the end of June the Regiment had a sufficient number of motor transportation men to meet its immediate needs.

Several Divisional reviews made acceptable breaks in the routine of training. On June 19 a skeleton division formed on the main parade



THE 76TH DIVISION.

ground while the 4th of July saw a full war strength Division swing by Major-General Hodges. The review on July 4 was the last public appearance of the 76th Division, as such, either in America or in Europe.

During the latter half of May and throughout June, recruits poured into Camp Devens, having been sent from various other camps in the East to fill the depleted ranks of the 76th Division. On May 21 the Regiment received 290 men from Camp Upton, while on June 23 and 25, 212 more arrived, bringing the Regiment almost up to its required war strength. The recruits were put through a rapid course of elementary training before being assimilated into the organizations.

Throughout May, rumors followed one another in rapid succession, setting the dates for sailing overseas. That the Division was scheduled for an early departure, was evident. June found the rumors more and more persistent. In every regimental cantonment, boxes marked with A. E. F. triangle were very much in evidence. Inspection followed

inspection. Overseas equipment in large quantities arrived at the camp and was issued to the organizations immediately. A tremendous latent excitement existed throughout the entire cantonment. June 26 saw the advance detachment of the Regiment, which included fourteen officers and twenty-seven men, depart for Europe. Drills became now very perfunctory. Everybody was busy preparing for the final day. Four-day leaves were granted to many men. By the 7th of July all materiel was packed, boxes marked, individual equipment inspected, and announced in order. The only thing lacking was the final order.

Late in the afternoon of the 10th of July, a long line of infantry in full marching order tramped past the Regimental Headquarters on its way to the railroad yards in front of the Quartermaster warehouses. Each day saw thousands of men streaming down to the trains. Day and night, trainloads of troops pulled out of the yards. The 76th Division was moving! The infantry and machine gun battalions had gone. The artillery's turn was next. On July 11 an order arrived from the Commanding General, Port of Embarkation, designating July 15 as the day when the 302nd Field Artillery should bid good-bye to the United States.

HEADQUARTERS NATIONAL ARMY CANTONMENT
Camp Devens, Ayer, Mass.

July 11, 1918.

CONFIDENTIAL
Special Orders
No. 175

EXTRACT

* * * *

9. In compliance with telegraphic instructions from the Port of Embarkation, the following organizations of the 76th Division will proceed so as to arrive not later than 4 A. M. Tuesday, July 16 at B. & A. Pier, Boston, Mass., for embarkation overseas:

Ship R.

302nd Field Artillery, 16 officers, 1096 men.

301st Trench Mortar Battery, 3 officers, 159 men.

The organizations are authorized to carry a surplus of enlisted men of 2 per cent of their authorized strength. This number is in addition to those quoted above.

The Commanding Officers will communicate with the Transportation Department, Camp Quartermaster, this station, for information with reference to the trains and hours of departure.

The Quartermaster Corps will furnish the necessary transportation. The Commanding Officers concerned will arrange for rationing their men enroute.

The travel directed is necessary in the military service.

* * * *

BY COMMAND OF BRIGADIER GENERAL McNAIR:

OFFICIAL:
R. A. Dunford,
Major, Infantry, U. S. A.,
Adjutant.

M. B. Stewart,
Brigadier General, N. A.,
Acting Chief of Staff.

HEADQUARTERS PORT OF EMBARKATION
HOBOKEN, NEW JERSEY

SERIAL NO. 23

July 9, 1918.

TENTATIVE ASSIGNMENT

Transport No. 601. (England.)

B. & A. Piers, Boston, Mass.

July 16, 1918.

	<i>Officers</i>	<i>Men</i>	<i>Item No.</i>
302nd Field Artillery	16	1096	76th Division
301st Trench Mortar Battery	3	159	" "
GRAND TOTAL AVAILABLE	19	1255	
CAPACITY	19	1222	

Surplus Officers (49) assigned to Transport No. 674.

By authority of the General Superintendent, A. T. S.

T. A. S. / H
ceh | con.C. E. HOOPER,
Captain, Q. M. R. C.

July 15, 1918 was a beautiful summer day. The huge cantonment, with the exception of the Depot Brigade and the artillery quarters, was deserted. The rows of empty barracks, simmering in the hot July sun, stood as silent reminders of the hosts that had departed. The three artillery regiments spent an idle day. The last bit of baggage, including barrack bags, had already been loaded. The Regimental Street of the 302nd Field Artillery swarmed with friends and relatives of the 1096 men. Little family groups wandered aimlessly about, waiting for the time of final good-byes. A regimental parade in the afternoon was a welcome interruption to the hours of waiting. Retreat and then supper, and still the Regiment lounged about the barracks. A few skeptics were beginning to voice their opinions about change in orders, duty in the Depot Brigade, and venturing other deductions as to the fate of the Regiment. When taps were blown at 10 P. M. the cantonment was deserted except for its military population. The last good-byes had been said by friends and relatives. The men sprawled about the empty rooms. A few made final arrangements on their packs, while others congregated in small groups and discussed coming events. On the whole, the men were unusually quiet, waiting with that strange feeling of expectancy, for the start of the long train of events that would lead to the battlefront.

At 10:45, the Captains left Regimental Headquarters, each headed for his organization. A few minutes later, First Sergeants' whistles broke the long spell of waiting. The time had come! The men filed out

of their barracks and formed in their respective parades. One by one the lights in the barracks blinked and went out. Battery B's quarters were the last to fade into blackness. Each captain called the roll, reading the long list with the aid of a flash-light.

After the last chorus of "Heres," the organizations swung into a column of squads and waited in silence to take up their positions in the line of march. At the tick of eleven, Colonel Craig, beating his boot with a short crop, strode down the regimental street. A few paces behind the Colonel came the cased colors.

"Forward,—March." "Column left,—March." Battery A followed the colors. Not a murmur broke the stillness; the discipline was perfect. The orders of the various organization commanders, as they brought their units into the line of silent figures, were the only sounds which disturbed the quiet of the night. As each battery swung into the column, the men took one final look at their "home." A few waved silently, and then were swallowed up in the long line. By the time the last unit had cleared the regimental cantonment, the head of the column had reached the Quartermaster warehouses. The Regiment halted on the wide road which parallels the railroad yard. The train was made up and waiting and it was only a matter of a few minutes for the men to file into the empty coaches. Before midnight the long line of cars jerked, moved forward, and the 302nd Field Artillery was on its way.

For an hour the train rattled along, finally coming to a stop in a large freight yard. The port of embarkation had been a much disputed subject and during the last hour, it had been the favorite topic of conversation; but now it was a certainty. Boston is the only large city an hour's run from Ayer. The train was pulled up to the docks in two sections; the organizations formed beside their cars, then tramped into the large shed. Here the men were formed into single file, arranged according to passenger list order. The long snake-like line wound in and out in front of one pile of boxes and in back of another pile. Slowly but surely, it moved toward its final destination; the gang plank. At the head of the gang-plank sat an officer of the Embarkation Service, who checked the men as they stepped on board. For nearly two hours the men streamed past the checking officer, and disappeared into the darkness.

The coffee and buns distributed by Red Cross workers were thoroughly appreciated by every member of the Regiment. It made a lasting impression on many of the men, and the "ladies who stayed up all night to give us coffee" was the topic of many future conversations.

Shortly after 3 A. M., the embarkation was complete. From camp to shipboard in a little over three hours is an example of efficient handling of troops. The movement was accomplished without the slightest hitch.

The dim outline of H. M. T. Port Lincoln loomed up through the darkness; a huge bulk melting into the surrounding sheds. The organizations as they filed onto the ship were sent below and assigned to their respective areas. Most of the men however, soon found their way on deck again and went exploring in every direction. Strange objects met their gaze at every turn. Life rafts, funnels, ventilators, mine sweepers: all took on peculiar and weird shapes in the dark. The largest group gathered about the mail-sack, depositing "safe arrival" post cards. The majority of the Regiment did not sleep that night.

The first signs of dawn still found the decks swarming with men, although here and there sprawled sleeping figures. It was with strange and varied feelings that the men watched the outlines of their surroundings creep out of the darkness. The old North Church, with its memories of Paul Revere and the Revolution, Copp's Hill Burying Ground, the elevated railroad, the bridge to City Square, were some of the familiar landmarks which stood out most prominently. The city was awaking: the first elevated train rattled along Atlantic Avenue; the few pedestrians crossing the bridge, stopped to gaze at the crowded transport. Shortly before 7 A. M., a tug nosed alongside, the hawsers were cast off, and the H. M. T. Port Lincoln moved slowly out of the slip.

Gangs of workmen in the Navy Yard and on the Boston shore waved a parting farewell. A fire-boat expressed its feelings by continued shrieks of its sirene; other boats joined in the din, and the transport steamed down the harbor, amid a chorus of whistles. Before the sky line of Boston faded into the mist, two more transports backed out of their docks and headed down the harbor. The three liners soon left the coast behind. The fond hopes of the Regiment were at last realized. It was on its way to France!

Colonel Craig commanded the troops on the Port Lincoln. The 301st Trench Mortar Battery, commanded by Captain Jewett B. Newton, was the only other organization on board. Owing to the shortage of officers' quarters, all of the officers of the Regiment, with the exception of Major Hadley, Major Sinks, the organization commanders, Lieutenants Pollard and Blake, and the Chaplain (Lieutenant Chenoweth), had left the previous day, sailing from New York.

The Port Lincoln was commanded by Captain William Mason; a splendid example of an English seaman. Before sunset of the first day, a fourth transport joined the convoy, and the four ships headed for Halifax, reaching the outer harbor of that port without incident on the morning of the 18th. The trip up the river, past Halifax, which still showed only too plainly the effects of its recent disaster, was extremely interesting. The four troop-ships finally anchored in the beautiful upper harbor, already crowded with fantastically painted transports.

The flotilla lay at anchor until the 20th. The gaily colored ships swarming with men, the pine-covered hills rising from the water's edge, the myriads of life boats filled with soldiers drifting about the harbor; the playing of bands, and the ever present bustle and preparation for the coming journey, made an impression long to be remembered by every member of the Regiment.

At 7:30 A. M. on the 20th, the first ship weighed anchor and glided slowly from its berth. Others began to move, maneuvering for their places in line. One by one they entered the mouth of the river and joined in the procession; twenty-one vessels in all. In single file this huge armada steamed past Halifax and out to sea; a giant sea-serpent winding through the channel. Every ship flew the British flag. It is impossible for anyone who has not seen a large convoy in its war paint to realize the impressive grandeur of such a sight. The ships kept in line until nearly out of sight of land; then, at the same instant, they broke, and for a few minutes there seemed to be no resemblance of any formation. Then order came out of chaos and the convoy sailed along in four lines, H. M. Cruiser Berwick, the escort, leading; the few boats that did not carry troops taking up the exposed positions on the flanks. The manoeuvre was perfect. Steaming next to the Port Lincoln



THE
302ND
FIELD
ARTILLERY



was a ship of the Pacific trade filled with New Zealanders, the only boat in the convoy not carrying Americans. The *Berwick* kept up a continual conversation with its numerous charges by strings of signal flags and semaphore. The co-ordination of the fleet was marvelous. At given times during the day and night the whole fleet would change its course, never steaming in one direction for more than two hours at a time, for zig-zagging was the greatest precaution against submarines. It baffled their tactics of creeping around the horizon and lying in the path of the ships, waiting for a favorable moment to launch their torpedoes.* The manoeuvring of the fleet was an example of the final word in navigation. Often ships were less than one hundred yards apart. Night and day, fog and wind, made no difference; the fleet sailed on in perfect accord. For over twelve hours the convoy ran through thick fog, the gray wall shutting off all vision, the ships zig-zagging just the same. The only sound was an occasional screech of the *Berwick's* siren. When the fog lifted not a ship was out of line.

The *Port Lincoln* was one of the smallest ships in the fleet which carried troops. It originally was in the Eastern trade; a boat of about eight thousand tons, and when pushed to the limit could do twelve knots an hour. The main troop deck extended nearly the whole length of the ship. Rows of tables with benches lined the walls. The men slept in hammocks suspended in the vicinity of their respective tables, and for the first few nights, the hammocks were strange and unnatural beds. None of the comforts of barrack life at Camp Devens were present on the *Port Lincoln*: below decks was crowded, and the available space on the upper deck was none too large; the canteen, which was controlled by the British, was a subject much discussed by the men. The *Port Lincoln* was as good as the average run of transports which carried the A. E. F., all luxury giving way to the necessity of carrying every available man.

The only organized events which occurred in the Regiment's daily existence on ship board were boat drills, half an hour's calisthenics, and meals. The rest of the time, the men sprawled about on the decks clad in blue denims, reading, sleeping and watching the rest of the convoy. A hat overboard, a stray porpoise, or some member unduly sea-sick, often attracted passing attention, but on the average the days were spent in

ease and quiet. The nights were far less enjoyable. The men were allowed on deck at night, but smoking or any semblance of a light was prohibited after sun-down. The whole fleet steamed on through the night without even so much as a steam lantern. The one formal formation of the day, Retreat, brought the whole Regiment on deck. Every bit of standing room was jammed with men. The band played the "Star Spangled Banner," followed by "God Save The King." The lines of men in their life belts swayed with the rolling of the ship; the twenty-one steamers plowed through what seemed a never-ending ocean. The sun set, and another day of the journey was over.

July 29 was the first eventful day of the voyage. When the Regiment awoke and came on deck to take its customary look at the convoy, it was greeted by the pleasant sight of eleven destroyers; both American and British. They seemed to be everywhere; nervous little boats, always on the alert.

In the early afternoon of the 30th, when the convoy was a day off the Irish Coast, the Regiment was disturbed from its enjoyment of a hot sun and calm sea by a metallic whang which shook the whole ship. The cause of the disturbance was soon discovered. Two destroyers about a mile to the starboard were racing around in circles, great volumes of water spurted up in the air, and with each spurt of water the ship shivered as if struck by a huge sledge hammer. Whang! Whang! Whang! sounded the depth bombs. The convoy scattered like a bunch of frightened ducks; the ships went in every direction. The decks of all the boats were jammed with men. Crash! boomed a gun on the Berwick. The Saxonia heaved a depth bomb just in advance of several ships. The Malvernian, sailing nearly abreast the Port Lincoln, let drive her stern gun, evidently at a porpoise. The centre of interest, however, had left the distant destroyers, and now was directed to the four hundred yards of water which separated the Saxonia from the Berwick. A six inch shell from the Berwick exploded just off the Saxonia's starboard bow, throwing up a large column of black smoke. "Full speed ahead" was the order. After a short race, the Berwick rounded up its charges again, the destroyers one by one took up their assigned places, and the convoy sailed on, none the worse for the attack of the two submarines.

Both U-boats were seen, and the one which, whether by accident or intent, came up in front of the convoy, was thought by many to have been sent to the bottom, but the Berwick did not report officially that there was one less German submarine to menace commerce.

Shortly after the submarine attack the convoy split. The Port Lincoln, with six other troop ships, made for Liverpool, the rest sailing for other English ports. The first streaks of light on the 31st showed the low lying Irish coast. Before the sun was two hours high, the ships entered the mouth of the Mersey River and shortly after noon, the transports were anchored off the labyrinth of docks. Although the Port Lincoln did not dock until evening, the hours spent at anchor were full of interest. The water-front of Liverpool swarmed with traffic. Little ferry boats, crowded with summer excursionists, passed under the sides of the vessels from across the sea. Brighton, across the river from Liverpool, was a pleasing contrast to the two weeks on the ocean. The never-ending stream of freighters, tugs, trawlers and ships of all kinds, also helped to make the hours slip by rapidly. At five o'clock a tug fastened onto the Port Lincoln, and soon the transport was swallowed up in a system of canals. The final destination was not reached until 8:30, the last few hundred yards being marked by long delays. Once the ship was finally docked, the debarkation was a matter of only a few minutes. The organizations filed down the gang-plank, forming in a large shed. D and E Batteries, under command of Major Hadley, were left at the docks to unload the baggage. The rest of the Regiment, headed by the band, left the docks a few minutes after nine, bound for the Rest Camp at Knotty Ash. The band, as it crashed through the narrow streets, brought the population running from every direction. The musicians, during the first part of the march through the slums, were surrounded by a swarm of men, women and children. One girl persisted in carrying the base drum; others danced along arm in arm with anyone who would accept the compliment. Through the dock district, past the residential district, out into the country, marched the Regiment. Full packs, and comparatively no exercise for two weeks, were not assets to the hike. The long twilight had faded into a dark night before the column cleared the city.

The Regiment tramped along the country roads wondering whether or not Knotty Ash was a myth. The band played in spite of the darkness and materially assisted the Regiment to cover the last few miles. It was not until 12:45 A. M. that the Regiment passed through the gate at Knotty Ash: a few minutes later everyone was enjoying a much deserved rest, housed in numerous round white tents.

The next day, August 1, was spent in recovering from the eight-mile march. The rest was especially acceptable to Colonel Craig, who had been "christening" a new pair of boots.

At noon on the second, Major Hadley, in command of D and E Batteries, left for Winchester. The rest of the Regiment left at 2 P. M. The trip across England was without incident, with the possible exception of the mad rush at Birmingham for coffee and other necessities of life. For a period of ten minutes the Regiment completely took the station by storm. The night march from Winchester Station to Camp Morn Hill was another long pull. The Camp was situated on the top of a very long and steep hill. The one criterion that seemed to govern the selection of all so-called rest camps seemed to be a high hill, sufficiently far away from the railroad to make it inaccessible. The Regiment spent one day at this camp (where the Lieutenants who had sailed from New York rejoined their organizations), and started early on the fourth, for Southampton. The short run was soon accomplished, the remainder of the day being spent on the dock. At sunset the 302nd Field Artillery, together with several casual detachments, left Southampton for Le Havre, France, on the U. S. Charles, formerly the Boston-New York Liner "Harvard." The old Harvard was a welcome contrast to the Port Lincoln. It sped across the channel at some 20 knots per hour, successfully avoiding a submarine that was operating in its path.

The first glimpses of Le Havre were greeted with great interest. Every available space on deck was crowded with men eager to see France. The red-roofed houses, strange looking boats, peculiar dress of the laborers, sky blue uniforms of the few soldiers who wandered about the waterfront, the tri-color — here at last was France, the country of the war, the battlefield of the world. How strange it was to think of the thousands of Americans coming to fight on French soil. The old order of things

had changed. The New World was now coming to save the old. Countless thoughts passed through the thousand minds of the Regiment, but the one main theme that outweighed all others said "Here we are in France." "This is really France, the Home of the War." The first glimpse of England had aroused enthusiasm, but the first glimpse of France carried with it something deeper; an undefinable something; a combination of awe, wonder, curiosity, and heart-felt enthusiasm.

The Regiment was greeted with cheers as it marched through Le Havre. The band, as usual, was a great cause of delight to hundreds of little children whose fascination led them to follow the music for blocks. On the outskirts of the city the road began to wind upwards. The Rest Camp at Le Havre was no exception to the rule; like all the others it was on top of a hill. The Regiment halted in a little town half way up the hill. During the rest, the Mayor of the Town addressed Colonel Craig, expressing his delight at our presence, and welcoming the Colonel and his Regiment to France. His speech, delivered in very eloquent and correspondingly rapid French, was entirely lost on the Colonel, but upon the receipt of a large bouquet of flowers at the end of the oration, the significance of the ceremony dawned upon the Colonel, who responded fittingly; called the Regiment to attention, and had the band play the national airs of America and France. The band's first public attempt at the "Marseillaise" was not entirely up to the standard of its usual performances. The ceremony, however, was considered a success, and the Regiment continued its hot climb.

Camp No. 1 was the name given to rows of conical tents with wooden floors pitched in the mud. A high barbed-wire fence completely surrounding the camp did not add to its home-like appearance. Before the organizations were assigned to their respective rows of tents instructions regarding precautions to be taken in case of an air raid were given out by the British captain in charge of the camp. Shortly after noon the rain began and continued throughout the night; many of the tents leaked and, before the night was over, an air raid would have been a very welcome diversion to the majority of the soaked inmates.

Much to the pleasure of the command, the stay at Camp No. 1 was very short. On the afternoon of the following day the Regiment formed



"HOMMES 40, CHEVAUX 8"

and marched down the hill again into Le Havre, finally halting in the railroad yard. The train assigned for its use was already made up. To a Regiment fresh from the United States, full of vivid memories of how troops generally travel at home, the sight of a French troop-train filled the minds of all concerned with varied thoughts; thoughts on the whole not complimentary to the train. For any one who has not seen the French freight car "a large packing box on wheels" is the best description. The words, "Hommes 40, Chevaux 8" painted on the side of each car, brought forth a chorus of barnyard cries from the lines of men waiting to board. A train made up of similar cars, loaded with cattle, that happened to pass just then, added greatly to the din. "Thirty men to each car," was the order. The divisions were soon made, bread and canned stuff loaded into each car, the men climbed into their rolling homes, and after a short delay the long train, with several jerks, started on its journey for Bordeaux, the destination of the Regiment. The novelty of riding in a freight car soon wore off and the men settled themselves as comfortably as possible in the little space available. At stated

intervals the train stopped, coffee was served, and an opportunity for washing offered. As the route followed was continually used by American troop trains, the population of the towns along the way did not show any unusual excitement at the sight of another train-load of soldiers from across the sea. In fact, many of the towns had United States troops billeted in them. The country between Le Havre and Bordeaux does not offer many interesting features, and with the exception of being crowded and bounced about for two days, the journey was not marked by any important events.

Bordeaux was reached on the morning of the 8th. For several hours while nearing the city, the country, as far as the eye could see, was one vast vineyard. After some delay in the station, the train started off again. It was only a matter of twenty minutes before the train finally backed onto a siding at Cadijauc. The news spread very rapidly that the Regiment was about to experience its first taste of billet life. It was a short march to Villenave d'Ornon, where the Headquarters Company was detached and sent to its billets. The rest of the Regiment continued on to Pont de la Maye, some two miles away, where the organizations separated, each marching to its respective billets.

The billets on the whole were excellent. Headquarters Company camped on the lawn of a beautiful chateau. A nearby grove proved a pleasing spot to pass away idle hours. Colonel Craig made his headquarters at Villenave d'Ornon. The batteries for the most part also occupied the premises of chateaus. The Supply Company, on the other hand, was not so fortunate, being housed in an old church, which in latter years had been used as a theatre. The surrounding country was ideal. Vineyards on every hand, with numerous shade trees, made an extremely picturesque setting for the many chateaus.

Billet life was a strange and new experience for every member of the Regiment; and as strange for the Colonel, living in the midst of a large French family, as it was for any member of his regiment. Both officers and men had abundant opportunities to improve their slight knowledge of French. The Regiment led a much more disjointed life than when it was quartered in a single cantonment; each battery or company, for all practical purposes, acting as a separate unit.

Upon arriving at Bordeaux, the Regiment found that its status had again been changed. This time it was to organize as a motorized "4.7" rifle regiment, with three battalions, instead of two as heretofore. Within a very few days, twenty-four "4.7" rifles arrived and the Regiment started to master the construction and operation of its new materiel. Fourteen Quad trucks were delivered soon after the guns. The Regiment remained in Pont de la Maye until it moved to Camp de Souge (14 kilometres from Bordeaux) on September 5. During the month, before moving into the training camp, the men were given thorough instruction in their new gun, much attention also being directed to training additional truck drivers.

The advance school detachment which had preceded the Regiment from America, after attending a two weeks course at Valdehon, had been ordered to Camp de Souge. On August 12 an additional number of officers and men were sent to Souge to take an advance course, making a total detachment of 33 officers and 212 men. The course of instruction covered radio, telephone, orientation, machine gun, materiel, and lectures on general artillery subjects. As may be seen from the above list, the courses were chiefly designed to train specialists and were successful in this respect.

There were only a few incidents that marked the period until the entire Regiment entered upon its course of instruction. On August 11, Lieutenant-Colonel E. R. Warner McCabe reported for duty, immediately making his presence felt throughout the command. On August 29 and September 5 the Regiment took part in reviews, held under the direction of General McNair at Gradignan and Leognan respectively. A few officers and men were sent away to gas schools, while Lieutenants Kidder and Stanton spent three weeks at the front, studying the artillery information service under the French. On the whole, the first month in France, although not actually spent in a training camp, was very profitable to the Regiment, and, besides the actual artillery knowledge gained, the majority of men had ample opportunity to accustom themselves to the ways of France.

On September 5, one month to a day after arriving in France, The Regiment left its comfortable billets and moved to Camp de Souge.

A large number of trucks pulled the guns, also providing a means of transportation for the men. The long line of trucks, guns and caissons loaded down with men, trundled into camp late in the afternoon. The area just east of the Field Artillery School buildings was assigned to the Regiment, the materiel being parked between the barracks and the school. The barracks were long single story wooden or brick buildings, with cement floors. Rows of double decked bunks lined the walls. The windows were of cloth instead of glass. Each barrack was capable of holding eighty men. The officers occupied quarters near the main gate, nearly three-quarters of a mile from the rest of the Regiment.

The change from the vineyards of Pont de la Maye to Camp de Souge was so violent that it took several hours before the Regiment could sufficiently recover from the initial shock to really appreciate its new surroundings; countless barracks finally fading from sight in the heat waves of a veritable desert. Sand without end; dust, great clouds of dust sweeping along like miniature tornadoes. The road was filled with a never-ending stream of men, horses, guns, wagons, caissons, trucks, and automobiles. The continual roar of guns on the range added to the confused mass of impressions that crowded the mind during the first few days; and the flies, myriads of them! They sprang out of the sand by thousands. The kitchens, mess halls, stables, and barracks were black with flies. The water, too, was bad, and, if drunk in large quantities, guaranteed a mild form of dysentery. Wagons loaded with dead horses continually passed along the dusty roads. Here and there a few infant trees struggled for existence. A pine forest bordered the camp on the east and north, while at the other end of the camp the range, a flat brushy waste, stretched out of sight. The row of tribunes, roofed platforms raised on a skeleton of timbers, afforded the only means of observation over the sea of sand. Three sausage balloons floated over the Balloon School; objects of curiosity at first, but soon considered a part of Camp de Souge scenery. Fort Sill or any of the main posts along the Rio Grande were oases compared with Camp de Souge. It was in this atmosphere of sand, flies, and heat that the Regiment began its final weeks of training before taking its place on the line.

A staff of instructors from the Field Artillery School had entire



THE ENTRANCE TO CAMP DE SOUGE

charge over the Regiment during its four weeks course. Target practice began on September 10 and continued daily until the final barrage. Either the morning or afternoon was devoted to work on the range, while the other half of the day was taken up by lectures and classes in various subjects. The advanced detachment finished its work shortly after the arrival of the Regiment and attended the general course. The evenings were also given over to lectures at which all of the officers were present. During the first two weeks of the course, the daily life of an officer was one continual rush to and from classes, out to the range, back again for gas drill, rushing to luncheon and rushing away from dinner. The evenings without lectures were greeted as holidays. The administration of the organizations was left entirely in the hands of the sergeants. Long truck rides out to O. P. 6 and O. P. 7; the continual roar of the guns, 75's, 155's and 4.7's; targets impossible to see, intersections and resections with Pin Repere, Pyronee Poplar, and Pilon Canteen as goededic points, problems with airplanes, balloon problems, lateral observation, map firing, telephone systems, faulty ammunition, continual criticism by the instructors, hours spent with the compass goniometer and plane table, and countless other things crowded themselves into those four weeks in such rapid succession that it was impossible to keep track of the day's work, much less the passage of time in general. The day for the final barrage arrived before many of the officers and men had sufficiently recovered from the whirl of events to realize that they were actually attending a school.

At two minutes of eight on the morning of October 5 all the guns were laid and ready to open fire on their objectives. On the firing line, together with the 302nd Field Artillery, were the 347th, also equipped with 4.7's; and the 301st and 346th, two 75 regiments. The ninety-six guns stretched out of sight along the flat plain. At the tick of eight a yellowish-green flash spurted along the line of tribunes, followed by a stupendous crash; a black line of smoke burst into being along the first objective. The 75's, for the first five minutes, barked away at 6 shots per gun per minute, the 4.7's firing at the slower rate of two shots per minute. For twenty minutes the roar was continuous, the black mass of smoke creeping slowly out across the range. At eight-twenty the



THE FOUR POINT SEVEN AMERICAN FIELD PIECE



"O. P. 1"

roar broke off as abruptly as it had commenced. This barrage, which marked the conclusion of the Brigade's course of instruction, was an excellent piece of work.

Before leaving the subject of the final weeks of training it is necessary to mention the two day manoeuvre which commenced October 10. The Regiment went into position during the night, opening fire early the next morning. The firing continued at spasmodic intervals throughout the next twenty-four hours. The manoeuvre was an excellent experience. During those two days the Regiment accomplished more towards fitting itself for work at the front than in any other two weeks of its former training. The 302nd worked in conjunction with the three other regiments with which it had fired the barrage. When the final message came over the telephone to "Close Station" everyone had a thorough feeling of satisfaction. Something had actually been accomplished. Numerous difficulties had been successfully overcome and officers and men were looking forward with confidence to overcoming like difficulties, but under conditions of actual war.

The remaining days spent at Souge were an anti-climax. The Regiment was ready after the night manoeuvre, and the work that came after this did not increase the efficiency of the organization to any appreciable degree. A few minor details were smoothed out, but on the whole, the period from then until the Regiment left for the front, may be characterized as days of waiting.

Besides the actual training undergone at Souge there were other events that stand out as prominent mile stones along the road that led the Regiment to the front. First is the matter of equipment. The week after the regular course of instruction was completed found the Regiment excellently equipped. The congenial methods employed by Captain Hollister, in his ceaseless hunt for necessities of all sorts, had brought forth their well deserved results. Twenty-four ten-ton Holt tractors, forty trucks, ten Dodge motor cars, six White observation and reconnaissance cars, and twelve motor-cycle side cars comprised the regimental transportation, amply sufficient to meet any ordinary needs. The batteries and Headquarters Company were completely equipped with fire control instruments. The supply of signal property on hand also



OFFICERS MESS — SOUGE



CORNER
OF
BARRACKS

met the requirements, every organization being especially fortunate in its comparatively large number of telephones. In regard to personal equipment, every man had the designated articles of clothing. Shortly before leaving Souge, rifles were issued to the organizations. This being the first time the Regiment had been equipped with small arms considerable time was devoted to the manual of arms and target practice. The only question regarding the equipment that troubled the Regiment on the eve of departure, was that of ammunition. From all available reports no shells for the 4.7 had arrived in France, though the supply of shrapnel was sufficient to meet the demands of two regiments on the line. In passing, it may be said that the 302nd Field Artillery went to the front much better equipped than the average regiment.

Anti-gas training was another subject that occupied considerable time during the latent weeks before departure. Although the Regiment passed through the gas chamber on September 26, the instruction in this subject continued throughout the entire stay at Souge. Lieutenant Pollard, the regimental gas officer, was ably assisted in this work by the officers and non-commissioned officers who had attended gas school.

The Regiment had changed its official position several times while at Souge; the final disposition found it brigaded with the 303rd Field Artillery, designated as the 151st Brigade and assigned as Corps Artillery. The 76th Division had long since faded into oblivion, as a replacement division. The 301st Field Artillery, a fellow regiment at Camp Devens, found itself brigaded with the 346th Field Artillery and designated as Army Artillery.

It was also during this period before leaving Souge, that the first and only issue of *The Rammerstaff*, the Regimental paper, made its appearance. The paper was brought out under the guidance of Corporal Lane of Headquarters Company and, although short lived, proved a great success.

The most important and vital event that happened to the Regiment during its entire training in France was the loss of Colonel Craig. The loss of General McNair by promotion had been a great disappointment to the command, but upon the news that Colonel Craig was no longer Commanding Officer, the feeling was that of heart-felt regret and sorrow.

The Regiment sorrowed at its own loss, but naturally, at the same time, felt proud and honored that its Colonel should be selected for promotion. Throughout the year that Colonel Craig was with the Regiment he held the esteem and highest respect of every man and officer. Although he himself was no longer a part of the Regiment, his personality had planted itself so strongly in the minds of all, that his desires and wishes still remained as a background upon which the command acted during the following months.

Upon the promotion of Colonel Craig, the command of the Regiment fell to Lieutenant Colonel McCabe, the Brigade being under the command of Brigadier-General Richmond P. Davis. His initial speech to the officers of the Regiment made a lasting impression.

No account of the stay at Souge is complete without recalling the epidemic of Spanish Influenza. Until the end of September the Regiment had been remarkably fortunate in its few cases. The disease, however, once started, descended upon the huge artillery camp with great violence; but, even while it ran wild in the neighboring organizations, the 302nd Field Artillery still kept up its remarkably small sick report until the first of October, when the number of sick began to increase with leaps and bounds. Influenza had arrived in force. Wet, damp days aided the disease in its ravages. On October 5 the Regiment went into quarantine. By the 10th there were one hundred and thirty cases in the hospital, E Battery leading with twenty-nine men marked "sick in hospital." The dread of the sickness spread throughout every organization. The question "Who will be next?" was uppermost in everyone's mind. Funerals soon began, the band having nearly a daily march to the cemetery.

The plot chosen for the cemetery, a small clearing along the road to Martignas, saw large gatherings every afternoon. As many as ten funerals were held in a single day. When the Regiment arrived at Souge there were three crosses within the white fence, but when the Regiment left, there were one hundred and fifty-two. It was a gloomy story, with Spanish Influenza as the chief character. Fortune, however, continued to favor the Regiment in the comparatively few number of deaths. Major Sinks deserves great praise for his excellent judgment in handling

the situation. On the day of departure, eighty-nine men were still in the hospital, while seven had already made the supreme sacrifice.

The only other event of importance connected with Souge was the arrival of 259 replacements on the 17th of October; men from all sections of the country from Maine to Florida, and with very little military training. After a week of preliminary instruction they were assimilated into the organizations. Before the completion of the course, sixteen Second Lieutenants from the artillery school at Saumur joined the Regiment, and several were assigned permanently, the others only temporarily.

The days of waiting, caused by lack of transportation and congestion back of the front, were ended by the arrival of orders designating October 29 as the day of departure.

HEADQUARTERS, BASE SECTION No. .
SERVICES OF SUPPLY
A. E. F., FRANCE.

October 27th, 1918.

SPECIAL ORDERS:

No. 299.

EXTRACT

Par. 23. Pursuant to telegraphic instructions, Headquarters, S. O. S., Special Orders No. 285, Par. 18, dated Oct. 13th, 1918, these Headquarters, is hereby modified as follows:

"The 302nd Field Artillery Regiment, now at Camp de Souge (Gironde) will proceed, by rail, to the Second Army via St. Dizier (Haute Marne) for duty as Corps Artillery, except the motor cars and motor trucks of this regiment, which will proceed overland.

Upon arrival at St. Dizier, the Commanding Officer of this organization will report to the Regulating Officer at that point for information as to ultimate destination.

Those elements proceeding by rail will take with them two days field rations and the Quartermaster Corps will furnish travel rations sufficient for four days travel and will pay liquid coffee money for a like period.

Those elements proceeding overland, including such detachments of brigade headquarters as may be designated by Brigade Commander, will take with them eight days field rations and draw additional rations from the Quartermaster enroute if required.

The Medical Department will see that proper medical personnel and supplies are furnished for and accompany this movement."

By command of Brigadier-General Connor:

OFFICIAL:

C. W. BARBER,
Colonel Infantry,
Asst. C. S., G-1.

E. J. SPENCER,
Colonel Engineers,
Chief of Staff.

The guns, caissons and tractors accompanied the troops, while the motor transportation went by road under command of Major Gammell.

The Regiment left from Bonneau on four trains, following the schedule below:

1st. train	9 P. M.	October 29	Regimental Headquarters Headquarters Company Battery E
2nd. train	4 A. M.	October 30	Battery F. Supply Company Band
3rd. train	9 A. M.	October 30	Battery C Battery D
4th. train	3 P. M.	October 30	Battery A Battery B

The departure from Camp de Souge marks the end of the first epoch in the Regiment's life. As the last train rumbled away from Bonneau, that large first page of its history slowly swung over, fell with a slam, burying forever the long period of organization and training. The Regiment was on its way to play its part on the front; to perform the duties for which it was organized over a year before.

The year's training had turned a heterogeneous body of men into a well disciplined organization. The 302nd Field Artillery rolled along on its way to the battle-line, happy, confident, and eager to join the fighting army before the great war became history.

The French troop trains were no longer a novelty. The box cars were taken as a matter of course. But unlike the trip from Le Havre, there was plenty of room, each man having plenty of space, not only for himself, but for his equipment as well. The train followed the main line used by the American Army from Bordeaux to the front. Limoges was the first city of any importance reached after leaving Bordeaux. Chateauroux, Bourges, and Chaumont were left behind in due time. At St. Dizier, the main routing point for troop trains entering the Toul and Verdun sectors, the Regiment received its first impression of that territory occupied by the fighting armies. Troop trains, trains filled with supplies and munitions, flat cars loaded with guns, wagons, and other instruments of war, crowded the sidings at St. Dizier. Huge American engines pulling long trains of American freight cars were very much in evidence. Long lines of coaches marked with a big red cross also waited on some of the sidings. The whole atmosphere was far different from that in the S. O. S. At first it gave the impression of con-

fusion, but gradually the feeling of tremendous system rolling along at top speed supplanted the first hasty ideas. Everywhere the fact was evident "The Front is Near."

From St. Dizier the four trains were routed to Dugny, a rail head about eight kilometers from Verdun. The first train arrived on November 1st, just before sundown. The 3rd and 2nd Battalions also pulled in soon after, but the last train, carrying the 1st Battalion, did not reach Dugny until well into the next night. E Battery and Headquarters Company, after unloading, marched to Ancemont, where they spent the night.

The few glimpses of the surrounding country gained before the sun went down, gave the members of these two organizations their first impressions of the strange world they had plunged into; a world of barbed wire, trenches, shell holes, ruins, and camouflage, inhabited only by fighting men. The march to Ancemont and the process of finding billets in the dark also provided many new impressions. "Put out that light!" was a new and strange order. The little narrow streets of a French town on a cloudy night can be about as black as any place whether on or under the earth, and Ancemont on the night of November first was no exception to the rule. The proximity of a large naval gun, which roared at stated intervals during the night, also aided in strengthening the theme running through everyone's head, "we are actually at the front." It is an existing fact of human nature that, when entering upon a new form of existence, certain things which make a tremendous impression at first, are soon considered trivial and matter of course. This applies especially to the first night near the front. The utter absence of lights and the impenetrable blackness made a vivid impression; an impression which was, however, very short-lived, being entirely forgotten after the third or fourth night. It is a matter of getting accustomed to seeing in the dark, but that first night at Ancemont the Regiment had yet to acquire that very useful habit.

The second of November saw all the organizations arrive in Rupt-en-Woevre, with the exception of the 1st Battalion. E Battery also had some of its men billeted in Bouement. Rupt-en-Woevre had been acquired through the efforts of Lieutenant-Colonel McCabe. It was



RUPT-EN-WOEVRE



excellently situated as an eschelon for the Regiment, immediately in the rear of the sector of the line to be occupied, accessible to the various supplies and ammunition dumps, and sufficiently far off the main road from St. Mihiel to Verdun to miss the great volume of traffic using this important thoroughfare.

In the advance party with Colonel McCabe were Major Doyle, commanding the 2nd Battalion, who had been assigned to the Regiment on October 12, Captains Coolidge, Amory, and Clafin, and Lieutenant Raymond, together with several non-commissioned officers. This advance party had been working in the sector for a week, choosing battalion positions, Command Posts, and in every way possible familiarizing themselves with the sector to be occupied. The advance party made St. Mihiel its headquarters, going out to the front each morning.

The march of the organization was so regulated that they did not reach Rupt until after dark. Headquarters Company had a comparatively easy march, but the 2nd Battalion and Supply Company, coming from Dugny, had nearly twenty kilometers of hard road to travel. The last half of the hike was made at night, a dark misty night, over muddy roads, with heavy packs, and the usual night traffic; the most dangerous type being the huge French Camion which sways along through the dark with no lights, keeping on the road by sheer force of habit — nothing else. The twenty kilometers were rude reminders that the quiet life of training was over.

The organizations tramped into their new home dog-tired, a few a bit shaky, but all ready to go further if it was necessary. The men were immediately shown to their respective billets. There was no desire to explore the town or the billets that night; the occasional rumble of artillery was not of the slightest interest; sleep was the only thing in demand, where, did n't matter, as long as there was space to lie down.

The materiel of the 2nd and 3rd Battalions reached Rupt the night of November 2nd, E and F Batteries parking their guns and tractors in the woods back of the town, while C and D secured their materiel from aerial observation in the buildings of the Amblonville Farm, two kilometers northeast of Rupt. The guns of E Battery, as they turned off the main Verdun road at Genicourt, were greeted by six shells from a



SCENE
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REGIMENTAL
HEADQUARTERS
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long range gun. Although the shells struck very close, they did no damage, except for throwing a bit of mud on Lieutenant Scott's uniform. The whine of the shells as they passed along on their journey had a remarkable effect on the morale of the band, which had marched from Dugny and had almost despaired of ever reaching Rupt. The shelling gave new life to several of the stragglers who had fallen out near the cross roads.

By midnight, Rupt, lying a black mass of billets and deep shadows, had completely swallowed up the arriving organizations. No one stirred on the dark streets except a few sentries. Not a light or a sound betrayed the presence of nearly one thousand men. The rats, however, as they carried on their nightly manoeuvres, found many strange objects to hinder their journeys, but to the rats of Rupt, new and strange objects were interesting — not alarming.

With the coming of morning, interest and curiosity gained the upper hand in the minds of all. Cow sheds, lofts, halls, cellars, and rooms of every description emptied their tenants of the night into the streets. Sleep had had its inning. The men tried first to grasp the features of their immediate surroundings, and then there followed a general tour of inspection of the town.

There was nothing exceptional about the little town of Rupt-en-Woevre, except that it had never been occupied by the troops of the Emperor. Very few of its brothers and sisters scattered throughout the battle area could say the same for themselves. Within the range of the enemy's guns for over four years, and still offering comfortable billets, was another condition decidedly in its favor. Its hundred or more stone houses, clustered together as if for mutual support, had offered the only habitation for the occupants of the valley in which it lay. Close lying lines of hills had protected it from the elements for over a hundred and fifty years, and had been especially helpful during the last four years of its existence, acting as a shield against direct observation from the German lines. Notwithstanding its comparatively favorable location, many Boche shells had wrought havoc in the town, and aerial bombs had also added to the destruction. Gaping holes in many of the walls and roofs told their tales of well directed shots, while here and there whole build-



"BILLETS"



"MAIN STREET," RUPT-EX-WOEVRE



THE GRAVE YARD

ings had been turned into crumpled masses of stone and mortar. A single wall or arch here and there were reminders of the houses that had stood before the war. The destruction, however, had not been general. The Mairie and Church, the two most conspicuous buildings, remained practically unhurt, and throughout the town were plenty of houses which offered good billets. In some cases four years of neglect had caused almost as much delapidation as the German shell fire, and the continual presence of troops had in no way aided in the preservation of either buildings or furniture. The civilian population fled in the Fall of 1914, the Priest and the Mayor alone remaining. The grave yard at the outskirts of the town, with its several hundred crosses, testified that Rupt had not by any means acted the role of a silent partner in the events enacted within a few kilometers. The many rows of crosses, with their red, white and blue markers of tin, told the long story of French occupation, while the three rows of brown crosses with their little tin American flags told the same kind of story, but shorter, and about a different nation. The two last crosses bore the regimental designation of the 302nd Field Artillery.

Such was the little town of Rupt, battered by four years of war, but still ready to do all that it could to aid in the defeat of the enemy who had not only driven off all of its former inhabitants, but also laid waste its surroundings. As one stood on the hill back of the little town and looked up and down the valley, there was not a single sign of civilization; the idle fields lay gray and weather-beaten. The bands of barbed wire, and systems of trenches which zig-zagged across hill and valley, were the only recent signs of the work of man; a wilderness in one respect, but the frontier of Civilization in another.

During the morning of the 3d, while the majority of the Regiment were acquainting themselves with their surroundings, the 1st. Battalion, under Captain Edwards, pulled into Rupt. Regimental Headquarters had already been established in the largest and best preserved house in the town. Majors Doyle and Hadley, with their details, made the final reconnaissance of their future positions. Many other details were attended to by the officers and men whom they concerned. The question of communications, supply of provisions, ammunition, camouflage,



A BATTERY OF 4.75



PANORAMA RUPT-EN-WOEVRE



TEN-TON HOLT TRACTOR

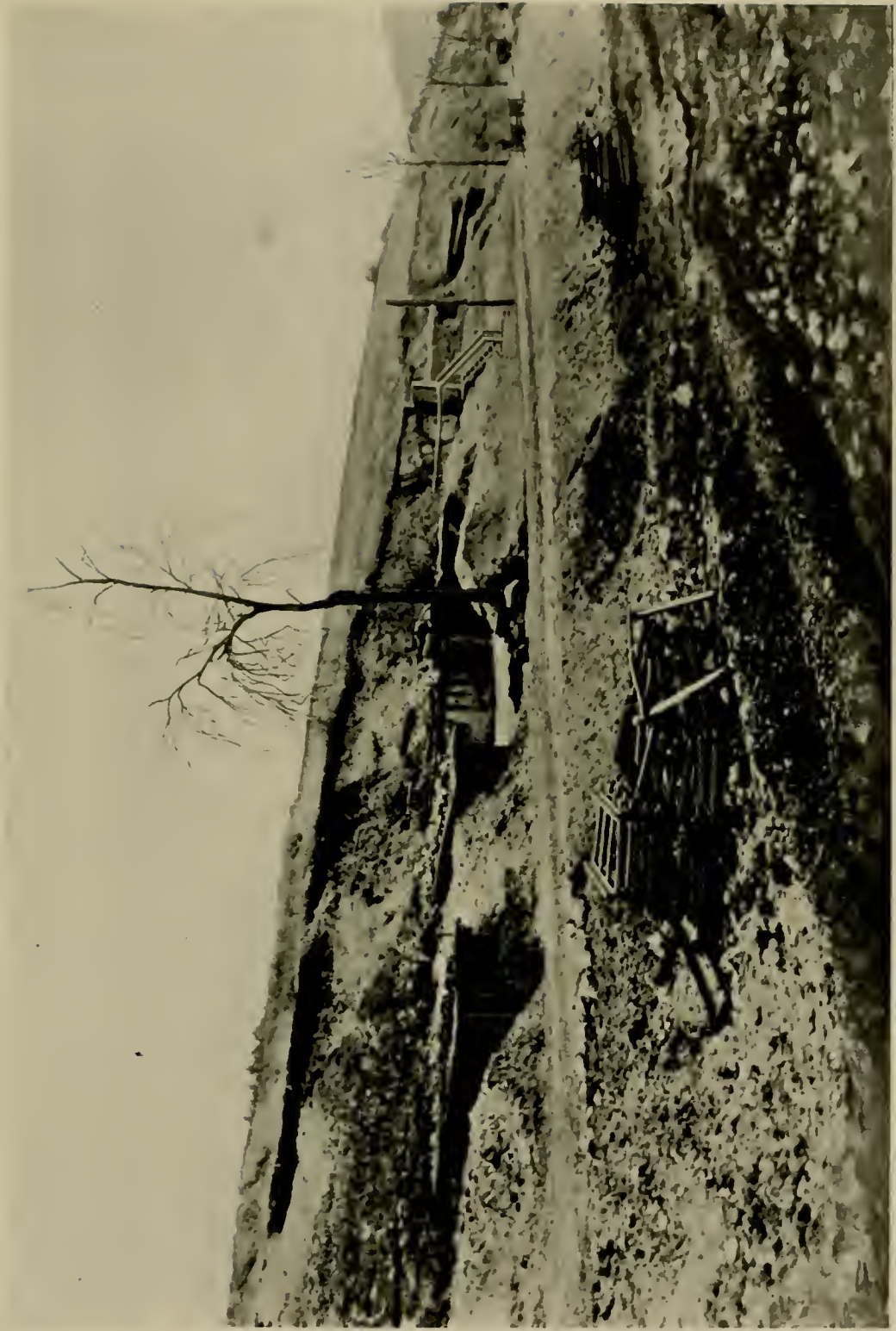
building material and gasoline were things that had to be assured before the regiment could hold its place on the line as a fighting unit.

The night of the 3rd saw the guns of the 2nd Battalion moved into position. It was only a short haul from Amblonville Farm to the positions of C and D Batteries, C on the left, and D on the right of the road running east from Rupt, and some two hundred yards from the Grande Tranchee. Both positions were located in the forest, there being sufficient dugouts to furnish the necessary protection for the personnel. The process of getting the guns into position was not marred by any more difficulties than generally accompany such an undertaking, moving into a new position at night always requiring the overcoming of many difficulties. Before daylight the eight guns of the 2nd Battalion were concealed under their camouflage nets, and laid on objectives within the enemy's lines.

During the next day the 1st and 3rd Battalions made the final preparations for occupying their positions, the 1st Battalion going into the wooded ridge west of Les Eparges, while the 3rd took the more advanced position on the ridge west of St. Remy. A detail, with Lieutenant Kidder and Lieutenant Smith, occupied the Regimental Command Post, and the work of stringing the many telephone lines was well under way before darkness put a stop to further progress. The Regimental Command Post, established in an old German position on the road connecting the Grande Tranchee and St. Remy, was given the code name of P. C. Coolidge.

The Regiment was not entirely in position until the morning of the 8th, a heavy gas attack on the 3rd Battalion position on the night of the 5th delaying the movement of the 3rd Battalion guns from Rupt. The position, however, was already occupied by the personnel, who were constructing the gun pits and shelters. During the night over three thousand gas shells fell in the vicinity, the excellent gas discipline of the two batteries, however, preventing any serious casualties.

The telephone details worked incessantly during their preliminary period: lines were completed from P. C. Coolidge to the three Battalions, and intersecting lines laid; observation posts were established, and communication with Rupt was obtained through a direct line, as well as



P. C. COOLIDGE

by connecting with the Signal Corps system. Nearly forty miles of wire were in operation by the morning of the 7th, an accomplishment which deserves due praise to the men who were occupied on this work. The service of supply was assured by the arrival on November 6 of the truck convoy, Major Gammell having joined the day before with the majority of the touring cars.

Although the Regiment as a unit was not completely in position until the morning of the 8th, the 2nd Battalion fired the first shot of the Regiment at the Hun on the tick of midnight, November 6.

General Davis, together with several members of his staff, arrived at the 2nd Battalion positions shortly after eleven o'clock. Colonel Platt, who had just assumed command of the Regiment, was taken out to the positions by Lieutenant-Colonel McCabe. Major Doyle, Captain Coolidge, and Captain Streeter of the Medical Corps were also among the little group of officers who gathered back of Number 1, of C Battery.

The guns had been laid before the party arrived. The four muzzles stared into the eastern sky; the little slits of light on the aiming stakes winked occasionally at the big steel machine which they were directing; the time had come. Captain Byles stepped into the gun-pit and pulled the lanyard. There was a flash, followed by a roar, and the projectile rushed off upon its errand. The first shot of the Regiment was on its way; the first shot, not only of the Regiment, but the first shot ever fired at the Germans by American-made Field Artillery.

The few days which passed until the afternoon of the 10th were not unusual, as far as days go on the front. The working day at the front was made up of twenty-four hours, the night being by far the more active.

When the roads became sufficiently dark, the trucks would leave Rupt loaded with supplies for the various batteries. The roads were dark, rough, slippery, and dangerous, but the excellent work of the drivers always brought them back in Rupt before daylight.

The truck driver, as he left Rupt for the 3rd Battalion, had before him a night's work, the accomplishment of which deserves the utmost credit. As he rumbled out from the black shadows of Rupt only a few feet of the road were visible, a grayish streak soon lost in the black wall of the night. The constant rains and fog made the surface like glass;

MOCILLY



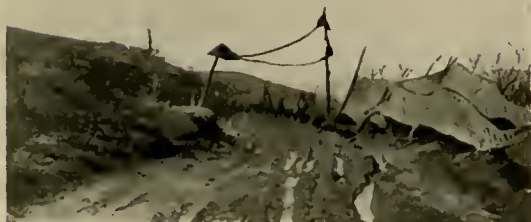
UP THE VALLEY
TOWARDS THE
GRANDE TRANCHEE



THE OLD
GERMAN
FRONT
LINE



THE ROAD
DOWN TO
THE VALLEY



numerous chuck holes, filled with water, appeared harmless in the dark. Slowly the truck bounced along, took the right hand turn before reaching Amblonville Farm, and, slipping and sliding, now on this side and now on that, finally rolled into the black street of Mouilly. The skeleton walls resounded with the throbs of the engine; the M. P.'s whistle on the cross roads signalled a clear track; up the valley towards the Grande Tranchee the road became a mass of bumps, ruts, and shell holes; the blasted forest lifted its skeleton arms towards the forbidding sky. A 60 centimeter train wheezed along the wooded ridge. The little engine strained under its load of provisions and ammunition. At the Grande Tranchee a string of ammunition carts blocked further progress for several minutes. The steaming horses, as they loomed out of the mist, floundered and splashed through the shell holes on the cross roads. The truck driver, in his eagerness to cross before another midnight caravan delayed him, stalled his engine. Before his assistant could turn the heavy crank, a company of machine gunners poured up the Grande Tranchee, evidently having just been relieved. The ears of the pack mules flapped lazily with every step, a pleasing diversion in the gliding line of shadowy men and animals. The way clear, over the Grande Tranchee and towards St. Remy bounced the truck. The masses of barbed wire, once protecting the German front line, assumed peculiar contortions in the night mist. The flash of a nearby gun revealed for an instant the devastated front line. As the truck strained over the narrow gauge, the driver instinctly looked up as the shrill whine of a German shell announced trouble for the cross roads; a flash, immediately followed by a crash, announced the arrival of the 77 mm. shell. A negro, a member of some labor battalion who was out for his nightly stroll, decided that the ditch was much safer than the road. Several more shells whined over the truck before it reached P. C. Coolidge.

A short stop at P. C. Coolidge to deposit rations was a pleasing relaxation, but the night was none too long for the round trip, and unavoidable delays were liable to occur. The down grade into St. Remy was slippery, the heavy truck persistently sliding into the ditch. When half of the slippery descent had been left behind, the driver stopped his truck and listened. Out of the black valley came the moaning of a





Scale 1:20,000
0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 4000 Meters
0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 4000 Yards
Contour Interval
40 Meters

sirene; a weird sound, and a sound full of meaning; above the sirene wobbled the gas shells, the dull puff as they struck the ground in St. Remy barely audible; other gas alarms took up the warning; the valley resounded with numerous clankings and shrieks. The driver stopped his engine and settled down for a wait until the Huns decided that they had thrown enough gas into St. Remy. Nearly an hour went by before an infantryman coming back from the line announced that the gas had dispersed. Numerous wagons, trucks, and carts had halted back of the truck. The driver proceeded down the remainder of the hill, through the ruined St. Remy, where the odor of gas was still in the air, and up the rut-lined road which climbs the last row of hills bordering the plain. It was past midnight when the driver backed his truck up to the 3rd Battalion dump. The waiting detail soon unloaded the next day's supplies, and the driver and his assistant sat and listened to the rumblings of the never ending battle line as they waited for various papers which were to be taken back to Rupt. There were a few seconds of absolute quiet, and then there came a faint murmur from far to the north. Some battery near Verdun was worrying the Hun. After another second of absolute stillness — "whine — bang!" — and the Germans had started to harass another portion of the night's traffic. Ten or a dozen shells moaned through the air. As the listeners waited for the high pitched whine of the next shell a nearby 75 mm. battery barked away for a few minutes. The last shell rushed out of hearing and the stillness again became master, only to be broken by the patter of a distant machine gun. Flashes stabbed the darkness, resembling a huge electric car system on a rainy night. The heavy reports of a 155 mm. battery made the 75's seem insignificant. The buzz of several airplanes, on their way to bomb some back area, throbbed down from the heavens. The two men were straining their eyes in a vain attempt to see the night bombers, when a messenger brought the expected papers, and the start of the journey back to Rupt stopped any further listening to the nervous rumblings of the front.

The seven miles of mud-soaked road still lay before the laboring truck before it could call its night's work over. The return trip found the roads just as slippery, the holes just as big, and the night just as dark.

As the first streaks of gray were breaking through the mist, the driver backed his truck under a shed, took a last look at his mud-bespattered F. W. D., and went away to catch a few hours of sleep. Such rides were nightly occurrences for the truck drivers, and the greatest credit is due the men who handled the transportation during the sojourn at the front.

During the hours that the truck drivers were creeping laboriously over the slimy roads, the gunners, at stated intervals, were directing their shells at targets within the enemy's lines. The fire carried on by the Regiment was entirely of a harassing nature. In the early hours of November 9 the Regiment took part in its first operation with other troops. The 33rd Division, which was holding the line in front of the regimental sector, staged a raid into the Woivre Plain. The operation was successful, the raid being directed against St. Hilaire.

The following orders were issued in connection with the operation:

HEADQUARTERS 151ST FIELD ARTILLERY BRIGADE
AMERICAN EXPEDITIONARY FORCES
FRANCE

MEMORANDUM:

November 8, 1918.

No. 8. To C. O., 302nd F. A.

1. Available guns will deliver harassing fire on night November 8-9, beginning at 24 hours and ending not later than 3 hours, on the following targets:

Maizeray
Pintheville-Pareid Road
Pintheville-Maizeray Road
Butgneville and St. Hilaire

The latter very important.

2. Ammunition may be used up to the amount of daily authorized expenditure.
3. This fire will be as an aid to an action in the nature of a raid, to take place in the region of St. Hilaire and Butgneville.
4. Between 5 and 6 hours, November 9, at intervals, there will be considerable concentrated fire delivered on Pintheville.

BY COMMAND OF BRIGADIER GENERAL DAVIS:

Parton Swift,
Major, Field Artillery,
Adjutant.

PSA/PJD

HEADQUARTERS 151ST FIELD ARTILLERY BRIGADE
AMERICAN EXPEDITIONARY FORCES
FRANCE

MEMORANDUM:

November 9, 1918.

No. 12. For Regimental Commanders.

1. The Brigade Commander announced with much pleasure that the Divisional Commander of the 33rd Division expressed extreme satisfaction at the excellent results of last night's fire.

BY COMMAND OF BRIGADIER GENERAL DAVIS:

Parton Swift,
Major, Field Artillery,
Adjutant.

RPD/PJD

THE
MAIN
STREET
OF
LES
EPARGES



THE VALLEY
IN WHICH
LAY
ST. REMY

THE VALLEY
LOOKING
TOWARD
CRATER HILL



The life at the eschelon was comparatively quiet with one exception. On the night of the 5th, just before midnight, the inmates of Rupt were awakened by "Fire Call." The warning notes of the bugle brought everyone into the streets with a rush. The cause of the alarm was only too evident. A large shed and loft, used by the Supply Company as a store house, was a mass of flames. Great clouds of flame and smoke hurdled into the air, and muffled explosions told their tale of gasoline. Nearly one thousand gallons of gasoline were feeding the fire that had already gained tremendous headway. Everything possible was removed from the adjacent buildings. The crackle of small arms ammunition rose above the roar of the flames and exploding barrels of gasoline. The town became brilliantly illuminated, the low lying clouds reflecting the glow. When the fire was at its height, the hum of an airplane announced the presence of an undesirable visitor. Whether friend or enemy, no one knew, but after circling the town several times, the night flier disappeared. Everyone expected momentarily the commencement of a bombardment, but the Huns were evidently engaged in other directions. The fire finally died a natural death, and, upon examining the ruins, the charred body of a man lay smouldering in the debris. The fire had destroyed a large quantity of supplies, together with nearly all of the records of the Supply Company.

By the 10th of November, the Regiment had completely established itself on the line, and had become familiar with its sector. The line of hills bordering the Woevre Plain, the valley in which lay St. Remy, Les Eparges and Mesnil, and the wooded hills to the east, had all been explored. The Grande Tranchee, running through the forest in a north and south direction, was a familiar thoroughfare. The favorite points at which the opposing Germans directed their fire were soon learned by everyone who travelled the roads. Visits were exchanged with the neighboring batteries, and with the infantry. The continual presence of airplanes during the day no longer attracted attention. The white and black puffs, dotting the sky as some anti-aircraft gun indulged in its favorite pastime, no longer were the cause of breathless speculations. The regiment had settled down into its new life, and took existing events as a matter of course.



AEROPLANE PHOTOGRAPH OF THE LES EPARGES CRATERS TAKEN FROM AN ALTITUDE OF 2,300 METERS.

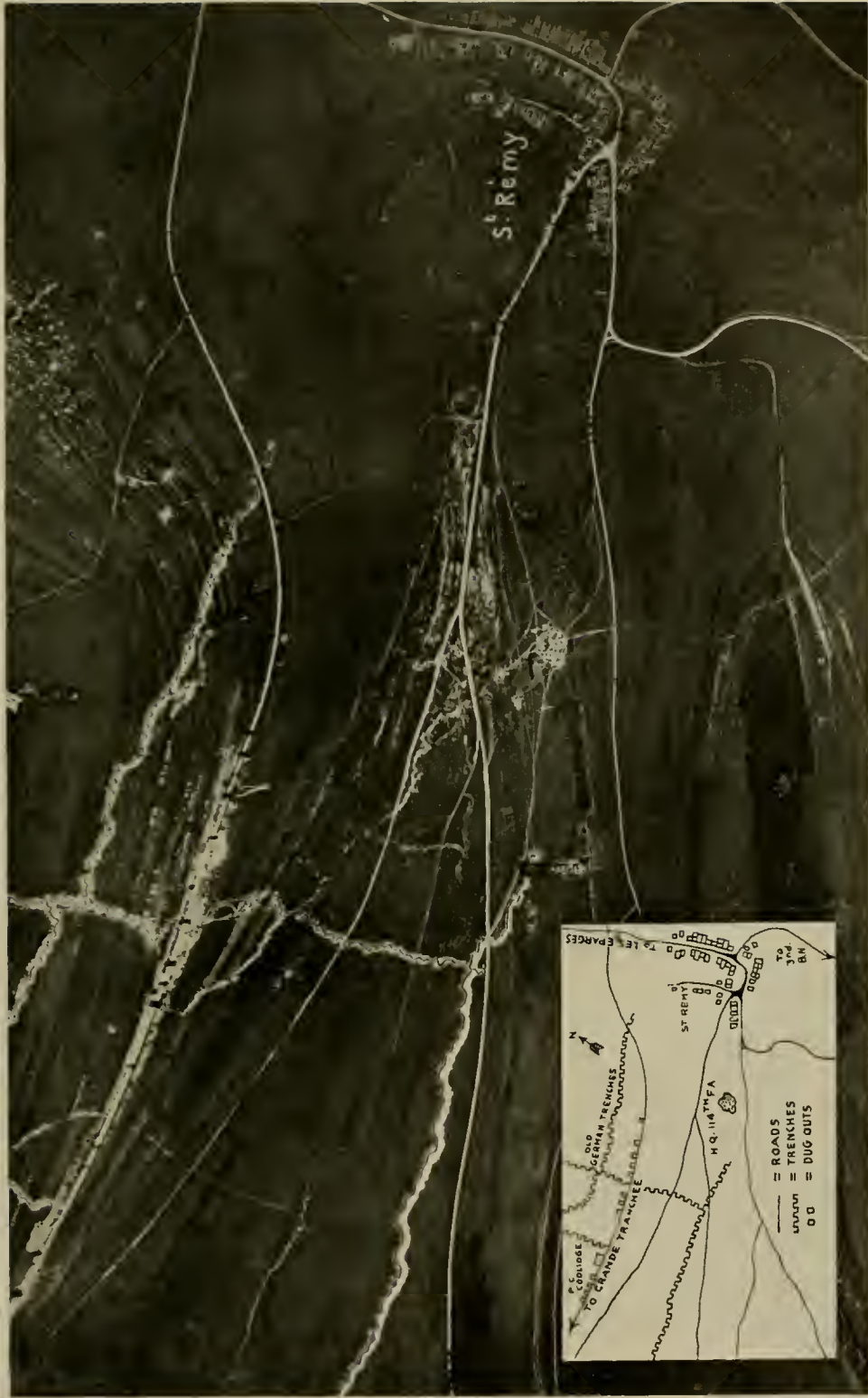
The Trench system shown north of the Craters was occupied by the French before the St. Mihiel offensive flattened the salient. This photograph shows distinctly the effect of the heavy shelling directed against these lines of defence. The mining operations carried on by the Germans resulted in blowing the French off the Ridge.

The 302nd was by no means the only field artillery in the sector. The 114th, 115th, and 116th Field Artillery regiments had their batteries scattered throughout the area. Two French 155 mm. batteries along the Grande Tranchee, and two French 75 mm. batteries on the hills east of St. Remy, were also active members of that sector. All of the anti-aircraft guns in the vicinity were operated by the French.

The row of hills overlooking the plain, below which ran the German lines, offered many excellent positions for observation posts. The Regimental Observation Post was established on the end of the Les Eparges Crater Hill. The Les Eparges Craters stand as grim reminders of the terrific fighting that raged back and forth across that narrow ridge. The remains of the front lines, in some places scarcely fifteen yards apart, with their masses of protecting wire, and the unbelievable destruction wrought by the German mines, mark the site of one of the bloodiest battles of the war.

The three battalions also had small details established along the last ridge. All four observation posts were connected with their respective units by telephone. The telephone system as a whole served its purpose excellently, the main central being at P. C. Coolidge. Each battalion and the Regimental Command Posts had radio communication, its chief use being to obtain the meteorological data which was sent out from Toul every three hours. The radio station could also copy the press communiques sent out from the Eiffel Tower, and thus the battalions kept in close touch with the operations on the whole front.

By the 10th of November the official communication showed the whole German line, from Verdun to Holland, in retreat. The drive, commenced on November 2 by the Americans, northeast of Verdun, was carrying everything before it. The First American Army had smashed through the Argonne, and, in co-operation with French forces, was racing towards Sedan. The French, English and Belgians further to the north, were advancing against comparatively little resistance. Only that part of the front extending from Verdun to the Alps was stationary. The St. Mihiel salient had been straightened out in the middle of September, leaving the Americans complete masters of the heights overlooking the Woevre Plain. Beyond the broad stretches of the



AEROPLANE PHOTOGRAPH OF ST. REMY AND VICINITY, TAKEN FROM AN ALTITUDE OF 3500 METERS. This photograph shows in detail the roads leading through St. Remy, which were the only approaches to the 3rd Battalion.

Woevre lay Conflans, Briey, and Metz. At noon on the 10th, the 2nd Army began an operation in force, with Conflans and Briey as its immediate objectives, its ultimate objective being to swing around Metz from the north, and, in conjunction with a French army pushing up from the south, to completely cut off the stronghold from communications with the Fatherland. The 151st Field Artillery Brigade was attached to the 2nd French Colonial Corps, which was operating with the Second American Army in the move against Metz. The 33rd Division held the line immediately in front of the 302nd Field Artillery.

At noon on November 10 the artillery all along the line opened up, preparing the way for a raid in force, which was to take place early in the afternoon, and to ascertain as correctly as possible the amount of opposition to be met with in crossing the Plain. The Germans soon took up the challenge, and began shelling roads, towns, and positions along the immediate front. A lively artillery duel resulted. At the stated hour, the infantry advanced and met very heavy resistance, consisting chiefly of machine guns. After overcoming stubborn outposts, the 33rd Division entered Manheulles, and pushed the enemy back farther to the south. Before dark, a German barrage, followed by a counter attack, not only stopped further advance, but also forced the American troops to relinquish their gains east of Manheulles. The ground gained in the vicinity of St. Hilaire, however, was held intact. As darkness shut down the battle developed, and the rattle of machine gun and rifle fire rose and fell above the continual rumble of the guns and exploding shells. A mist prevented the parties in the observation posts from gaining much information. During the night, the Plain took on the aspect of a huge Fourth of July celebration. Vivid flashes, rockets, flares, and countless spurts of flame, lighted up the fog.

During the afternoon an order reached P. C. Coolidge assigning the two French 155 mm. batteries to the 302nd Field Artillery. The eight batteries were designated as the Groupment Platt.

It was not until some time after the infantry had attacked that P. C. Coolidge could gain any definite information regarding the outcome of the operation. The heavy firing told plainly of a concerted action, but no accurate information was available. Field Orders Number



MANHEULLES, - A GERMAN MACHINE GUN EMPLACEMENT THAT HELD UP OUR INFANTRY



WOEVRE PLAIN

3 threw some light upon the subject, although the Germans had commenced their counter attack before the order arrived. The raid, which started merely as a preparatory reconnaissance, had developed into the main attack.

HEADQUARTERS 151ST FIELD ARTILLERY BRIGADE
AMERICAN EXPEDITIONARY FORCE, FRANCE

Field Orders:

November 10, 1918.

No. 3.

1. In the front of the 33rd Division in this sector and of the 81st Division on its left, the enemy has been driven back, and our troops occupy approximately the line Manheulles-Fresnes-Marcheville-St. Hilaire-Bois de Warville. The advance is meeting resistance, with strong machine gun fire by the enemy.
2. On the morning of November 11, a further attack will be made in a general northeasterly direction, to such a depth as may be necessary to maintain contact with the enemy.
- 3a. The 303rd F. A. and the Groupement Platt (consisting of the 302nd F. A. and two French batteries) will be prepared to support the attack with accompanying, counterbattery, interdiction or harassing fire on objectives to be indicated.
- 3b. There will be no firing on points south or west of the line HENNEMONT-PAREID-ALLAMONT-BRAINVILLE except on order from these Hqtrs., or on special request from the infantry transmitted by a regimental or higher commander thereof. Fire may be delivered elsewhere upon such order or request, and against enemy batteries reported as actually firing upon friendly position, during such fire.
- 3c. One officer and necessary enlisted personnel will report at once from each artillery groupement as liaison officer to each infantry brigade taking part in the advance.

Since the precise rate and extent of the infantry advance are not fixed, the ability of the artillery to support the infantry safely and efficiently depends on liaison.

Each artillery groupement will secure such telephone communications as are possible with the infantry, and will study and take advantage of every possible means of liaison with the Infantry Brigades.

4. Messages to P. C. Davis, Creue.

PSA

DAVIS.

The battalion commanders were immediately notified to make reconnaissances for advance positions, and plans were set on foot to move P. C. Coolidge down on the Plain. All available telephone wire was collected, but the supply was far below the quantity required to keep up communication during advance.

The arrival of Memorandum Number 15 gave the necessary order to move, but the instructions were so general that P. C. Coolidge issued additional orders designating the positions to be occupied.

HEADQUARTERS 151ST FIELD ARTILLERY BRIGADE
AMERICAN EXPEDITIONARY FORCES, FRANCE

MEMORANDUM:

November 10, 1918.

No. 15.

To Commanding Officer, 302nd FIELD ARTILLERY.

1. Put one Battalion on the plain in front of the left in such position as you select. Tresauvaux and Saulx seem the natural places. However, you are not confined to these particular places.
2. Put another Battalion on the move to take its place on the right flank tomorrow.
3. Keep the 3rd Battalion in reserve opposite the center of the line, using it to fire tonight if it is not already out of position.

BY COMMAND OF BRIGADIER GENERAL DAVIS:

PARTON SWIFT,
Major, Field Artillery,
Adjutant.

PS, PJD



THE ROAD FROM LES EPARGES TO TRESAUVAX



SIXTY
CENTIMETER
TRAIN

It was decided to leave the 3rd Battalion in its present position. The 2nd Battalion was to be held in readiness, drawn up along the Grande Tranchee, while the 1st Battalion was to take up an advance position in Tresauvaux.

Earlier in the afternoon the 2nd Battalion had received, by telephone, instructions to move down into Bonzee, but the order was soon countermanded. The manoeuvre, carried out in broad daylight, in sight of the German batteries, would have been very disastrous.

Orders were sent out from P. C. Coolidge about six o'clock, which set the 1st and 2nd Battalions in motion. There had been a meeting of the battalion commanders at Rupt earlier in the afternoon, at which the various details had been discussed. The 2nd Battalion left its old position, and moved south along the Grande Tranchee, halting near the eschelon of the 114th Field Artillery. This Battalion remained in readiness throughout the night; its telephone detail, under Lieutenant Simpson, anticipating a move forward, had constructed a telephone line nearly to Bonzee, but this line was never used.

The 1st Battalion, which up to now had not fired a shot, pulled out of its gun pits, and drew up on the road leading to Mesnil, waiting for the return of Major Gammell and the battery commanders, before it started for its new position. The eight tractors roared along, pulling the heavy guns and caissons without the slightest difficulty, going south along the Grande Tranchee, then turned left down the road that went past P. C. Coolidge. The red-hot exhausts glowed like beacon lights. Once down in the valley, the Battalion took the left hand road leading towards Les Eparges. Both St. Remy and Les Eparges were being shelled as the guns swung into the valley road. Columns of infantry rested in the bordering fields, waiting to take part in the attack. Machine gun companies, ammunition carts, caissons, ambulances, and detachments of engineers pulled off to one side as the tractors splashed and jolted through the mud. Through Les Eparges and to the right, up the last slope trudged the Battalion, past the first aid station on the pitch of the hill, over the crest, and down the last slope. The Woevre Plain, at the height of its Fourth of July splendor, now lay in plain view. It seemed more than probable that the exhausts of the tractors would draw



THE
GRAVE YARD
AT
LES EPARGES

THE
CRATERS



THE CHURCH
AT
LES EPARGES

the fire of the German batteries, but the batteries reached the limited protection offered by the ruined walls of Tresauvaux without suffering any casualties.

Battery A went into position on a sunken road to the left of the Les Eparges – Fresnes thoroughfare, B Battery placing its guns in an orchard to the right. The remains of Tresauvaux lay between the batteries and the enemy. As the batteries were preparing their positions with all possible haste, shells crashed into the town, and the hill back of A Battery soon received a large number of 77's. When the shelling increased towards morning, the men took shelter in nearby trenches and dugouts, awaiting the orders to fire. The exact position of the American front line was so uncertain that it was impossible to open fire without instructions from the Regimental P. C. The morning light crept slowly over the plain. Luckily the fog shut in thicker than ever, protecting the two exposed batteries from direct observation. Shells continued to land in and about Tresauvaux, the Germans mixing a few gas shells in with their high explosives. The batteries remained inactive through the morning, though continually under fire, and chafing to take up the German batteries' challenge. Every man and officer longed to take an active part in the battle that was being fought on the plain beyond, but the much desired orders to open fire never came.

With the coming of day, the infantry all along the plain advanced again to the attack. Reinforcements had been brought up during the night, and many of the light batteries had taken up advanced positions. Low flying airplanes, both Allied and German, skimmed over hill and plain, vainly attempting to locate the changing battle line.

The officers at P. C. Coolidge directing the operation of the Regiment, were just about to designate targets to the 1st Battalion when Brigade Headquarters called up, transmitting the following information: "The armistice goes into effect at 11:00 A. M. today. There will be no more firing whatsoever."

Rumors about the coming armistice had been circulating freely all night, but it was not until 7:30 A. M. on the morning of the 11th that definite orders, proclaiming the coming end of hostilities, reached Regimental Headquarters. The "Cease Firing" order was quickly trans-



A GERMAN TRENCH



GERMAN TANK-MINES
WEST OF
MANHEULLEN

A DCD



mitted by telephone to the two battalions on the line, and the members of P. C. Coolidge sat in the chart room, staring blankly at the map-covered walls, dimly aware of the rumble of the battle a few kilometers away. The information that the war was shortly to be over, would cause such a tremendous change in the life of the world, that it was impossible for any human mind to grasp even a slight part of its significance. The 1st Battalion called up frantically asking for permission to open fire. Lieutenant Colonel McCabe's reply that the war was over brought forth storms of protests from the other end of the wire. Protests centered about the fact that the battalion was that very minute being shelled with mustard gas. The only definite orders issued by P. C. Coolidge in answer to this request were to put the men in a safe place. Shortly after nine o'clock a batch of German prisoners tramped past under guard. The battle to the northeast was momentarily increasing. The 81st Division (commonly known as the Wild Cats) were either meeting stubborn resistance or pushing the attack to the limit. Motor ambulances began to go by in increasing numbers. The anti-aircraft guns were continuous in their protests against low flying Boche planes.

A strange feeling of doubt crept into the minds of the little group of officers at P. C. Coolidge as the rumble of the battle increased. Not a moment went by without someone looking at his watch. The telephone rang continuously. Everyone was demanding information. "Is it going to stop or not?" was the great question. A company of infantry swung by on its way to the line. The cross roads down in the valley were receiving more than their usual share of shelling. The rapid succession of whines preceding the explosions were distinctly audible.

The morning dragged by. It seemed days since the message regarding the armistice came over the wire. Ten-thirty, and the cannonading and rattle of small arms persisted in violence. A last frantic appeal from the 1st Battalion to be allowed to fire, was considered for the moment; a request to Brigade Headquarters for permission to return the fire of enemy batteries brought the answer that hostilities had ceased. Brigade Headquarters in St. Mihiel was too far away to hear the battle. Ten forty-five, and there were no signs of the armistice ever going into effect. Reports from the forward observation posts brought only infor-

mation of heavy firing all along the Plain. O. P. Kidder, on the nose of Les Eparges ridge, was shelled intermittently. Ten minutes more — five minutes more — everyone kept his eyes on his watch. Not only at P. C. Coolidge, but all along the two hundred miles of battle front, thousands of men were watching their watches tick off those last few minutes. Two minutes of eleven, and the whine of a Boche shell was a plain reminder that the war was still on. One minute of eleven; the rumble of the battle seemed to be dying; yes — no — yes. By two minutes past only an occasional shot echoed up the valley.

Five minutes past eleven, and the stillness was nerve racking. The time-keeper's whistle had blown, and the big game was over. A faint cheer from away out in the mist broke the silence for a minute. Everyone stopped whatever he was doing. Along the roads, as far as the eye could reach, not a soul moved. Five minutes before a tremendous machine had been in motion; thousands of men rolling forward, but now everything had stopped. A strange feeling of fatigue descended upon man and beast. Was the war really over? It seemed impossible. There was no celebrating, no dancing, no singing or shouting. The wild enthusiasm which shook the cities of the Allied Nations did not reach the front. The faint cheer that echoed back through the mist was meagre and short lived,— probably a reserve company on its way to the firing line was rejoicing at the prospect of immediate rest and food.

The traffic, momentarily paralyzed by the sudden cessation of the battle rumble of years, soon started moving again. The men smiled a bit more than usual, a few shook hands as they met, but no celebrating could penetrate the stupor that hung over the front. Down on the Plain, the infantry rested where it had stopped. Some men talked, others watched, but the majority slept. Here and there sprawled an American or a Boche who had made the supreme sacrifice on the last day of the war. In Manhuelles, where the fighting had been especially bitter, a small band of negro engineers were picking up heaps of O. D. and depositing them none too carefully in a little shell-torn graveyard. The sight of dead comrades, comrades who for all sense and purpose had been killed needlessly, did not make the troops feel like bursting out into any form of organized celebrating as they marched back from the lines. The

thoughts uppermost in the minds of all were centered about food and sleep. The existing fact that hostilities had ceased was an overpowering burden on the fatigued brain. The realization that the fighting had stopped was impossible.

All day long troops tramped past P. C. Coolidge. There were members of every branch of the service, bound for rest billets in the rear. Most of the staff left the P. C., leaving only a small guard. As night fell upon the strange stillness, the sky became brilliantly illuminated. Red, green, and white rockets shot up into the sky. Repeated and frantic signals for a barrage from hundred of points brought forth no response. Star shells and Very pistols added to the illumination. Victor and vanquished alike were adding to the tremendous display of fireworks. The front was celebrating at last. All night long the fireworks continued, the tremendous stores of rockets furnishing a never ending supply. The areas back of the German lines were brilliantly illuminated, as well as the billets in which rested the victorious troops. The French poilu added his comment to the passing troops, short but to the point, "Fini La Guerre." And from the smile upon his face he believed it.

HEADQUARTERS 151ST FIELD ARTILLERY BRIGADE
AMERICAN EXPEDITIONARY FORCES
FRANCE

NOVEMBER 11, 1918.

MEMORANDUM:

For Unit Commanders.

No. 17.

1. The Brigade Commander desires to express his commendation of all the units of this command.
2. The members of the command collectively and individually have shown excellence in every particular and it has been a great pleasure to command in battle men so loyal, energetic, enthusiastic and efficient.

RICHMOND P. DAVIS,
Brigadier General Commanding

The majority of the Regiment pulled into Rupt before night. During the day some energetic member of the 302nd had climbed the flagpole of the Mairie and tacked up an American flag. As the darkness shut down, the little town blinked into the night for the first time in four years. The billets were illuminated and the window shutters thrown open. But, with the exception of a few enthusiasts who were setting off fireworks, the Regiment enjoyed the first night of peace in much needed sleep. The batteries formed in the street for Retreat, and as the band played

the Star Spangled Banner, the men stood up a little straighter; a few could not help portraying a slight smile of satisfaction: the air seemed to have more meaning. The work was over, a hard job well done, the end of the season had come, and the last big game had been won.

The days that followed were dull and objectless. Further training was useless. There was no longer a desire to learn any more Field Artillery. Officers and men alike, for the first time in many months, could look toward the future and lay more or less definite plans. The reaction was tremendous. The study of a life's work, as it were, was stopped in a day, and the military became a secondary thought in the minds of all.

The remaining days of November slipped by. The winter rains had started in earnest and the little town was mud-soaked and wet. The military work consisted in cleaning materiel, foot-drill, calisthenics, and hikes.

On the 19th of December an order arrived designating the 151st Brigade for early departure, and instructing the two regiments to turn in all equipment not of a personal nature. A series of inspections soon followed, culminating in the turning in of all the regimental equipment. Guns, tractors, motor-cars, telephones, all in due time were the cares of the Regiment no longer.

The Regiment from now on was a Field Artillery organization in name only. The red piping on the officers' caps and the cross-cannons on the collar ornaments were the only visible signs of its former occupation. Infantry drills and formations came into the life of the Regiment for the first time. The truck driver, telephone operator, gunner, wagoner, all performed the same duties now. "Squads right," "Squads left" were masters of the occasion.

Christmas came and went,— with extra menus for the organizations, and celebrations in the officers' messes. The dilapidated little town tried to look festive for the occasion. A slight snow on Christmas Eve had partially covered many of its disfigured features. Greens here and there, savory smells from the kitchen, and the sun, that for a few hours vainly attempted to dry off the mud, made Christmas Day different from the ordinary run of days spent at Rupt.

New Years, with best wishes for a speedy return home, also broke the monotony of the dull days. The first regimental show, appearing Christmas week, was a great success. The "Salle de Theatre," the pride of Rupt, was crowded at all performances. Various other shows and movies helped to pass away the long winter evenings.

The life in Rupt for the two months following the Armistice was not altogether devoid of pleasure. The officers, especially, made excellent use of the abundance of transportation. A White or a Dodge, carrying the regimental insignia, could be seen almost any day along the road to Nancy. Saturdays and Sundays saw the motor transportation of the Regiment scattered in every direction. Bar-le-duc, Verdun, Sedan, Rheims, Metz, Luxemburg, Conflans, Chalon, Chaumont, all received due attention. The enlisted personnel of the Regiment had abundant opportunities to visit nearby places of interest, the forts of Verdun being especially popular. Shattered Vaux and Douaumont will always stand as grim reminders of one of the world's greatest battles.

Before leaving Rupt behind forever, there is one subject that deserves a few words, namely; souvenirs. The American's lust for relics baffles all description, and the members of the 302nd Field Artillery were no exception. It took almost the form of a mania. Officers would visit the recently evacuated German lines in a Dodge, and return with the machine jammed with every kind and description of article. The variety ranged from rifle cartridges to pianos. All officers' messes boasted of their Boche china. Chairs from German dugouts were plentiful throughout the billets. The regimental post-office did an untold business in German helmets. A battery would take an all day hike down onto the plain, and straggle back into Rupt long after dark, exhausted from carrying huge quantities of plunder. There sprang up an unusual trade in souvenirs. Trading ran wild. The relative value of a "Gott Mitt Uns" belt buckle, or a pickle helmet, were measured in terms of German gas masks, steel helmets, and rifles. The proud possessor of a Lugar Pistol would not trade for any of the above articles, however. The officers favored maps, and aero photographs, but they too gathered great quantities of the more common form of relics. Rupt took on the garb of a German Arsenal. The order designating the 9th of January



READY TO
LEAVE



THE
LAST
MARCH
OUT
OF
RUPT



as the day of departure, ended the ceaseless efforts of the command to collect trophies, and the last days before departure saw countless prizes thrown into the salvage piles. The fruits of many twenty mile walks were thus disposed of.

The day finally arrived when the Regiment turned its back on Rupt, and commenced its long journey homeward. January 8 was comparatively warm and sunny, and there was excellent weather for the march to Bannancourt, where the Regiment entrained. Each man, as he tramped over the nine miles, took his last look at shell holes, barbed wire, and ruins. Rupt also received its quota of farewell glances.

A long train of American freight cars was waiting at the siding. The engine was a huge Baldwin locomotive. There was, however, no officers' car. Only one officer from each organization accompanied the troops, the rest going by the way of Paris. The long train left Bannancourt shortly after six o'clock, every man pleased and satisfied. The homeward journey had commenced. The information that the train was routed for Camp de Souge immediately dampened the enthusiasm, however. The journey was uneventful. The morning of the 11th found the 302nd Field Artillery pulling into Souge. Officers and men felt no delight at the prospects of renewing their acquaintance with the sandy wastes of their old training area and as the organizations formed beside the train, before marching to that part of the cantonment allotted to the Regiment, many absentees were reported. A long delay in the freight yards of Bordeaux was the cause of the depleted ranks.

The next two months dragged by, for the most part a series of never ending monotonous days. The ever elusive question "When are we going home?" never received a satisfactory answer. Rumors and false hopes crowded upon one another in quick succession. The daily routine consisted of foot drill and calisthenics in the morning, and athletics in the afternoon. The camp authorities also called for large details. The many and interesting base ball games were the chief diversion, and formed a very pleasing pastime, materially helping to relieve the monotony of the long wait. Influenza again attacked the Regiment, taking as a toll, the lives of several members. It was during this epidemic of influenza, in the latter part of January, that the Regiment reached its lowest mental

BARRACKS
THAT
RESEMBLED
A FLOCK OF
ARKS



HELPING
TO PASS
THE
MONOTONOUS
DAYS



THE OFFICERS'
MESS



level. Continual rains had turned the barracks into a flock of arks. Kitchen, mess halls, officers' quarters, all were surrounded by a sea. The mental state of some of the officers reached such a point that they took up sailing homemade boats from their door steps. The arrival of an order allowing twenty per cent of the command to be on leave at any one time, the gradual recession of the rains, and the increased interest in athletics brought the morale back to its former high standard. The command finally resigned itself to an indefinite stay at Souge, rumors no longer had their heart-rending effects, and officers and men settled down to wait, making the best of the existing conditions.

Several times during February there were persistent rumors that General Pershing, the Commander-in-chief, was about to visit Camp de Souge to review the Brigade. The rumors culminated in definite instructions from Headquarters of Base Section No. 2, that the General would arrive at Camp on or about February 28. Several practice reviews were held in anticipation of the coming event. The exact time of his arrival in Camp was finally fixed for 11 o'clock, February 28. The Brigade, together with all the other troops in Camp, were massed north of the motor park. As the General's special Locomobile came to a stop, a large Bugle Corps sounded four flourishes and the General's March. After exchanging formalities with the Camp Commander, the General, followed by his large staff, proceeded to inspect the troops. The General inspected every organization of the Regiment, his military bearing and strength of character impressing itself upon the minds of all. The Regiment made an excellent appearance and brought forth only favorable comment from the Commander-in-chief. After the inspection General Pershing mounted, and took up his position at the reviewing post. The combined bands of the 302nd and 303rd regiments moved into position. The 303rd led the review. The Regiment, in line of squad columns, swung by, a sea of steel helmets and rifles. The 302nd followed at the prescribed interval. The alignments and step were excellent. The heavy marching order increased the impression of military strength. After the last organization had doubled away from the reviewing officers, the officers and non-commissioned officers of the Brigade gathered about the Commander-in-chief. In the few minutes that followed General



GENERAL PERSHING ADDRESSING OFFICERS AND NON-COMMISSIONED OFFICERS OF 151ST FIELD ARTILLERY BRIGADE

Pershing thanked officers and men for their help in bringing about the final victory. It was the heart-felt appreciation of a Commanding General for his troops, a final word of praise, and best wishes for the future. The Regiment esteemed the honor of being reviewed by the Commander-in-Chief, considering it more than a fitting climax to its stay in the A. E. F.

The remaining days at Souge were spent in the accustomed manner; a short drill period, followed by a regimental parade, now comprising the only military work. During these weeks the Regiment materially increased in smartness under the direction of Major Gammell.

During the first week in March many officers left the Regiment for various universities in France and England. The fears, however, of many of these officers were contradicted by the arrival of an order directing the Regiment to enter the Embarkation Camp at Genicart before noon on March 19. The Regiment moved to Genicart in motor trucks. The joy and relief at leaving Souge was unbounded. The rain did not detract from the pleasure of the ride that took the Regiment away from their home for the past two months.

The recollections of the next three days drift back as a series of sleepless nights and foodless days. One night was spent at the so-called "Dirty Camp," then a short march to the "Clean Camp," where the Regiment underwent the systematic operation of being relieved of most of its personal belongings. The rightful name of the institution through which the Regiment streamed was "the delousing plant." It was generally and commonly known as "the Mill." Men entered its walls well clothed, free from bodily inhabitation, and generally pleased with life. They came out with ill fitting clothes, minus many personal belongings, and with an attitude anything but favorable towards the Army or anything that had to do with it. To a regiment well equipped and well cared for, the Mill could hardly be described as a benefit.

Early the next morning, in fact before daylight, the organizations were formed in heavy marching order, and the Regiment tramped away from Genicart as the first feeble streaks of gray struggled through the mist and rain. The march to Bassens, some seven miles away, was made in a driving rain.

As the long column of twos splashed along through the mud there



REGIMENT PASSING IN REVIEW BEFORE THE COMMANDER-IN-CHIEF



'RETREAT'



REGIMENTAL REVIEW AT CAMP DE SOUCE

were many speculations and comparisons voiced by the dripping members of the 302nd Field Artillery. The name of the Mill occurred often, generally not in a complimentary manner. After passing long lines of docks, the Regiment finally halted in a large shed occupied by the American Red Cross. The pleasing and efficient manner in which the members of this organization distributed sandwiches, coffee and candy to the hungry men was an enjoyable relief after the struggle of the past two days. The sight of American girls was appreciated beyond description. After partaking freely of the hospitality of the Red Cross, the Regiment marched to the boat that was to carry it down the Gironde. The two lines of men that streamed over the gang plank disappeared into the hold. How all of the men got onto the little boat was a mystery. The trip down the Gironde was of short duration, Pauillac being reached in about two hours. A high wind, driving before it a cold rain, did not add to the first impressions received at Pauillac. As the organizations came off the boat they were formed and marched away; some were fortunate enough to be assigned barracks, but the majority were housed in old hangers or huge sheds, formerly used by the Naval Air Service as machine shops. The Embarkation Camp had been a Naval Aero Station, and the conglomeration of sheds, shops, hangers, and barracks, clustered along the river bank, did not look inviting. The knowledge, however, that the next move would be the last one in France, brightened the prospects of cramped quarters, and the Regiment settled down to wait again, minus many of the forebodings that surrounded the long stay at Souge.

The weeks spent at Pauillac never reached that monotonous procession of days which characterized the months of January and February at Souge. The country surrounding the Embarkation Camp was interesting: it was a huge vineyard dotted here and there by chateaux and small villages. For the first week, therefore, the morning road marches proved an interesting, as well as beneficial form of exercise. After all of the organizations had become thoroughly familiar with the nearby scenery however, the morning excursions into the country were not greeted with their former enthusiasm. Officers and men alike were permitted to leave the camp only in formation. The confinement imposed by the camp authorities seemed hardly justified. The officers



AMERICAN
EMBARKATION
CAMP,
PAUILLAC,
FRANCE

THE
BATTALION
MESS
HALL

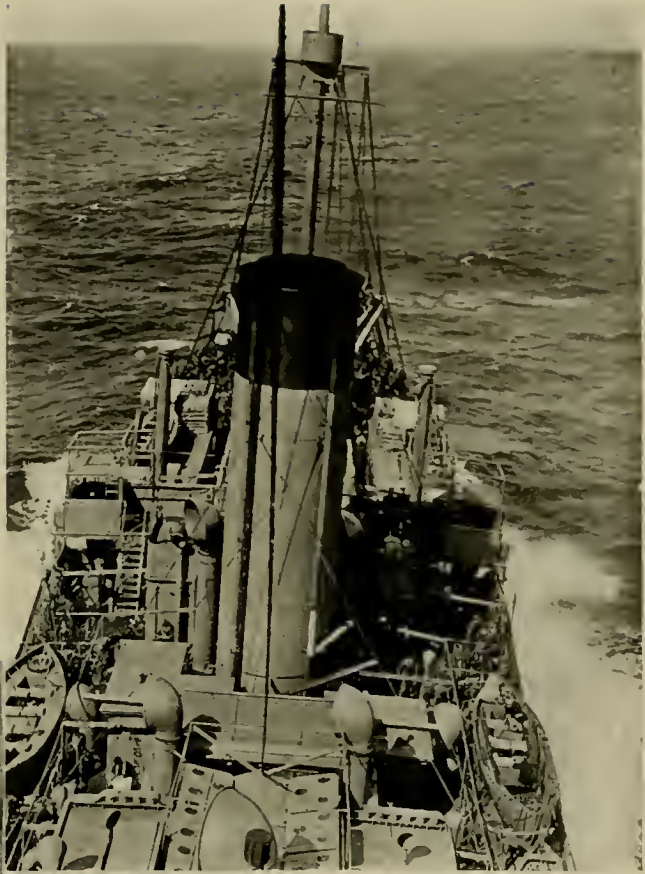


from behind the high barbed wire fence that surrounded their quarters watched the trusted German prisoners wander along the road with envious eyes. If the Regiment had been allowed to leave the Camp at will, the associations connected with Pauillac would have been far brighter. There was, however, one form of enjoyment that the camp authorities did not attempt to hinder; namely, watching for ships. From dawn to sunset, that part of the camp bordering the river was lined with men eagerly watching for their ship to come in. Each steamer that passed, whether transport or freighter, was greeted with wild cheers of delight. The enthusiasm aroused by crowded transports going downstream, however, was not so marked. Each ship that passed the camp was the basis for countless rumors. Rumors spread like wild fire from one end of the camp to the other, the magic sailing date always receding, a phantom that continually danced before the eyes of the Regiment, but never came near enough to take definite form. It was nearly two weeks after the arrival of the Regiment at Pauillac before the first troops left. The knowledge that a ship had actually stopped at the camp electrified everyone with joy. Once the ice had been broken, ships docked and took away their eager hundreds in astounding regularity. By the tenth of April the four thousand troops that were ahead of the Regiment had dwindled to a few hundred.

The next boat would be ours. The good news came in due time that the 303rd and approximately half of the 302nd would sail on the Santa Rosa, on or about April 13. This information brought a mixture of feelings. The pleasure aroused by the knowledge of an early sailing was materially reduced by the tantalizing question "Who will be left?" The choice of the organizations to go on the Santa Rosa was decided by lot. Only the organization commanders can appreciate the terrible suspense before the fatal drawing. Batteries B, C, and D were finally picked as the winners. There were, however, enough remaining places so that each of the organizations left behind could select between 20 and 30 men who were urgently needed at home, to go with the first contingent.

As the three Batteries formed for the last time on French soil, there was a universal feeling of sadness. Everyone felt that in a few minutes the 302nd Field Artillery would be broken up forever. It was extremely

U. S. S.
SANTA ROSA
AT
SEA



HOMeward
BOUND

disappointing to the officers and men to see the Regiment split in such an unsatisfactory manner and go back and scatter to its hundreds of homes without some sort of final formation befitting the occasion. But such are the ways of the army and the lucky half of the 302nd sailed away for America, leaving the unlucky half wondering when its turn would come.

Although it was only a week before the longed for ship arrived, those seven days, filled with visions of becoming Casual companies and corresponding delays, seemed like months. The *Canandaigua*, one of the old mine-laying fleet, was assigned to carry the remainder of the Regiment home. Batteries A, E, F, Headquarters and Supply Companies sailed on Easter Sunday, April 21, the last glimpses of the French shore bringing forth no feelings of sadness or regret.

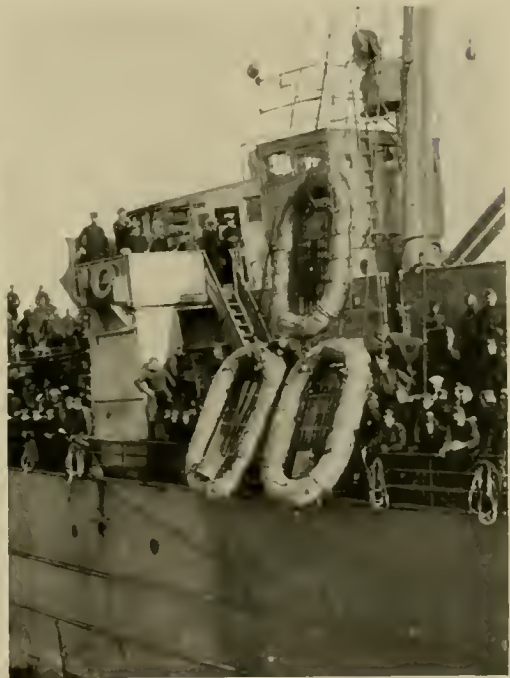
The *Canandaigua*, as well as the *Santa Rosa*, were typical of the converted transports. Four tiers of bunks, crowded decks, congested quarters and long mess lines were discomforts annulled by the fact that each day brought home several hundred miles nearer. The trips of both ships were marred by rough weather and slight break downs; the *Santa Rosa* had engine trouble while the *Canandaigua* drifted for twelve hours off Nantucket lightship with a disabled rudder. The delays and rough weather, however, were soon forgotten when once the ships steamed up Boston harbor. The *Santa Rosa* landed its quota on April 26, while the *Canandaigua* docked on May 3. The transports were met by two steamers carrying friends and relatives, who showered the returning troops with doughnuts and candy. The same chorus of whistles welcomed home the Regiment that nearly ten months before had sped it on its way.

France, with its many memories, was lost in the flood of delightful impressions aroused by the first glimpse of the United States. Each man, as he stepped off the gang plank, was full of unbounded appreciation of his own country. "How different things are here than in France!" was the thought uppermost in the minds of all. After the troops had been formed, rolls called, and the Red Cross had distributed eatables, the men filed into day coaches that took them to Camp Devens. What a difference between day coaches and the "Hommes 40, Cheveaux 8" of the olden days! Wooden houses, stone walls, real street cars, all were



"WELCOME HOME"

LANDING AT COMMONWEALTH PIER



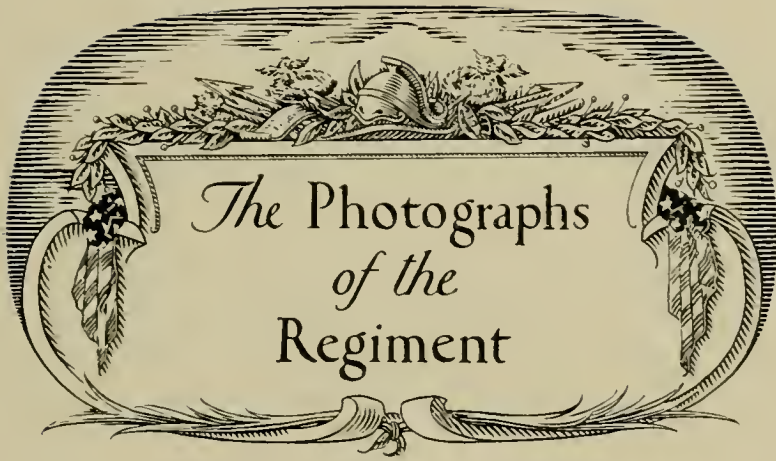
THE
CANANDAIGUA

pleasing sights. Camp Devens, the home of the Regiment for so many months, looked deserted and forlorn. A trip through another delousing plant, a pleasing contrast to those in France, a march past familiar sights to quarters in the Depot Brigade, and the Regiment settled down to several days of intensive paper work in preparation for demobilization.

During the four days that the organizations remained at Camp Devens, the battery clerks, with their many assistants, were masters of the occasion. The organization commanders spent hour after hour signing their names. The number of records required by the War Department was overwhelming; but on the appointed day everything was in order, and, at the time designated by the finance Officer, the organizations marched down to the Paymaster's, filed by the little window, received their final pay and discharge, and were civilians once more. Batteries B, C, and D were mustered out on April 30, while the remainder of the Regiment left the service on the 7th of May.

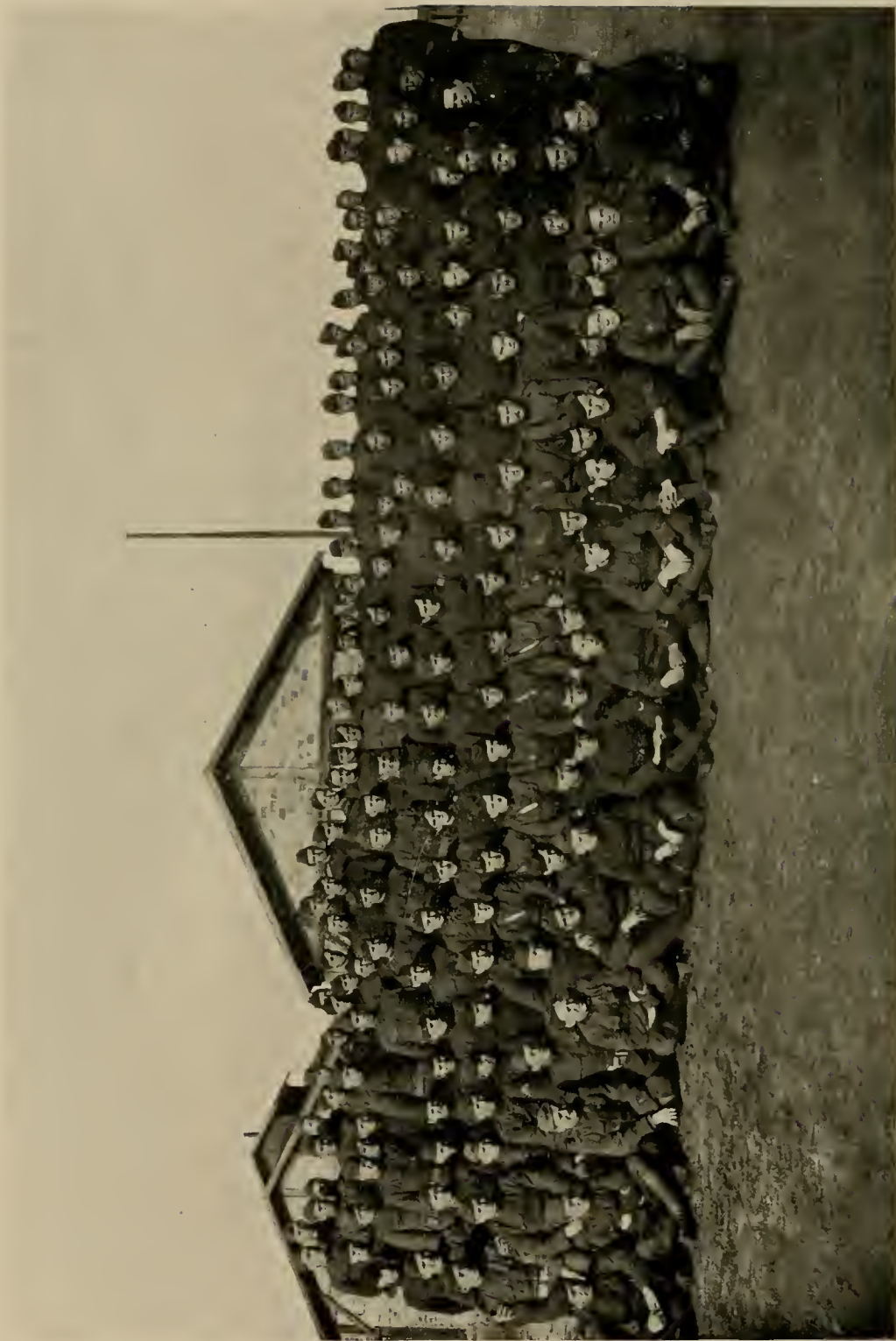
The last words of the Captains to their Batteries or Companies were the only attempts at organized farewells. The organization commanders watched their men leave the paying booth and disappear into the crowd as civilians. Their organization, which they had watched and sponsored for months, melted away in ten minutes. In the minds of each there was but one thought. "The enlisted man is beyond praise." "How different they are now from when they first came to the Regiment!" "Sorry, very sorry, to see all the familiar faces go."

The groups of men clustered about the Paymaster and soon broke up, some crowded into machines, some wandered back to the barracks for their belongings, some joined the stream bound for the station, and the 302nd Field Artillery was no more.

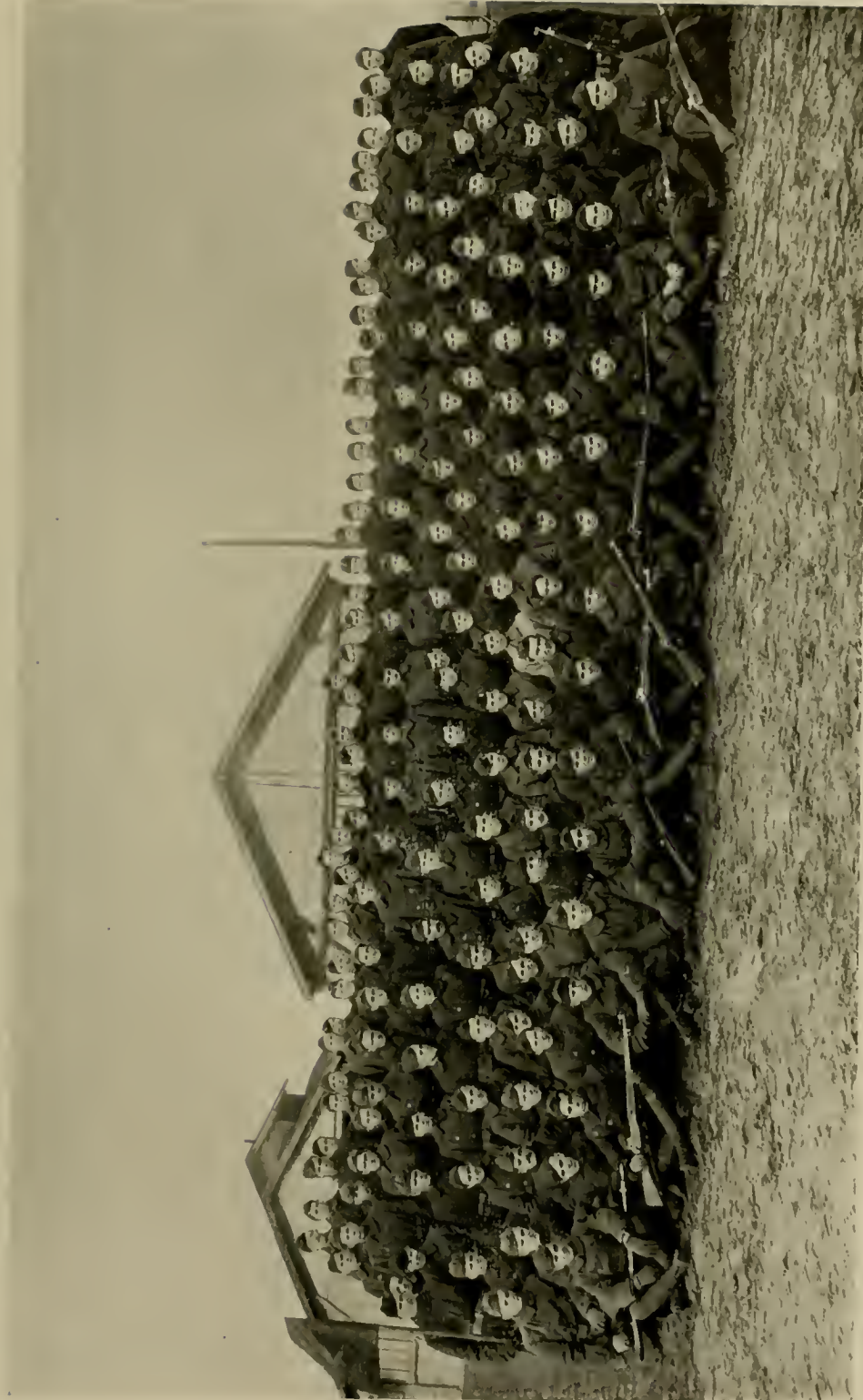




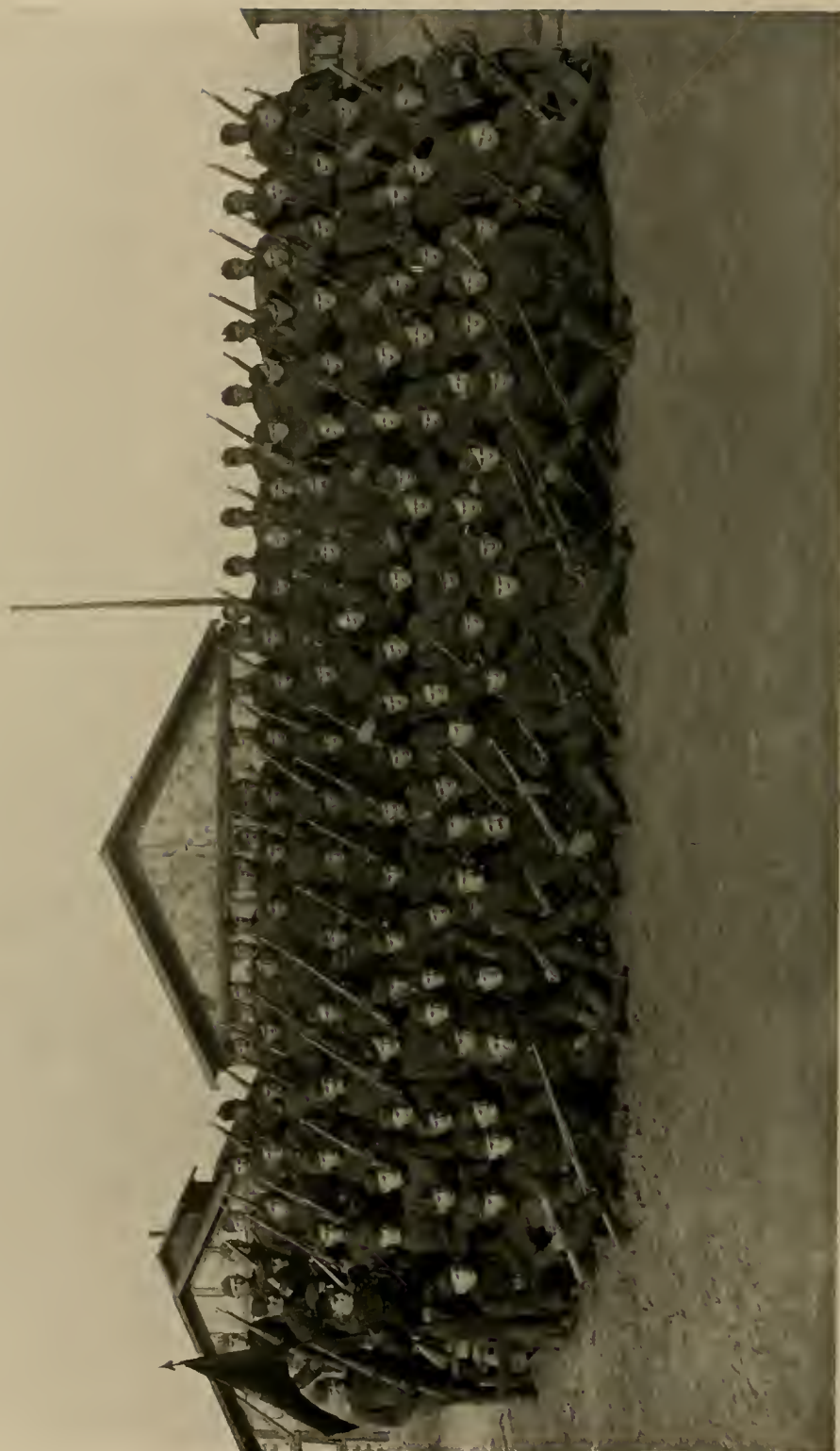
THE FIRST SERGEANTS



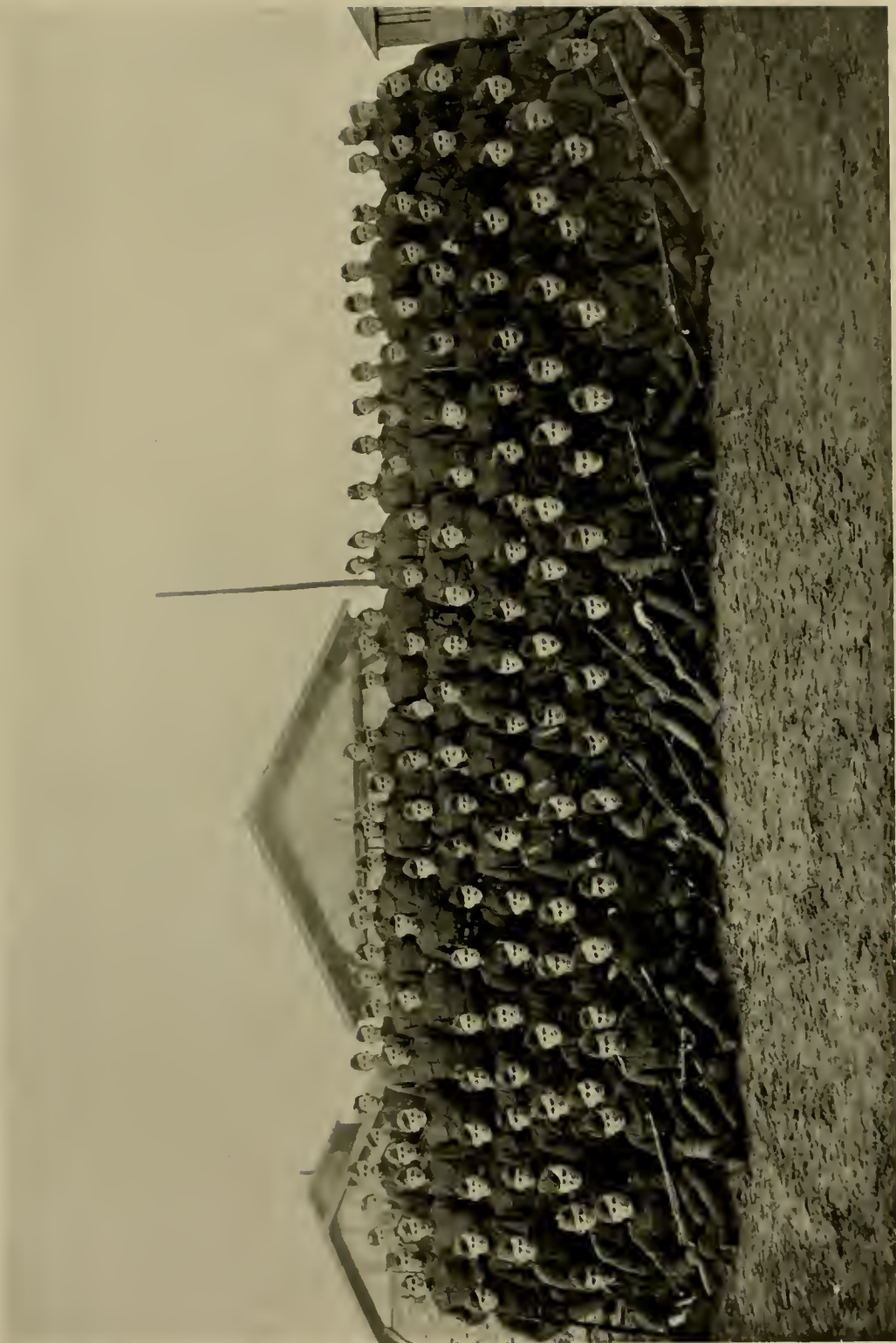
HEADQUARTERS COMPANY



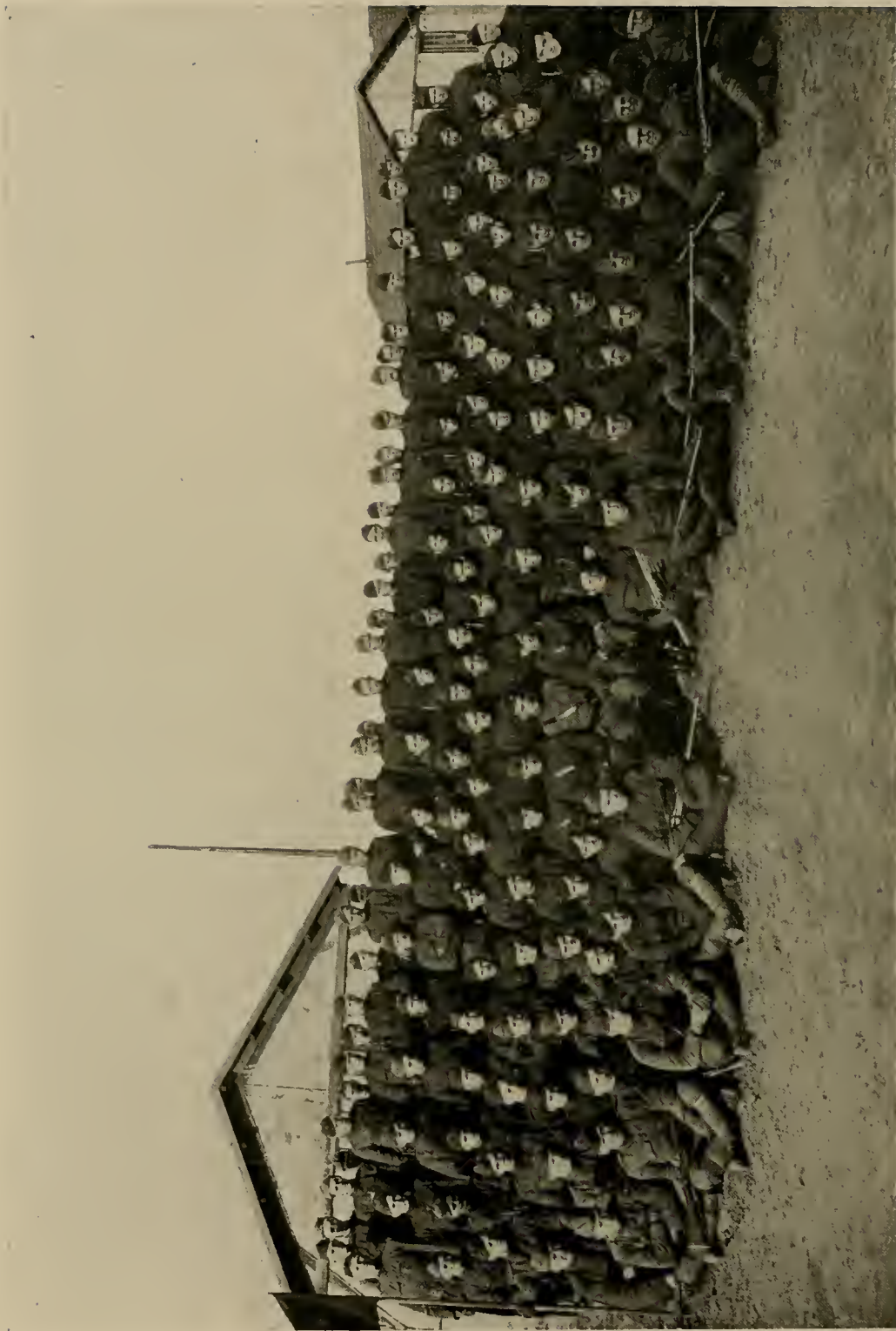
BATTERY A



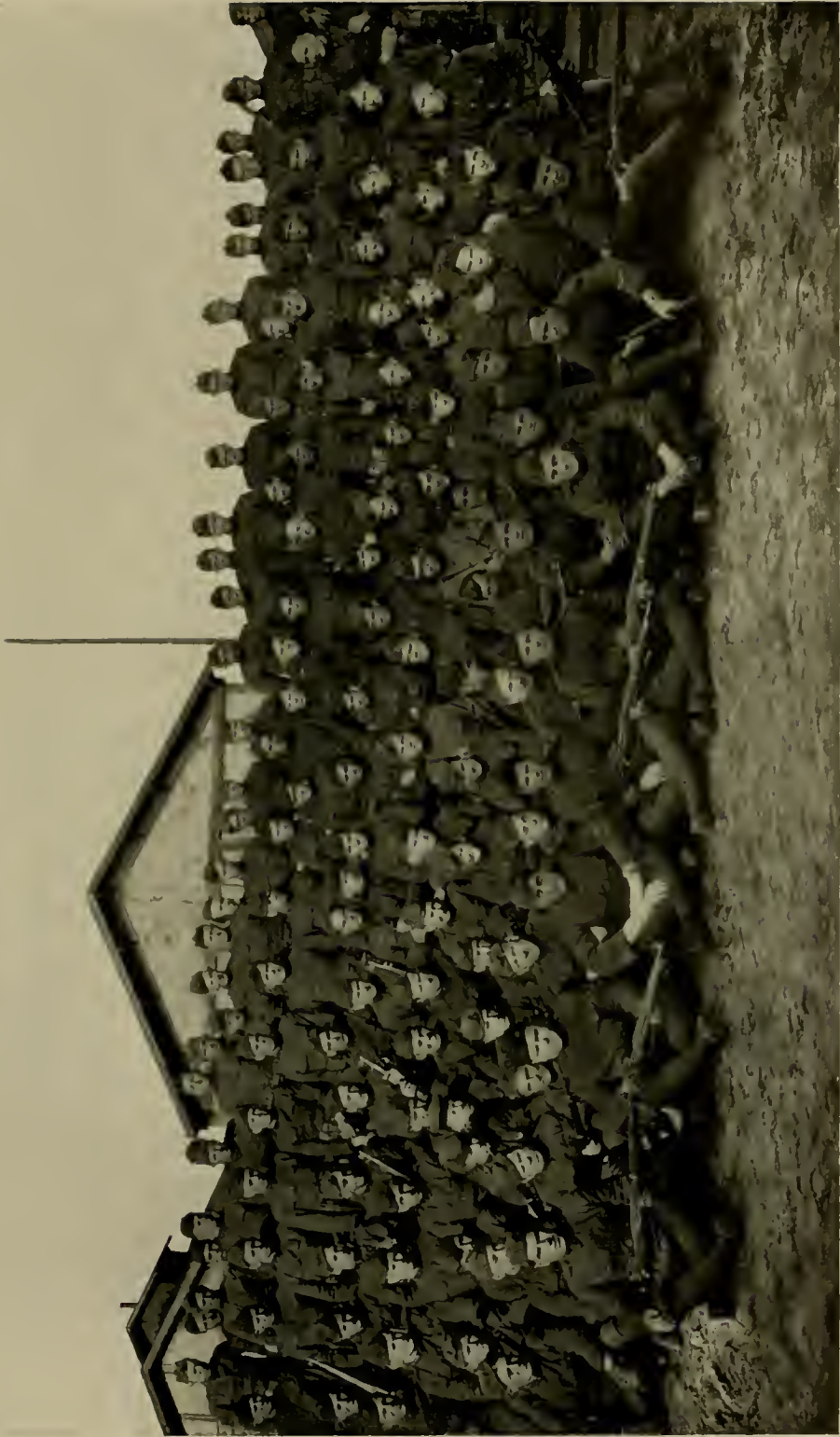
BATTERY B



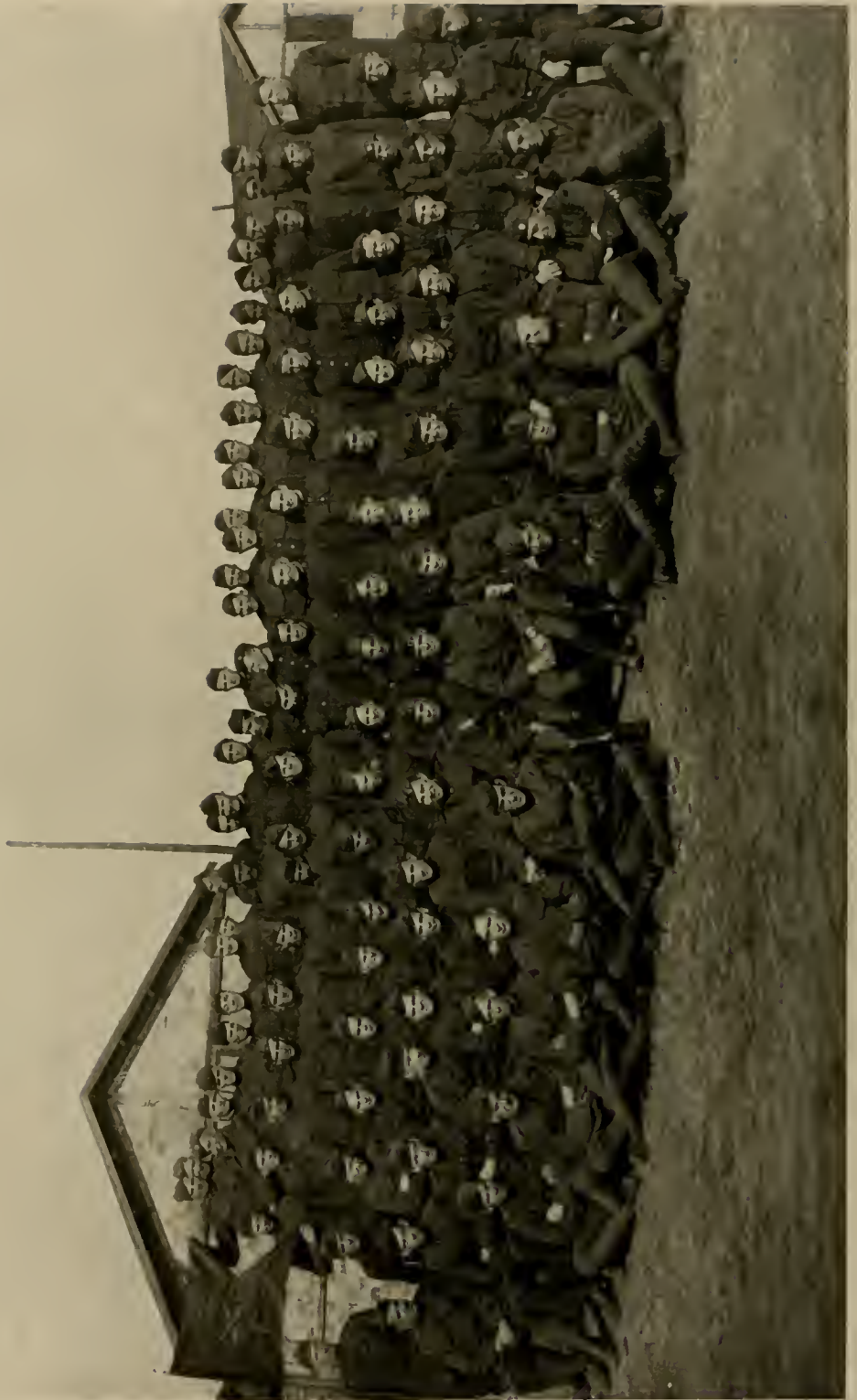
BATTERY C



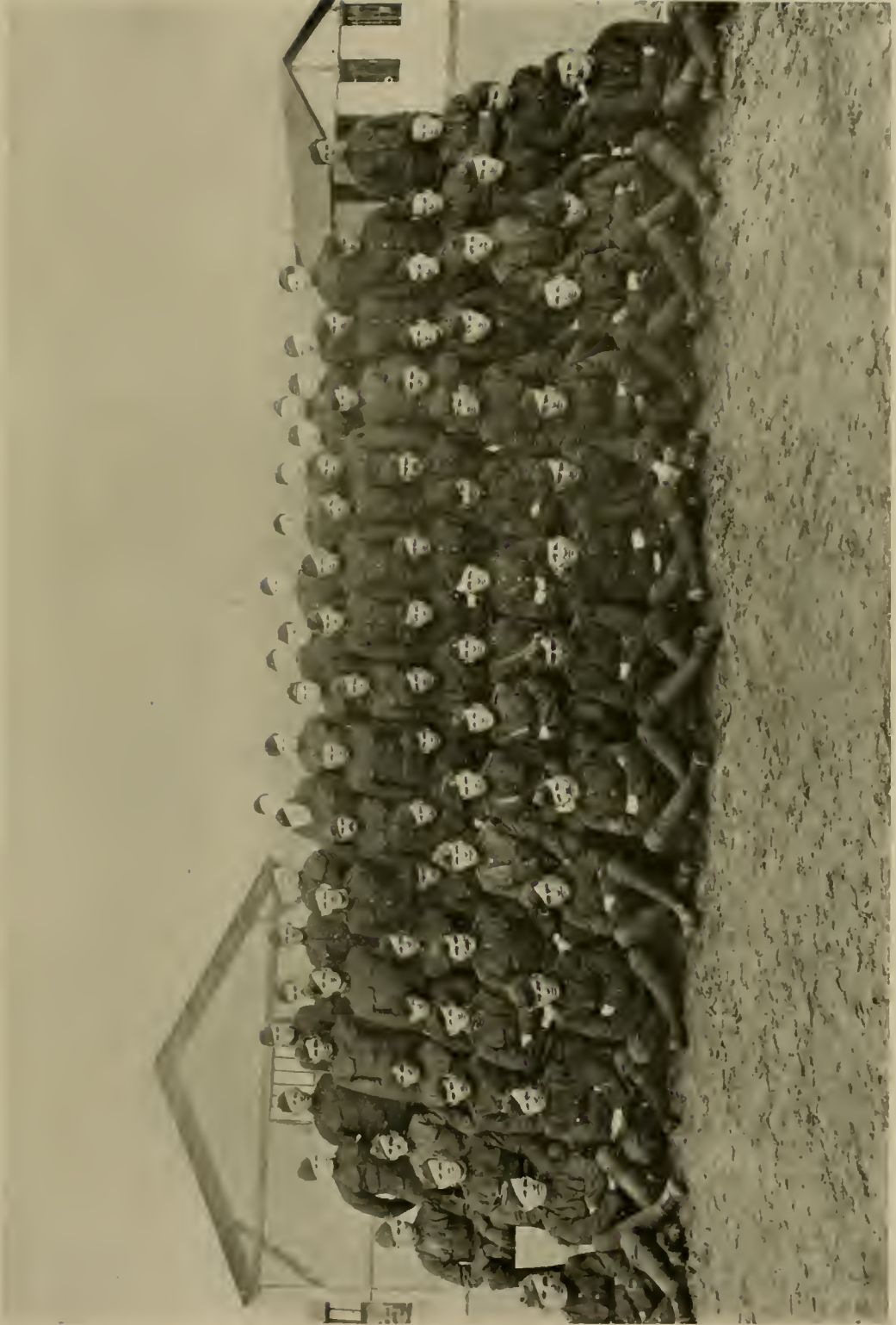
BATTERY D



BATTERY E



BATTERY F



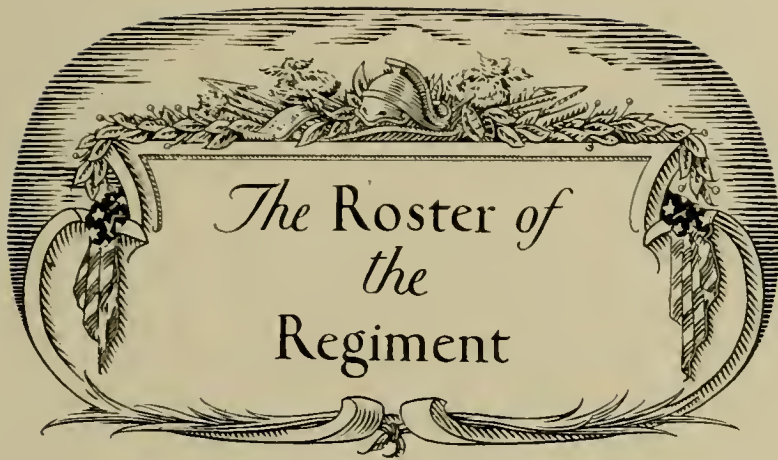
SUPPLY COMPANY



THE BAND



MEDICAL DETACHMENT



The Roster of
the
Regiment

302ND FIELD ARTILLERY, A. E. F.

STATE STRENGTH — ENLISTED

	HQ	A	B	C	D	E	F	Sup.	Med.	Total
Vermont	31	70	74	61	17	21	21	40	3	338
Connecticut	35	3	4	4	68	69	63	13	2	262
Massachusetts	55	18	28	21	14	8	15	11	4	174
New York	35	20	15	27	20	17	19	19	2	174
New Hampshire	9	5	7	8	11	10	5	8		63
Maine	17	10	7	7	5	3	4		1	54
Illinois	4	5	7	5	5	3	4		9	42
South Carolina		3	8		4	5	7			27
Rhode Island	4	1		6	6	4	1		1	23
Ohio	3		1	3	5	3	4	2	1	22
Pennsylvania	2	6	3	1	2		2	2	2	20
North Carolina	1	4	1	6	4	1	4			21
Florida	1	2		4	1	4	2			14
New Jersey	2	3	2		2		1			10
Georgia	2	3	1	2			1			9
Kentucky			1			1			7	9
Arkansas				1	1	2	2	1		7
Missouri	1		2	1		2			1	7
Michigan			1	2	1				1	5
Virginia					2	1	1		1	5
Indiana	1		1				1	2		5
Minnesota	1					1			1	3
Alabama	1		1			1				3
Iowa		1			1	1				3
Oklahoma				1	1	1				3
Maryland		1					1			2
Mississippi		1							1	2
Texas		1	1							2
Wisconsin				1						1
Louisiana						1				1
California						1				1
Kentucky							1			1
Tennessee						1				1
Honolulu	1									1
England		1								1
Canada		1								1

33 STATES, 1 TERRITORY, 2 FOREIGN

ROSTER
OF THE
302ND FIELD ARTILLERY

Men who Served with the Regiment
Overseas

HEADQUARTERS COMPANY

- Ahern, Joseph J.; Pvt.1cl., 352 Cedar St.,
Manchester, N. H.
Aldrich, William J.; Pvt.,
Norwich, Vt.
Alling, Frederick K.; Sgt., 227 Park St.,
New Haven, Conn.
Arniotis, Angel; Pvt., 26 Hunter St.,
Newark, N. J.
Astle, Ray M.; Pvt.1cl., 56 Court St.,
Houlton, Me.
Atkinson, John J.; Wag., 46 Academy St.,
South Braintree, Mass.
Avenelle, Emile, Jr.; Band Corp., 37 Walden St.,
North Cambridge, Mass.
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- Ruiter, Harold C.; Wag.,
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- Scholl, Peter; Pvt.1cl., 402 North Hyde Park Ave.,
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- Seguin, Albert J.; Sgt.,
Newport, Vt.
- Selleck, Robert E.; Corp., Summer St.,
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Garland, N. C.
- Squires, Dwight H.; Pvt.1cl.,
Newport, Vt.
- Stalker, Cecil E.; Pvt.1cl., 177 Beech St.,
Bennington, Vt.
- Stevens, Percy B.; Cook,
Brandon, Vt.
- Stone, Raymond F.; Pvt.1cl.,
Danby, Vt.
- Stratton, Amos H.; Pvt.1cl., 109 Temple St.,
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- Thompson Jefferson; Pvt.,
McIntyre, Fla.
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- Turner, Martin; Pvt.,
Gresham, S. C. (Marion County.)
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- Denton, Claude A.; Pvt.1cl.,
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- Denton, Ervin L.; Pvt.1cl.,
Whiting, Vt.
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- Foster, William V.; Corp.,
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- Gardner, Edward A.; Pvt.1cl.,
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 Morse, George C.; Pvt.1cl.,
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 Rowlee, Harold R.; Wag.,
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 Cavendish, Vt.

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- Snide, Luther W.; Pvt.,
Springfield, Vt.
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- Strom, Leonard E.; Pvt. 1cl.,
Donovan, Ill.
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Castleton, Vt.
- Sweet, Ralph C.; Mech.,
West Lincoln, Vt.
- Swenor, Byron B.; Pvt.,
Shoreham, Vt.
- Tanner, George L.; Pvt.,
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- Thiaville, Joseph D.; Corp.,
Fair Haven, Vt.
- Thibault, Victor W.; Pvt. 1cl., 42 Elm St.,
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- Trombley, Abraham A.; Corp.,
Shoreham, Vt.
- Turner, James C.; Pvt.,
Clover, S. C.
- Vause, Jarrot T.; Pvt., R. F. D. No. 3,
Timmons ville, S. C.
- Vinton, Francis W.; Pvt.,
Braintree, Vt.
- Wald, Charles C.; Pvt., R. F. D. No. 3,
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- Watson, Sam C.; Pvt., R. F. D. No. 3,
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Middlebury, Vt.
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 Andrews, Foster I.; Sgt.,
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 Bristol, Vt.
 Badger, Clarence E.; Sgt.,
 Hyde Park, Vt.
 Ball, Horace F.; Corp.,
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 Barlow, Paul E.; Wag.,
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- Matthews, Charles A.; Pvt.1cl., R. F. D. No. 3,
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- Nichols, Charles E.; Wag.,
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- Paine, Robert C.; Corp.,
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- Ploof, Mark H.; Corp.,
Stowe, Vt.
- Quebec, Edmund E.; Pvt.1cl., 202 Lake St.,
St. Albans, Vt.
- Riley, John J.; Pvt., 227 Lake Ave.,
Manchester, N. H.
- Robinson, William E.; Pvt.1cl.,
Bloomfield, Vt.
- Rockwell, Julian P.; Sgt.,
Swanton, Vt.
- Rowe, Kinard; Pvt., R. F. D. No. 4,
Saluda, N. C.
- Russell, Charles; Pvt.1cl.,
Eden Mills, Vt.

- Russell, Leon; Corp., R. F. D. No. 2,
Stowe, Vt.
- Sanborn, Benjamin F.; Wag., 24 Clifton Ave.,
Salem, Mass.
- Shaw, Raymond H.; Pvt., 183 Summer St.,
Springfield, Vt.
- Shaw, Samuel; Corp.,
North Pownal, Vt.
- Shepard, Lewis R.; Pvt.1cl., R. F. D. No. 2,
Bristol, Vt.
- Shurtleff, Howard J.; Pvt., 15 Elm St.,
Middleboro, Mass.
- Sikle, Max; Wag., 26 Clinton St.,
Springfield, Vt.
- Silvia, Manuel E., 3rd; Pvt., Box 83,
South Hanover, Mass.
- Sperry, Harold W.; Cook,
Brandon, Vt.
- Stearns, William F., Jr.; Corp., Francis St.,
Naugatuch, Conn.
- St. John, Henry; Pvt., R. F. D. No. 1,
Vergennes, Vt.
- Tatiosian, Vartan; Pvt.1cl., 154 Brockton Ave.,
Abington, Mass.
- Tatro, Oliver E.; Sgt.,
Vergennes, Vt.
- Taylor, Carlton L.; Cook,
Hyannis, Mass.
- Taylor, Howard A.; Wag., 231 Argyle Rd.,
Brooklyn, N. Y.
- Thompson, John W.; Pvt.1cl., 1758 Third Ave.,
New York City
- Toner, Reginald; Wag.,
Hamilton, Mass.
- Walbridge, Henry B.; Corp.,
Bennington, Vt.
- Ward, Isaac F.; Pvt.,
Ripley, Ohio
- Weeks, Percy E.; Pvt.1cl., 127 Main St.,
Spencer, Mass.
- Welch, Thomas; Pvt.1cl.,
Southington, Conn.
- White, Rudd L.; Corp.,
Bennington, Vt.
- Wiebel, Gustave B.; Wag., 16 Fifth St.,
Woodside, L. I., N. Y.
- Wiethoff, John, Jr.; Pvt., 2466 McBrayer St.,
Cincinnati, Ohio
- Williams, David W.; Pvt., R. F. D. No. 1,
Bentonville, N. C.
- Williams, Raleigh N.; Pvt., R. F. D.,
Eagle Springs, N. C.
- Wilson, Clarence H.; Ch.Mech., P. O. No. 77,
Bennington, Vt.
- Wilson, Virgil E.; Pvt.,
Green Cove Springs, Fla.
- Wooten, George W.; Pvt.,
Picher, Okla.
- Zuravsky, Boleslaw; Saddler, S. Franklin St.,
Holbrook, Mass.

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- Ahlberg, Eric A.; Sup.Sgt., 171 Prospect St.,
Middletown, Conn.
- Alderman, Samuel M.; Corp., 40 Spruce St.,
New Haven, Conn.
- Amendola, Tony; Pvt., 70 Adeline St.,
New Haven, Conn.
- Armstrong, Luther K.; Pvt., 518 Piedmont Ave.,
Canton, Ohio.
- Aronson, Bernard; Pvt.1cl., 128 West 11th St.,
New York City
- Balekaes, John; Pvt., 15 Diamond St.,
Union City, Conn.
- Basilico, Nick; Pvt.1cl., 31 Bay 14th St.,
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- Beaudette, Edward; Sgt., Box 463,
Wilder, Vt.
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- Breland, William I.; Pvt., 1218 Devine St.,
Columbia, S. C.
- Brouillard, Joseph; Pvt.1cl., 51 Columbus St.,
Manchester, N. H.
- Bryce, Owen; Pvt.1cl., 98 Baltic St.,
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- Cameron, Hugh W.; Corp., 62 Bowery St.,
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- Caperton, Thomas W.; Pvt.,
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- Carey, Dennis J.; Pvt.1cl., 749-10th Ave.,
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- Cassani, Antonio; Pvt., 45 Granite St.,
Barre, Vt.
- Childs, Kenneth J.; Wag., 2242 Creston Ave.,
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- Clack, Floyd H.; Pvt.,
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- Clark, Samuel F.; Pvt.,
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- Connor, Irby Q.; Pvt., 140 Pinkney St.,
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- Corley, Cleophus; Pvt., R. F. D. No. 4,
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- Cormack, George H.; Pvt., 47 Saunders St.,
North Weymouth, Mass.
- Cote, Alexander L.; Pvt., 8 Central St.,
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- Cote, Charles W.; Pvt., 315 Wood Ave.,
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- Crawford, Carl McM.; Sgt., R. F. D. No. 2,
New Milford, Conn.
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New Haven, Conn.
- Cuddy, Edward T.; Pvt., 11 Church St.,
Naugatuck, Conn.
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- Duquette, Wilbur J.; Sgt., 176 Washington St.,
Barre, Vt.
- Dwire, Harry C.; Sgt.,
Stockbridge, Vt.
- Dymond, Royal; Pvt.1cl., 5 Sheldon St.,
Glens Falls, N. Y.
- Ehehalt, Rudolph; Pvt.1cl., 7 Wooster Pl.,
New Haven, Conn.
- Eldridge, Richard B.; Pvt.1cl., 801 Albany St.,
Schenectady, N. Y.
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Astoria, L. I., N. Y.
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- Fimbel, Alfred L.; Pvt.1cl., 71 Mary St., Aldenville,
Chicopee Falls, Mass.
- Fischer, Gustav E.; Pvt.1cl., 61 Jeffery Ave.,
Jamaica, L. I., N. Y.
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New Haven, Conn.
- French, Herbert L.; Wag.,
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- Frerichs, George, Jr.; Pvt., R. F. D. No. 2,
Gilman, Ill.
- Fuller, Frederick; Pvt., 249 Wilson Ave.,
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- Gallagher, Rusell J.; Pvt., 93 Lake Pl.,
New Haven, Conn.
- Gaynor, Albert T.; Pvt., 63 Bassett St.,
New Haven, Conn.
- Geffken, George F. W.; Pvt.,
Rockfall, Conn.
- Gladu, Emmanuel; Pvt., 278 Manchester St.,
Manchester, N. H.

- Gley, Walter B.; Wag., P. O. Box 126,
Mystic, Conn.
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- Griffith, Truman A.; Pvt., Motor, R. B.,
Kingfisher, Okla.
- Gross, Shirley B.; Pvt.,
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Cambridge, Mass.
- Hammond, Lawrence E.; Pvt., 115 North White St.,
Le Roy, Ill.
- Hemmig, Anthony F.; Pvt., 1347 N. Ninth St.,
Reading, Pa.
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- Hoey, Clarence J.; Corp., 71 Hoadley St.,
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- Holland, John W.; Pvt., 1691 So. Main St.,
Fall River, Mass.
- Hollenbach, John R.; Cook, 21 Bridge St.,
Windsor, Vt.
- Hoyland, William; Pvt. 1cl., Main St., c/o L. Burleigh
Middletown, Conn.
- Hudon, Edward J.; Pvt. 1cl.,
Salmon Falls, N. H.
- Johnson, Ellsworth S., Cook,
Springfield, Vt.
- Jones, Ellis L.; Pvt., 137 Shelton Ave.,
New Haven, Conn.
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East Boston, Mass.
- Kane, Robert; Pvt. 1cl., P. O. Box 335,
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- Karpe, John J.; Bugl. R. F. D. 3, 71 Silver St.,
Middletown, Conn.
- Kay, Willie M.; Pvt.,
Honea Path, S. C.
- Keane, Patrick; Pvt., 426 Union St.,
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- Kiernan, John E.; Pvt., 49 Lyman St.,
Providence, R. I.
- Kimball, Benjamin L. D.; Pvt., Box 51,
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- Kinney, William C.; Pvt. 1cl., 166 Spring St.,
New Haven, Conn.
- Kremser, William C.; Mech., 174 Foster St.,
New Haven, Conn.
- Lavigne, Arthur; Pvt. 1cl., 26 Green St.,
Putnam, Conn.
- Lazaro, Louis; Pvt., 117 Monroe St.,
Rahway, N. J.
- Lee, Radford; Pvt.,
Four Oaks, N. C.
- Lepre, Vincenzo; Pvt., 91 Dean St.,
Providence, R. I.
- Lewis, Eli C.; Pvt., 417 Kingston St.,
West Somerville, Mass.
- Lizotte, George; Pvt., 72 E. Walnut St.,
Nashua, N. H.
- Logan, Charles C.; Wag.,
West Cheshire, Conn.
- Lovejoy, Walter F.; Wag.,
North Chesterville, Me.
- Luby, Stanley S.; Pvt. 1cl., 13 Dwight St.,
Bristol, Conn.
- Maffeo, Anthony A.; Pvt. 1cl., 59 Wilson St.,
New Haven, Conn.
- Manial, Berth; Pvt., Cor. 16th & Hosmer Sts.,
E. Saginaw, Mich.
- Martinelli, Dominico; Pvt. 1cl., Newfield St.,
Middletown, Conn.
- Matteson, Frank; Pvt. 1cl., 65 Shearwood St.,
Providence, R. I.
- McGee, Marion E.; Pvt.,
Scranton, S. C.
- McMahon, John G.; Pvt., 63 Bassett St.,
New Haven, Conn.
- McNamara, John J.; Pvt. 1cl., 16 Schofield St.,
Providence, R. I.
- McNicol, Daniel, Jr.; Corp., 66 Canner St.,
New Haven, Conn.
- Meagher, Thomas F.; Wag., 318 Exchange St.,
New Haven, Conn.
- Miller, James I.; Wag., 48 Harvest St.,
Providence, R. I.
- Munzner, Edward V.; Wag., 31 Linden St.,
New Haven, Conn.
- Nagy, Andrew; Wag., 860 Noble Ave.,
Bridgeport, Conn.
- Nightingale, Joseph; Corp., 1830 Cornelia St.,
Brooklyn, N. Y.
- Noble, William, Jr.; Sgt.,
Naugatuck, Conn.
- Petrainolo, William; Corp., 103 Wallace St.,
New Haven, Conn.
- Phaneuf, Ferdinand J. A.; Pvt. 1cl., 90 Rumford St.,
Concord, N. H.
- Pinn, David B.; Pvt. 1cl., 75 Sherman Ave.,
New Haven, Conn.
- Pluff, Clarence B.; Corp., 90 Shelton Ave.,
New Haven, Conn.
- Poirier, Frank; Pvt., 478 Moody St.,
Lowell, Mass.
- Polly, Russell B.; Pvt. 1cl.,
Clayville, N. Y.
- Poulin, George; Bugl.,
Naugatuck, Conn.
- Pratt, George A.; Pvt. 1cl., 163 Church St.,
Middletown, Conn.
- Price, Fred L.; Pvt.,
Aurora, N. C.
- Purcell, Ernest F.; Pvt., 11 Lincoln Place,
West Newton, Mass.
- Rausch, David E., Wag., 112 Foster St.,
New Haven, Conn.
- Raymond, Peter E.; Pvt. 1cl., R. F. D., No. 1,
Springfield, Vt.
- Raytkwich, J. C. Jr.; 1st Sgt., 121 South Main St.,
Naugatuck, Conn.
- Reed, John C.; Pvt.,
Catlin, Ill.
- Reynolds, James J.; Sgt., 140 Carlisle St.,
New Haven, Conn.
- Richardson, Waldo H.; Pvt. 1cl., 31 Prospect St.,
Waltham, Mass.
- Robinson, Curtis; Wag.,
Ludlow, Vt.
- Robinson, Wilbur S.; Pvt.,
Harrington, Me.
- Rogers, Nat C.; Corp.,
Bridgewater Corners, Vt.

- Roth, Edward F.; Pvt., 2511 Chapline St.,
Wheeling, W. Va.
- Rudolph, Herman G.; Corp., 21 Brenner St.,
Plainville, Mass.
- Rush, Patrick J.; Pvt., 1926 No. Kostner Ave.,
Chicago, Ill.
- Rynkiewitz, William; Corp., 1423 Elston Ave.,
Chicago, Ill.
- Sage, Benjamin A.; Corp.,
Rockfall, Conn.
- Sandella, Settimio; Pvt. 1cl., 300 Portsea St.,
New Haven, Conn.
- Sargent, Frederick; Pvt., R. F. D. No. 1, Box 8c,
North Lubec, Me.
- Sedon, Edward A.; Pvt., 135 Congress Ave.,
New Haven, Conn.
- Skubel, Stanley A.; Cook., 60 South Main St.,
Middletown, Conn.
- Sokol, Peter; Wag., 149 Rosette St.,
New Haven, Conn.
- Sorg, Francis A.; Pvt., R. F. D. No. 2,
Summerfield, Ohio
- Squires, Alling O.; Pvt., 701 High St.,
Union City, Conn.
- Stetson, Leo J.; Pvt., 61 Mechanic St.,
New Haven, Conn.
- Stevens, Llewellyn; Pvt.,
Houlton, Me.
- Stewart, John; Corp., c/o Mrs. Wylie,
Westbury, L. I., N. Y.
- Sweet, Harry; Wag., 1009 Poland Ave.,
Youngstown, O.
- Swyers, Edgar; Pvt., 259 Brookline St.,
Cambridge, Mass.
- Talchi, Sabatino; Sad., 71 Minor St.,
New Haven, Conn.
- Taylor, Harland R.; Corp.,
Springfield, Vt.
- Tosko, Joseph G.; Cook., 42 Walnut St.,
Middletown, Conn.
- Tregger, Seamon; Wag., 77 French St.,
Bridgeport, Conn.
- Tvedt, Aaron M.; Pvt., 115 Olive St.,
New Haven, Conn.
- Vaughan, Leslie R.; Pvt. 1cl.,
Felchville, Vt.
- Welsher, Arthur E.; Mech.,
Gasport, N. Y.
- Wilson, Forrest C.; Pvt.,
Medfield, Mass.
- Winslow, Enoch L.; Wag., Winslow's Garage,
cor. Church & Barstow Sts.,
Mattapoisett, Mass.
- Wood, Walter E.; Pvt.,
Ludlow, Vt.
- Walker, John R.; Pvt., 1206 Tampa St.,
Tampa, Fla.
- Woodcock, Washington W.; Pvt. 1cl.,
Weston, Vt.
- Yarborough, Paul S.; Pvt.,
Forest City, N. C.
- Yattaw, William; Pvt.,
Vergennes, Vt.
- Yeager, Walter R.; Pvt., Third St.,
Wierton, W. Va.
- Zeppetella, Elia; Pvt., Chancey St.,
Allington, West Haven, Conn.

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- Acampora, Lawrence; Cook, 52 Collis St.,
New Haven, Conn.
- Albano, Philip; Pvt., 2253 Hughes Ave.,
Bronx, N. Y.
- Anderson, Ernest I.; Pvt., 606 Warren Ave.,
Bridgeport, Conn.
- Aubrey, Allen J.; Corp., 78 Warren Place,
New Haven, Conn.
- Aubrey, Elias A., Jr.; Pvt., 78 Warren Place,
New Haven, Conn.
- Ayers, Tom; Pvt. 1cl., 120 West Walnut St.,
Louisville, Ky.
- Bader, Charles; Pvt., 207 Logan St.,
Brooklyn, N. Y.
- Bailey, Harry W.; Pvt., 21 Maujer St.,
Brooklyn, N. Y.
- Bechtold, Gallus W.; Cook, 110 East 32 St.,
Brooklyn, N. Y.
- Bennett, Edward E.; Pvt. 1cl., 20 Willis Ave.,
Middletown, Conn.
- Bingham, John F.; Pvt., 454 Green St.,
Cambridge, Mass.
- Blumlein, Robert; Wag., 668 Lafayette Ave.,
Brooklyn, N. Y.
- Bohannon, Clesson E.; Pvt. 1cl.,
Stowe, Vt.
- Boyle, John A.; Corp., 104 Portsea St.,
New Haven, Conn.
- Brady, Edward; Pvt. 1cl., 1037 Putnam Ave.,
Brooklyn, N. Y.
- Brann, Fonzo A.; Pvt., R.F.D. No. 1,
Jefferson, Me.
- Brennan, John J.; Corp., 168 East 79 St.,
New York City.
- Brice, James H.; Pvt., R.F.D. No. 1,
Winnsboro, Fairfield County, S. C.
- Brower, Harry T.; Pvt., 803 West Limon St.,
Lakeland, Fla.
- Brown, Ray A.; Pvt., R.F.D. No. 2,
Lima, Ohio.
- Byrne, John E.; Corp., 17 Harlburt St.,
New Haven, Conn.
- Caplan, Albert; Wag., 44 Elliott St.,
New Haven, Conn.
- Carton, David L.; Pvt., 16 Jefferson St.,
New Haven, Conn.
- Chaput, Hector R.; Pvt. 1cl.,
Newport Center, Vt.
- Chasseur, Jean B.; Pvt. 1cl., 6 So. Groton St.,
Nashua, N. H.
- Christensen, John I.; Mech., 18 Hotchkiss St.,
Naugatuck, Conn.
- Clifford, Maurice M.; Pvt., 14 Lincoln St.,
Worcester, Mass.
- Condron, John J.; Pvt. 1cl., 40 Pearl St.,
New Haven, Conn.
- Coppolo, Salvatore; Pvt. 1cl., 375 Blatchley Ave.,
New Haven, Conn.
- Corliss, Edward M.; Corp.,
Newport, Vt.
- Couture, Oliver T.; Pvt., Silver St.,
Rollinsford, N. H.
- Cranford, George E.; Pvt.,
Ritta, Fla.
- Cronin, Thomas W.; Sgt., 246 Franklin St.,
New Haven, Conn.
- Curry, Samuel F.; Pvt. 1cl., 314 Ferry St.,
New Haven, Conn.
- Curtin, Michael J.; Pvt., 93½ Clay St.,
New Haven, Conn.
- Daley, Thomas J.; Pvt., 260 Conant St.,
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- Denvir, Daniel F.; Corp., 351 Peck St.,
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- Desjardins, Henry; Pvt., Quidnick St.,
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Manchester, N. H.
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Derby, Vt.
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West Derby, Vt.
- Fletcher, Erwin W.; Pvt.,
Johnson, Vt.
- Francher, William J.; Wag.,
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- Friello, Guisepppe; Pvt. 1cl., 231 Hamilton St.,
New Haven, Conn.
- Garvin, Frederick J. B.; Pvt. 1cl., Route No. 3,
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- Gengel, George T.; Pvt., 28 Cambridge St.,
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- Gibson, George H.; Pvt. 1cl., 21 Eldridge St.,
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- Goodridge, David L.; Pvt.
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- Cranberry, Henry V.; Pvt., R.F.D. No. 3,
Columbia, Ala.
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- Greene, Michael F.; Sgt., c/o Hotel Taft,
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Cliffside, N. C.
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- Heyman, Walter P.; Pvt. 1cl.,
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- Higginbottom, Arthur; Pvt.,
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- Higgins, Thomas F.; Sgt., 117 Lawrence St.,
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New Haven, Conn.
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- Hopkins, Paul M.; Corp., 1 Robert St.,
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- Hugo, Peter A.; Ch.Mech., 589 Quinipiac Ave.,
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Pelion, S. C.
- Jones, Delbert A.; Pvt.,
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- Keeler, Harold C.; Pvt. 1cl.,
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- Klanke, Theodore H.; Pvt. 1cl.,
LeSueur, Minn.
- Lamora, Henry A.; Pvt., 30 Dubuque St.,
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- Lawrence, Joseph T.; Pvt. 1cl.,
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- Law, Roy; Wag., 439 Lombard St.,
New Haven, Conn.
- Leahy, Thomas P.; Sgt., 8 Rowe St.,
New Haven, Conn.
- Lynch, William; Pvt. 1cl., 97 Floyd St.,
Brooklyn, N. Y.
- Lyons, Edward; Pvt.
- Maley, Martin; Corp., Mechanic St.,
Fairhaven, Vt.
- Mallett, Edward B.; Pvt.,
Topsham, Me.
- Matt, John E.; Pvt. 1cl., 250 Franklin St.,
New Haven, Conn.
- Maynard, Leo L.; Mech.,
Fairhaven, Vt.
- McCarthy, John; Pvt. 1cl., 79 Wells St.,
So. Manchester, Conn.
- McCormick, Edward J.; Mech., 30 Linden St.,
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- McManus, John J.; Pvt., 1146 State St.,
New Haven, Conn.
- McPherson, William B.; Pvt. 1cl., 293 N. Front St.,
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- Michel, Ernest; Pvt., 351 Grand Ave.,
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- Miller, John A.; Corp.,
South Albany, Vt.
- Miller, S. S.; Pvt., 529 South Boston St.,
Galion, Ohio.
- Miller, Walter F.; Sgt., 5411 University Ave.,
Chicago, Ill.
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New Haven, Conn.
- Monroe, Chriss W.; Sgt.,
Pawlet, Rutland County, Vt.
- Moulton, Philip S.; Pvt. 1cl.,
Orleans, Vt.
- Munyon, Chester T.; Wag., 180 West St.,
Milford, Mass.
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- Newman, Thomas F.; Sgt., 50 Lawrence St.,
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- Oliver, William B.; Pvt. 1cl., 1329 Chapel St.,
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- Olson, Carl W.; Pvt. 1cl., 2 Curtiss St.,
Naugatuck, Vt.
- Oram, Charles L.; Pvt., 833 Main St.,
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- Parkinson, Edward J.; Cook, 266 North Main St.,
Naugatuck, Conn.
- Perry, Fred R.; Pvt. 1cl.,
Stowe, Vt.
- Phaneuf, Wilfred W.; Pvt. 1cl., 35 Darling St.,
Central Falls, R. I.
- Quagliano, Thomas; Pvt. 1cl., 59½ Wallace St.,
New Haven, Conn.
- Quinn, Michael M.; Sgt., 396 Elm St.,
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- Revoir, Arthur; Corp.,
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- Russell, Joseph W.; Corp., 47 Atwater St.,
New Haven, Conn.
- Ryan, John F.; Pvt. 1cl., 52 Edward St.,
New Haven, Conn.
- Scalise, Rosario; Pvt. 1cl., 54 Hill St.,
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- Schneider, Conrad J.; Pvt. 1cl., 6122 N. Pauline St.,
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- Scully, Francis J.; Corp., 244 Prospect St.,
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- Sears, Daniel E.; Pvt. 1cl., 151 Cowper St.,
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- Selzo, Carmeno C.; Pvt.1cl., 762 Grafton St.,
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- Sills, Albert C.; Pvt., 311 West 4th St.,
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- Simpson, Elmer L.; Pvt., 718 Main St.,
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- Solari, Angelo A.; Pvt.1cl., 218 W. Main St.,
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- Smith, Erie B.; Pvt.,
Imboden, Lawrence, Ark.
- Starnes, Edward A.; Pvt., R.F.D. No. 1,
Independence, La.
- Stevens, Ernest G.; 348 Norton St.,
New Haven, Conn.
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New Haven, Conn.
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- Twohill, Frank G.; Pvt. 15 Young St.,
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- Vinci, Emanuele; Pvt.1cl., 55 Ferris St.,
Middletown, Conn.
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New Haven, Conn.
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New Haven, Conn.
- Ward, Elmer E.; Pvt.,
Fairhaven, Vt.
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Orange, Conn.
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- Zwack, Charles F.; Pvt.1cl., 244 Quinipiac Ave.,
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Gloucester, Mass.
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South Fairlee, Vt.
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- Boyd, John H.; Pvt., R. F. D. No. 2,
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- Butler, Bernard J.; Pvt.,
South Strafford, Vt.
- Cancellaro, Dominick; Cook, 342 High St.,
Naugatuck, Conn.
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Rutland, Vt.
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Tunbridge, Vt.
- Gillett, Burton J.; Pvt.1Cl., Stanley Quarters,
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- Lourey, Evert; Pvt.,
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Lancaster, S. C.
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- O'Shea, David M.; Pvt., 249 Cherry St.,
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- Penrose, Leroy J.; Sgt., 29 Oak St.,
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- Perkins, Jesse O.; Pvt., Bridge St.,
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- Reed, Kenneth C.; Corp., 11 Wellington St.,
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- Reisner, William P.; Corp., 9 Stevens St.,
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Accord, N. Y.
- Roberts, Milton; Pvt., 132 Pine St.,
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New Haven, Conn.

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- Schwartz, Arthur; Pvt., 93 East Farm St.,
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- Sheehan, Daniel J.; Corp., 29 Cottage Ave.,
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- Silver, Robert; Pvt.1cl., 201 Chapel St.,
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- Thibodeau, Henry J.; Pvt.1cl., 14 Adams St.,
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- Whelan, Michael J.; Pvt.1cl., 34-5th St.,
Elizabeth, N. J.
- Weng, Edward J. J.; Pvt.1cl., R. F. D. No. 1,
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Washington, Vt.
- Benedict, Frank W.; Wag.,
East Dorset, Vt.
- Bogucki, John; Mech., 467 Dean St.,
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- Brown, Archie J.; Cook,
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- Bruce, Harry F.; Wag., 11 Killington Ave.,
Rutland, Vt.
- Burns, William P.; Pvt.1cl., 33 Meadow St.,
Rutland, Vt.
- Bushee, Frank; Wag.,
Manchester Depot, Vt.
- Carpenter, Manly; Pvt.,
Groton, Vt.
- Cebull, Jack C.; Wag., 208 Harriet St.,
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- Cleveland, Benjamin G.; Sgt.,
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Troy, N. Y.
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Ludlow, Vt.
- Godette, Octave Z.; Wag.,
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Rutland, Vt.
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Addison, Vt.
- Haven, Joseph C.; Cook, North St.,
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- Holmes, Leon V. L.; Pvt., 18th St. & Ave. C,
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- Hoyt, Philip H.; Wag., R. F. D. No. 1,
Sharon, Vt.
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- Kennison, Arie C.; Pvt.,
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Hardwick, Vt.
- Ladd, Charles N.; Wag., R. F. D. No. 1,
Barre, Vt.
- Landon, William C.; Pvt.1cl.,
Attica, Ind.
- Lassor, Carlos J.; Cook,
Danby, Vt.
- Levesque, Steve E.; Pvt.1cl., Glass St.,
Suncook, N. H.
- Lord, Harry E.; Wag., c/o W. F. Benson,
Chester Depot, Vt.
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Wheeling, West Va.
- Parot, Percy H.; Pvt.1cl.,
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- Patch, Clarence A.; Wag., R. F. D. No. 2,
Johnson, Vt.
- Petell, Leon E.; Wag., R. F. D. No. 1,
Derby Line, Vt.
- Racine, Joseph A.; Wag.,
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- Shrubshell, Walter D.; Pvt.,
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- Smith, William H.; Pvt.1cl., 41 Amonosuc St.,
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Proctor, Vt.
- Strong, Frank L.; Wag., R. F. D. No. 2,
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Ravencraft, Glen L.; Pvt.,
Maysville, Ky.
Rennier, George; Pvt. 1cl.,
Willow Hill, Ill.
Riesenberger, Joseph; Pvt., 812 West "D" St.,
Belleville, Ill.
Rose, Homer; Pvt., Route No. 1,
Moweaqua, Ill.
Says, Abraham W.; Pvt. 1cl., 404 W. Sixth St.,
Delphos, Ohio
Schmitt, Clarence L.; Pvt. 1cl.,
St. Jacob, Ill.
Shouse, Charles E.; Pvt. 1cl., 724 West Short St.,
Lexington, Ky.
Smith, Kenneth J.; Pvt. 1cl., 232 Park Road,
Ambridge, Pa.
Sowers, Oscar; Pvt. 1cl.,
Montrose, Ill.
Speers, Clifford L.; Pvt., R. F. D. No. 1,
New Lothrop, Ill.
Spence, Lum; Pvt. 1cl.,
Cynthiana, Ky.
Stokey, Samuel; Pvt. 1cl., 409 East "A" St.,
Belleville, Ill.
Strong, George; Pvt.,
Gilpin, Ky.
Thacker, John S.; Pvt. 1cl., R. F. D., No. 4,
Maysville, Ky.
Tranmer, William E.; Sgt., R. F. D., No. 1,
Bridgeport, Conn.
Trotter, George W.; Sgt.,
Bolton, Miss.
Turner, Harvey C.; Pvt., R. F. D. No. 1,
Sanders, Ky.
Turner, Leslie; Pvt.,
Monticello, Ky.
Woodhed, Harry S.; Sgt.,
Poland Springs, Me.

BRIGADE HEADQUARTERS DETACHMENT

Originally Members of the 302nd Field Artillery

Allen, Edwin O.; 34 County Way,
Beverly, Mass.
Baldwin, Harry G.;
Shoreham, Vt.
Brawn, Howard D.; P. O. Box 395,
Foxboro, Mass.
Butterfly, Edward E.; 83 South Main St.,
Rutland, Vt.
Curry, Martin M.; 5 Fountain Hill,
Boston, Mass.
Cushing, George E.; 87 Walnut St.,
North Saugus, Mass.
Dean, Eugene A.;
Chester Depot, Vt.
DeLorme, Arthur G.; 368 Hildreth St.,
Lowell, Mass.
Durkee, Gordon A.; 650 Grove St.,
Newton Lower Falls, Mass.
Forbes, John R.; 229 Highland Ave.,
Somerville, Mass.
Forbes, William J.; 41 Elm St.,
New Haven, Conn.
Howard, Austin L.; 1627 South Main St.,
Brockton, Mass.
Kelsey, Edwin W.; 45 Hillside St.,
Waverley, Mass.
Larrabee, Howard B.; 7 Cutler St.,
Worcester, Mass.
Lefave, Harold D.; 44 Waverley Pl.,
Melrose, Mass.
Locke, Harry D.; 17 Ridge St.,
Winchester, Mass.
Mann, LeRoy; 47 Jaques St.,
Somerville, Mass.
Morris, Louis C.; 35 Winslow Ave.,
West Somerville, Mass.
Murphy, Thomas R., Jr.; East Main St.,
Cambridge, N. Y.
Olson, Victor O.; 75 New St.,
Naugatuck, Conn.
Parks, Edward A.; 26 Brighton St.,
Belmont, Mass.
Richards, Samuel E.; 1701 Avenue G,
Ensley, Ala.
Robinson, William J.; 4 Nashua St.,
Somerville, Mass.
Stewart, Benjamin;
Oil City, La.
Sullivan, Henry P.; 32 Lewis Ave.,
Arlington, Mass.
Tangredy, Joseph A.;
Danby, Vt.
White, Carl B.;
East Wallingford, Vt.
Wilson, Oscar M.; 654 Fairfield Ave.,
Bridgeport, Conn.
Wiltsie, Edward D.; 106 Bellevue Ave.,
Rutland, Vt.

In Memoriam

PVT. CHARLES I. STROBLES, February 11, 1919. Camp de Souge, France. Next of Kin: Dr. Sim A. Hussey, Newberry, Florida. Headquarters Company.

PVT. EDWARD KIRCHER, October 25, 1918. Camp de Souge, France. Next of Kin: Mrs. Nellie Kircher, 6359 Halstead Street, Chicago, Illinois. Headquarters Company.

SGT. CLIFFORD J. COPPING, April 3, 1918. Camp Devens, Mass. Next of Kin: Mrs. George E. Copping, East Dorset, Vermont. Battery A.

PVT. CLAUDE H. BUFFUM, January 13, 1918. Camp Devens, Mass. Next of Kin: Mr. Frank Buffum, East Wallingford, Vermont. Battery A.

PVT. GEORGE BELZIL, September 23, 1917. Camp Devens, Mass. Battery B.

PVT. 1cl. JOSEPH P. KNIGHT, Camp de Souge, France. About December 1, 1919. Next of Kin: Miss Alice Knight, 84 Goffe St., New Haven, Conn. Battery B.

CORP. AUSTIN NOBLE, ——— Next of Kin: Mrs. Ida B. Noble, Bethel, Vermont. Battery D.

PVT. FRED DUNNE, October 23, 1918, Camp de Souge, France. Battery E.

PVT. FREDERICK PEARSON, November 24, 1918, Camp de Souge, France. Battery E.

PVT. CHARLES L. DEMMONS, October 21, 1918. Camp de Souge, France. Next of Kin: Charles Demmons, Detroit, Maine. Supply Company.

WAGONER AUSTIN JENNINGS, November 5, 1918, Rupt en Woevre, France. Next of Kin: Thomas Jennings, Kilbannon, Tuam, County Galway, Ireland. Supply Company.



“FINI, LA GUERRE”

302nd Field Artillery Association

OFFICERS

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T. JEFFERSON COOLIDGE, 3d, 184 Beacon St., Boston, Mass.

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Connecticut Secretary

STILES D. WOODRUFF, Orange

New York Secretary

H. LEROY WHITNEY, 40 West St., New York City; c/o M. W. Kellogg Co.

Board of Governors

T. JEFFERSON COOLIDGE, 3D,
184 Beacon St., Boston, Mass.

WM. H. CLAFLIN, JR.,
269 Commonwealth Ave., Boston, Mass.

ALLEN H. BOARDMAN,
165 Buckingham St., Waterbury, Conn.

LINCOLN BAYLIES,
5 Commonwealth Ave., Boston, Mass.

SAMUEL W. ATKINS,
Marietta, Pa.

EVAN HOLLISTER,
780 West Ferry St., Buffalo, N. Y.

BURGESS A. EDWARDS,
87 Milk St., Boston, Mass.

SAMUEL S. DURYEE,
Garrison-on-Hudson, N. Y.

Organizing Committee

Chosen by the regiment at Camp de Souge, France, March, 1919, "to draw up articles of organization" for a regimental association.

SGT. RAYMOND R. BEANE, Btry. B.
1ST SGT., GEORGE F. BENSON, Btry. F.

CORP. JOHN C. BURNS, Btry. B.

CORP. JAMES A. BURRELL, Btry. B.

SGT. JAMES P. FITZSIMMONS, Btry. A.

MESS SGT. EDWARD J. FOX, Btry. A.

PVT. 1cl. ARMOND FRASCA, Btry. F.

SGT. KARL E. GASKELL, Btry. F.

SGT. WM. J. HAMILTON, Btry. A.

MESS SGT. ELLSWORTH S. JOHNSON, Btry. D.

ORD. SGT. CHARLES M. JOSLYN, Ordnance Det.

1ST SGT. JOHN G. KENEFICK, Btry. C.

CORP. RAY T. KEYES, Btry. E.

SGT. JOHN H. KLEIN, Hdqrs. Co.

REGTL. SUP. SGT. FARWELL KNAPP, Supply Co.

SGT. WILLIAM N. MITCHELL, Hdqrs. Co.

1ST SGT. JOSEPH C. RAYTKWICH, JR., Btry. D.

CORP. ERNEST E. ROOF, Btry. E.

CORP. WM. F. STEARNS, JR., Btry. C.

CORP. HENRY B. WALBRIDGE, Btry. C.

SGT. STILES D. WOODRUFF, Btry. E.

The 302nd Field Artillery Association

CONSTITUTION

I. **NAME:** The name of this society shall be The 302d Field Artillery Association.

II. **OBJECTS:** To perpetuate the patriotic spirit of our Regiment, and the friendship borne of common effort in our nation's cause during the war with Germany; to help members of the Regiment in sickness or distress; and to preserve that fraternity and good fellowship existent during our association as members of the American Expeditionary Forces.

III. **MEMBERSHIP:** Officers and enlisted men who were members of the 302d Field Artillery for a period of at least three months, or who served with the Regiment in the American Expeditionary Forces, are eligible to membership.

IV. **OFFICERS:** The Officers of this Society shall be:

1. President, 2. Vice President, 3. Secretary and Treasurer, 4. Vermont Secretary, 5. Connecticut Secretary, 6. Massachusetts Secretary, 7. New York Secretary.

V. **BOARD OF GOVERNORS:** There shall be a Board of Governors composed of the Organization Commanders of this date (April 2d, 1919).

CAPTAIN WILLIAM H. CLAFLIN, JR.

CAPTAIN T. JEFFERSON COOLIDGE, 3RD.

CAPTAIN EVAN HOLLISTER

CAPTAIN LINCOLN BAYLIES

CAPTAIN SAMUEL W. ATKINS

CAPTAIN SAMUEL S. DURYEE

CAPTAIN BURGESS A. EDWARDS

1ST LT. ALLEN H. BOARDMAN

They shall adopt all necessary by-laws for the proper carrying out of the purposes and objects of the society, shall elect the President and Vice President and shall fill vacancies in an office when such occur.

VI. **TERM OF OFFICE:** The Members of the Board of Governors shall be elected for life. Vacancies in the Board of Governors may be filled by plurality vote of the remaining members of the Board of Governors.

VII. **SECRETARIES:** The Secretaries shall be elected by the Organizing Committee, and shall hold office until such time as they are unable to continue in their office or the Board of Governors shall see fit to relieve them from their office.

VIII. **DUES:** There shall be no Dues.

IX. **AMENDMENTS:** Amendments to the Constitution may be made in the following manner: The proposed amendment shall be subscribed by fifty members of the society and shall be presented to the Board of Governors on or before the first day of August in any year. On the first day of

September following there shall be mailed to every member of the society a copy of the proposed amendment, in ballot form, which when marked shall be mailed to the Secretary of the Society. No ballots shall be accepted or counted unless received by the Secretary not later than the first day of November following, on which date the ballots are to be opened and counted. If a majority of the ballots cast shall be in the affirmative the said amendment shall be a part of the Constitution of the Society, and a memorandum to that effect shall be mailed to each member of the society.

BY-LAWS

(As accepted by the Board of Governors at Meeting at Pauillac, France, April 10, 1919).

I. **FUNDS:** All money received by the Association will be deposited as soon as practical, in a reputable bank. Checks on this bank will be signed by the Treasurer, and the President or Vice President. Money so drawn may be spent at the discretion of an officer of the Association on association business. Record of receipts and expenditures will be kept by the treasurer, together with vouchers showing the source of receipt and the purpose of expenditures. This account will be audited once a year. All expenditures not previously approved will be approved by the Board of Governors at each meeting. A statement will be sent to all members of the Association once a year.

II. **MEETINGS OF THE BOARD OF GOVERNORS:** The Board of Governors will meet at least once a year on the call of the President or Vice President. Notice of this meeting will be sent to all the Secretaries, who are privileged to attend the meeting.

III. **QUORUM OF THE BOARD OF GOVERNORS:** Five members of the Board of Governors constitute a quorum. A majority vote of the quorum is necessary for the enactment of By-Laws or transaction of business. In the absence of a quorum any business will be referred by letter to all members of the Board and nothing will be considered passed until five members of the Board signify their approval in writing.

IV. The Secretary will keep a record of the meetings of the organizing committee and the report of the organizing board, of the board of governors, and a copy of the constitution and by-laws.

V. There will be a yearly report sent to all members showing the work of the association and interesting facts concerning members of the association.

VI. The President is responsible that the Constitution and By-Laws are adhered to.

(Signed) T. JEFFERSON COOLIDGE, 3RD,
President.



REGIMENTAL THEATRICALS IN FRANCE

MEMOIRS

Written at Rupt-en-Woevre, France
November, 1918

Say fellows,
Do you remember when we first landed
At Camp Devens?
Remember
How the place looked?
Wasn't it a weird sight?
Didn't the officers look swell
In their pretty uniforms?
We surely did admire them —
— At first.
Then they put misfits on us,
And
Started in to make
Soldiers out of us.
The iron bunk.
The straw mattress.
The blanket.
The mess-kit.
Nothing like home,
Was it?
That was some camp though.
We saw it grow
From a crude wilderness,

To a first class
Establishment.
* * *
Remember the first drills?
Squads east, Castle Thenics,
Semi 4,
General Orders.
Gee, they were interesting —
— For a day
Or so.
Then,
The wooden guns.
The wooden horses.
Also interesting —
— About once.
Next came the stables,
And regular horses.
Some of them.
Damn few, though.
Gosh, it was cold
About that time.
Remember the first casualties,
And how we laughed

Until we got kicked
 Ourselves?
 Some winter we spent
 With those nags.
 Did you ever get to ride
 In a saddle?
 I know, I didn't.
 Then
 When we learned to ride
 How they took the plugs away.
 Remember?
 It was just turning Spring.
 Made us a motor outfit.
 Gave us practice in
 Hiking.
 Consistent, wasn't it?
 Constant, too.
 Recall
 The firing on the range
 With the
 3" guns?
 Gee, how we kicked about
 Walking out to the O. P.
 How far would you walk now
 For a little
 Kon — yac?
 Recall the tough battling
 At
 Harvard
 Still River
 Shirley
 The Holliday House?
 Happy days, weren't they?
 How'd you like to be there
 Now?

* * *
 Remember
 When we got the bunch of
 Rookies?
 May, wasn't it?
 We thought we were
 Regulars, then.
 We were ——
 —— In comparison.
 Not in fact, though.

* * *
 Remember
 Those rumors about sailing?
 The inspections.
 The reviews.
 Some of us got
 Furloughs
 For four days.
 I know a fellow who got
 Seven days.
 A. W. O. L.

Great dope, eh?
 Rumors came true, though.
 'Twas
 The Ides of July,
 When we sailed from
 Boston Harbor.
 Some ship we sailed on.
 Remember the name?
 H. M. S. Port Lincoln.
 Meaning,
Have More Stew.
 Fifteen days aboard that
 Cattle boat,
 Including the two days
 In Halifax Harbor.
 Wow! What a memory.
 Some trip, though.
 Remember
 The dirty decks,
 The hammocks,
 The canteen \$\$\$\$\$ n,
 The submarine battle,
 And
 The stew?
 Better left unsaid.
 Remember
 How we kicked
 At Camp Devens
 One Sunday,
 Because our ice cream was soft?
 No kidden,
 Combien francs
 Would you give now, for a little
 Ice cream?

* * *
 Remember
 Our arrival in
 Liverpool?
 Some hike that night, with
 Full packs, and
 Sea legs, to
 Knotty Ash.
 Some camp that was, eh?
 Two days felt like
 So many years.
 Then, that trip to
 Winchester,
 In those
 Funny English coaches.
 Once inside,
 There's
 No getting out.
 Lucky
 We didn't get much to eat.
 Guess the English
 Must travel on an

Empty stomach.
 Remember
 That hike up the hill
 At night
 When we landed at
 Winchester?
 I'm tired from it, yet.
 Remember
 The wooden beds
 Made of slats,
 And
 The jam and tea
 For meals?
 Some bed
 And
 Some board.
 Synonymous, I'll say.
 Next came the short ride to
 Southampton.
 And, the sail by night
 From there
 On the good ship
 Harvard
 For the land of
 "Ou, la la
 And
 Vin blanc."
 Regular American ship, though,
 With REGULAR sailors
 And REGULAR comforts.
 Remember
 The morning we landed at
 Le Havre, in
 "Sunny France"?
 It rained that morning
 And
 Has been raining
 Ever since.
 "Sunny" must be French
 For "Mud."
 That was some hike
 That morning, too.
 Wonder why they always
 Build camps
 On the top of the
 Highest hills.
 Must be healthy.
 Made me sick.
 I know that.
 * * *
 Remember
 That afternoon we left Le Havre,
 Headed for a training camp
 "Somewhere in France"?
 Recall
 The first view of

French troop trains?
 Four-wheeled
 Flat-wheeled
 Funny
 French
 Freight cars.
 Very short
 And narrow.
 Recall the printing
 On the door?
 "Hommes 40"
 "Chevaux 8"?
 Which probably means
 "Crowd in 40"
 "Room for 8."
 Some cars
 And
 Some trip!
 Two days and two nights
 Enroute, packed tight,
 With no sleep,
 And with
 Corned Willie and Beans
 For rations.
 Devens began to look pretty good,
 Didn't it?
 Remember
 The large cities
 We passed thru?
 I don't.
 Couldn't see thru the door,
 And
 The windows were jammed.
 * * *
 Finally arrived at a
 Rest Camp
 In southern France
 And
 Near Bordeaux —
 If you were above
 Grade XVII.
 Remember
 That first real picture
 Of France?
 The vineyards
 The wine gardens
 The wine bottles
 The wine, itself.
 That was some "Rest Camp."
 Wow!!
 Called "Camp Kon-yac."
 * * *
 Recall
 When we left there for
 Camp de Souge?
 Like losing your best friend,

Wasn't it?
 Souge was some place!
 Not for me, though.
 Gee, wasn't it
 Hot
 And
 Dusty?
 French couldn't live there
 So they gave it to the U. S.
 Forty dead horses
 Carried out each day,—
 — Including Sunday.
 Remember
 When we first got paid
 In francs?
 I got "beaucoup."
 Nearly 200 of them.
 Looked like cigar coupons,
 And cheap ones
 At that.
 Recall
 Your first French lessons?
 Vin blanc
 Combien
 Merci
 Beaucoup
 Etc.
 Some vocabulary!
 Carried me through, though.
 * * *
 Recall
 The new guns
 4.7"?
 First of its kind
 In France.
 Remember
 The intensive training.
 O. P. 7.
 The night firing.
 The range battles
 And
 The familiar cry of
 Nuts! Nuts!
 Remember
 The day we left
 For the Front?
 Happy day, wasn't it?
 Recall
 The interesting sights
 Enroute?
 The aviation camps,
 The German prison camps.
 The hustle
 And
 The activity
 As we approached the Front.

The landing at
 Dugny
 And the mess
 In the dark.
 Remember
 The walk to
 Ancemont, or
 Beaquemont?
 And
 The haunted billets?
 All I could hear, was,
 "Put out that light."
 Then the hike to
 Rupt-en-Woevre.
 Gosh, it was dark.
 And wet
 And far.
 Began to look like
 War
 After all
 Didn't it?
 Recall
 How we breezed into
 Rupt,
 And
 Went to sleep on the floor
 In pitch dark?
 And actually enjoyed it.
 Did you ever think
 You could see in the dark?
 I didn't.
 I do now, though.
 Remember
 The daylight view of
 Rupt-en-Woevre
 In the morning?
 Ye Gods!
 Stone buildings,
 Wall-less
 Roofless
 Floorless
 And
 Abris, galore.
 Recall
 Our first trip
 To the actual Front
 To get located,
 And
 The permanent movement
 There?
 The hard work
 Digging emplacements.
 All done at night.
 Pretty tough, eh?
 Interesting, though.
 Remember

The deep dugouts
 The dirty dugouts
 The rat-ridden dugouts?
 Y. M. C. A. gave us soap
 In the dugouts
 And
 Water 3 miles away.
 Recall
 The O. P.
 On Hill 3-2,
 The communicating system.
 The battalion positions,
 The battery positions,
 The M U D,
 The Grand Tranchee,
 The few shots
 At the Huns,
 The sleepless nights,
 And days,
 The aeroplanes overhead,
 The whizz — bang.
 And
 The whizz —
 — Without the bang.
 Some memory,
 I'll never forget.
 Remember
 The night we got orders
 To move forward?
 Had hardly got settled
 Where we were.
 Some experience that night,
 At Les Eperge

And Tresevaux.
 The gas shells,
 The bombardment
 Of our new positions.
 Wow! I'm dizzy yet.
 Recall the joyous news
 That morning?
 ARMISTICE
 Effective at 11:00 A. M.
 As welcome as
 A check from home,—
 — Used to be.
 Remember
 The return to Rupt,
 And
 How much better
 It looked this time?
 Guess
 Devens will look pretty good
 When we return, too.
 Fifteen months ago
 We first landed
 At Devens.
 Doesn't seem such a long time,
 Does it?
 How would you like
 To stay here
 Fifteen months
 More?
 Don't get sore,
 I'm only kiddin.
 Fini!

CORP. SAUL COWAN,
 Hdq. Co.

A THRILLING ADVENTURE

Oft-times there comes into my mind
A thought of long ago,
When I was in a place called Rupt,
A-soldiering there, you know.
It happened in the Great World War,
I was a private then,
A young man in the prime of life,
A man among the men.

There was no fear within my heart,
That is — not through the day.
'Twas something happened there one night
That turned my hair to gray.
We were quartered in an old stone house
Built way before the flood,
Whose ghostly shadows in the night
Would surely chill your blood.

I slept in one small room alone
With no companions near,
But I was brave and strong and young,
And little did I fear.
One fatal night that changed my life
And left me weak and frail,
I strode into the room and hung
My coat upon a nail.

The moon shone in the window,
And by its pale white light
I rapidly undressed myself
And settled for the night.
My eyelids closed in slumber
As I lay upon my back,
And I had pleasant visions of
Corned Willie and Hard Tack.

When suddenly beside my ear
There pounced just like a cat,
So close that I could feel his breath,
A big bewhiskered rat.

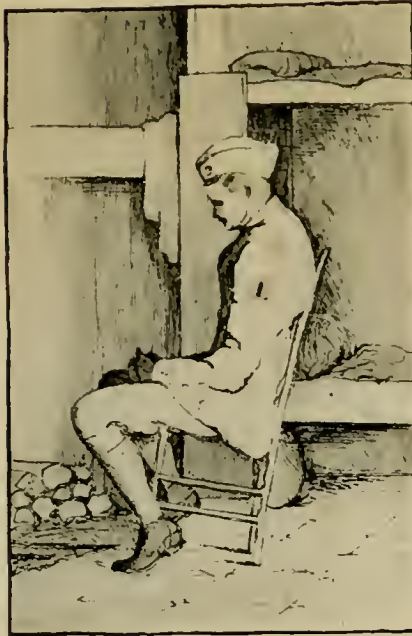
I started up, and in disgust,
Groped blindly for a shoe;
The rats had troubled me before
So I knew what to do.

But this rat was a different sort,
And did not run away.
He ambled slowly o'er the bed
As if he meant to stay.
In vain I struck out with my feet,
In vain I hurled my shoe.
Friend Rat, he dodged it all
And stuck around like glue.

And then the blood froze in my veins
And I lay still as stone,
As half a hundred squeaks or more
Showed he was not alone.
His relatives and children too
Had come unto the feast,
And all that night I wrestled with
A thousand rats at least.

They played leap-frog, and hide and seek
All night around my bed,
And one was bold enough to gnaw
Some hair from off my head.
Next morning I staggered from my bunk
With weak and trembling knees,
And found some knave had hidden there
A chunk of Schweitzer Cheese!

PRIVATE I. SEGALL,
Battery A.



FIRESIDE THOUGHTS

As I sit in contemplation in the town beside the Meuse,
 Full many are the pictures, and many are the views;
 And strong indeed the contrast to the life we had before
 Our entry in the army, in those good old days of yore.
 Then we dined in quiet comfort, seated at the family board,
 And shared alike the good things that in plenty had been stored.

What a difference as we picture those by-gone days, and now
 As we stand in line with mess-kit, preparing for the chow,
 While the raindrops run and trickle in a cadence slow or fast;
 Well, we know we're in the army and those good old days are past;
 And we boys long for their returning as we chew and chaw and bite,
 While we're searching for a dry spot, but there's not a one in sight.

Then the picture how we travelled in those days before the war,
 In the twin-six or the flivver, or in any other car.
 Now it's different, vastly different; we journey here by weight,
 And we pass through town and country packed and labelled as fast freight.
 "8 chevaux" and "40 Hommes" is the sign upon the door,
 But no one now has faith in signs, since we entered in the war.

Now those billets in the village, where we stopped for quite a time,
 Different from the old home comforts, in our genial western clime,
 Here a hayloft, now a stable or a barn beside the sheep,
 Just some wall to hang your packs on, floor enough to let you sleep.
 How we worked and fussed and labored in a general clean-up fray,
 Model bunks, and then inspection was the order of the day.

Now our days of strife are over, and the Great World War is won,
 And the hosts of truth and freedom view their mighty task well done;
 And our boys with pride and pleasure look from here across the foam,
 Where beyond the far horizon is the threshold of their home.
 There, the new day just awakening beckons with a roseate hand,
 Recalling each brave wanderer back unto his native land.

THE ATTACK ON HILL 1144.

'Twas on a dark and stormy night
 Away up on the lines;
 The rain came pouring down in sheets,
 The wind howled through the pines,
 The constant booming of the guns
 Resounded through the night;
 And now and then a rocket's flare
 Would cast a fitful light.

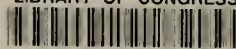
When down a road of treacherous mud
 A storming party came;
 They were brave men, and determined
 To uphold their country's name.
 Now and then a man would stumble
 As he bucked the blinding gale,
 But with grit and nerve unfailing
 They hit the slippery trail.

Suddenly a hill loomed up
 To block our heroes' way;
 'Twas on the crest of that dark hill
 That their objective lay.
 They staggered up the narrow path
 'Mid darkness black as pitch,
 And cursed when they fell o'er a wire
 Or stumbled in a ditch.
 At last they reached the summit;
 "Thank God!" I heard them say
 As they reached their goal so difficult —
 The French Y. M. C. A.

PRIVATE I. SEGALL,
 Battery A.

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