

**New Jersey in “The War to End All Wars”: New Jersey’s Role in
World War I and its Memorialization at the Local Level.**

A dissertation submitted to the
CAPERSON GRADUATE SCHOOL
in partial fulfillment of the requirements for the degree
Doctor of Arts and Letters

Advisors: William Rogers/Jonathan Golden

LTC (R) Richard A Wasserman

Drew University

Madison, New Jersey

(May 2024)

ABSTRACT

NEW JERSEY IN “THE WAR TO END ALL WARS”: NEW JERSEY’S ROLE IN WORLD WAR I AND ITS MEMORIALIZATION AT THE LOCAL LEVEL

LTC (R) RICHARD A. WASSERMAN

Not all wars are memorialized in the same way. Some are celebrated, others are vilified, and still others almost entirely forgotten, except possibly for the military that participated and their families. Military members do not choose the war they are part of; it is a result of the timing of their birth. As such, some people volunteer, some people are told to volunteer; or in military parlance, voluntold. Some wars are not even declared shooting wars. But World War I was different. New Jersey was not fully engaged until the United States declared war in 1917, yet was supporting the belligerents with ammunition and their components for the years prior. New Jersey was instrumental to the war effort both before the US entered the war and after, through the contributions of its people, geography, and industry, along with its ability to memorialize this effort. Europe had been fully engaged in a shooting war since 1914. This paper aims to fill a large gap in current scholarship related to New Jersey’s contributions to World War I, also known as “The War to End All Wars.” In 1787, New Jersey (NJ) became the third state to ratify the U.S. Constitution and the first state to sign the Bill of Rights. Since then, New Jersey has memorialized several events over the past 240 years. This study will explore and discuss how a few of these local World War I memorials came to be and why, along with what they tell us about how New Jerseyans supported the war and its participants. The most popular statue was created by E.M. Viquesney and is called *The Spirit of the American Doughboy*. Eight of these statues can be found in various towns in NJ. Copies of it have been used in almost every state.

Miniature versions were sold, and you can find lamps with it on for sale. In addition to memorialization, this paper will discuss the entry of the United States in “The War to End All Wars” and how New Jersey supported the combatants, even before the United States was officially a belligerent party in the war. In addition, this discussion will touch on how the United States evolved from an unprepared nation with an untrained military to a fully supplied and mobilized modern army that participated in a large-scale war.

Dedication

In 2015, my family took a long vacation to New Zealand and Australia. We visited many beautiful places in both countries and had a wonderful experience. At the time, I thought the highlight of my trip would be my selection as chief of the tourists when we visited the Māori homeland and requested entry to their village. But as it turned out, what became the first step in my thesis was when I picked up a copy of the book *ANZAC*. This book was a compendium of photographs taken by Laurence Aberthart of memorials to those killed during the Great War of 1914-1918. On the inside cover leaf is his dedication, which reads, “These memorials were commissioned and built in the years shortly after conflict, by communities, families and comrades who returned from battle, eager not to forget their dead, or their sacrifice. Given their sheer number, these monuments are so familiar and seemingly so similar to one another, that nowadays we many barely give them a second look.”

The thought of monuments as overlooked stayed in my head until the movie *1917* came out and I went to see it with Professor William Rogers. We discussed the picture outside the theater on the way out. We knew that New Jersey has many Great War memorials and was deeply involved in support of the prosecution of the war from arms and powder production, soldier training, health care, and transportation, just to name a few. We were just unsure of the amount of material produced to show exactly how much support that there had been. So, from that discussion, the concept of this paper was born.

TABLE OF CONTENTS

Acknowledgements.....	vii
Abbreviations	ix
Glossary	xi
Introduction.....	1
Chapter Two: Raw Materials	9
Chapter Three: Manufacturing Introduction.....	16
Chapter Four: Other New Jersey Manufacturing Efforts.....	36
Chapter Five: Mobilization.....	52
Chapter Six: Other Mobilizations.....	76
Chapter Seven: Experience of the NJ National Guard.....	82
Chapter Eight: The Mobilization of the 29 th and 78 th Infantry Regiments.....	99
Chapter Nine: Outstanding Personalities and Places.....	106
Chapter Ten: Memorialization.....	129
Chapter Eleven: Individual Memorialization.....	133
Chapter Twelve: Collective Memorialization.....	145
Chapter Thirteen: The Gold Star Mothers.....	168
Conclusion:	189
Appendix A: SS Antilles.....	198
Appendix B: Luke Lovely and the 11 th Engineers.....	204
Appendix C: 29 th Division Organization.....	206

Appendix D: NJ National Guard Mobilization Assignments.....	208
Appendix E: US Flown Lafayette Escadrille Flown Aircraft.....	211
Appendix F: Wasserman Battlefield Tour Comparison.....	213
Appendix G: Central Powers Memorials.....	215
Appendix H: French Memorials.....	218
Appendix I: World War I Medals.....	221
Epilogue.....	222

ACKNOWLEDGEMENTS

Allison Finkelstein, PhD Asst Curator, Arlington National Cemetery—great resource for writing my paper regarding original sources.

Caleb Rhodes-Principal of Belleville High School-Allowed me the extra time I needed to complete this mission.

CAPT Chris Christopher, USN (Ret.)

United States World War One Centennial Commission—put me in touch with Rob Laplander and Mike Cunha to actually visit the battlefield of the 113th and 114th Infantry Regiments of the Brigade of the 29th Division.

Charlie Diaz (Assistant Superintendent) Meuse-Argonne Cemetery, helped me with the grave markers at the cemetery and tracking the movements of those killed during the Meuse-Argonne Campaign prior to internment in the cemetery. He is now a friend forever.

Dean Cole, Resource for International Arms and Fuse Company in Bloomfield, NJ.

Christina McGrath, DL all round helpful person in writing my dissertation from beginning to end and a source of inspiration along the way.

G. Kurt Piehler, PhD Great Resource and Advisor and referred my editor, Havilah Sciabbarrasi.

Gene Fax, Author-With Their Bare Hands: General Pershing, the 79th Division, and the Battle for Montfaucon.

Gesilda Wasserman-For allowing me all the time I needed to complete my project

Havilah Sciabbarrasi, my editor who beat me up enough to make this paper what it is.

James T. Controvich, Provided the only copy I could find of “History of Company F, 114th Infantry, U.S.A.

James J. Heiman, Author, “Voices in Bronze and Stone”—helpful with the work he did on memorials in the KC area as a reference.

Jen Connic, Editor of Millburn-Short Hills Patch and author of “*Bosworth Was First N.J. WWI Death*, November 11, 2009.

Jennifer Keane, PhD Author and valuable resource.

Jesse Mann, Research Librarian at Drew University—Great Resource in finding out of print books.

Joe Bilby, NJ Historian and Assistant Curator, NJ National Guard Museum at NJ Department of Military and Veterans Affairs.

Jonathan Casey & Doran Cart, Curators of The National World War I Museum and Memorial in Kansas City. The library had original manuscripts I couldn't get anywhere else. Doran has since retired from the museum.

Laurence Aberhart, "Photographs by Laurence Aberhart"—his book gave me the initial idea for my paper.

Leonard and Carole Wasserman, my parents for believing that I could make this happen

Lisa Budreau, PhD, Author-Bodies of War: World War I and the Politics of Commemoration in America, 1919-1933, great resource and source of inspiration.

Mark E. Grotelueschen, PhD, Author and helpful resource.

Mike O'Neal, WWI Aviation Expert and Historian—Best pilot resource out there.

Montclair History Center, Erin Benz found the location of the Montclair National Guard Armory of Company K.

Nicholas Citola, Curator of Cultural History at New Jersey State Museum—Very helpful in finding historical information on NJ National Guard units.

Richard Connors, PhD, in Memory of—his book and background work was a great help to get me started. I attempted to meet with him, but he passed away before we could make arrangements.

Richard S. (Shawn) Faulkner, PhD, Author- Pershing's Crusaders: The American Soldier in World War I. and a helpful resource.

Robert Laplander and Mike Cunha, (Historians), Doughboy MIA—Great tour guides and sources of information on the Meuse-Argonne Battlefield including the Bois de Ormont area.

Steven E. Clay, Army University Press, Ft Leavenworth, KS—Research help.

Steven Trout, PhD, Author—On the battlefield of Memory: The First World War and American Remembrance, 1919-1941, helped me find an original copy of Reddan's "Other Men's Lives."

ABBREVIATIONS

ABMC--American Battlefield Monument Commission

AWOL—Absent without Leave

AEF—American Expeditionary Force

Armée de l 'Air—French Air Force

BEF—British Expeditionary Force

BG—Brigadier General (1-star)

Brevet—temporary rank

Co-Company— (The smallest army unit to have a staff)

Cooties—Army and children slang for Lice

CPT—Captain (Not Navy)

DT—Displacement Tons-the weight of ship by how much water volume it moves.

DoW—Died of Wounds

Do. —Duplicate Organization

DoD—Died of Disease

DSM—Distinguished Service Medal

F.A.C.S.— Fellow of the American College of Surgeons

“Gone West”—Killed or died

JROTC—Junior Reserve Officer Training Corps

KIA—Killed in Action

Launching—The operation of placing a hull in the water by allowing it to slide down on greased skids, called launching ways (Shipyard Terms and Definitions-Purget Vapor Controls Systems)

Leave—Time Off from regular duties

LT—Lieutenant

MAJ—Major

MIA—Missing in Action

N.C.O.—Non-Commissioned Officer

MP—Military Police

NYDMNA—New York Division of Military and Naval Affairs

NJDMNA—New Jersey Division of Military and Naval Affairs

Ossuary—Miriam Webster Definition: a depository for the bones of the dead

Pilings—Large wooden poles that support the decking part of a pier.

Poilu—French soldier. ----Translation; “Hairy Ones”

PVT—Private

Q.M.C.—Quartermaster Corps

CPT—Captain

RFC—Royal Flying Corps

S.S.—Steamship

TNT—Tri-nitro-toluene (explosive substance)

U.S.S—United States Ship

WIA—Wounded in Action

GLOSSARY

TRENCH LINGO

Here is some trench lingo translated:

AMMO—Ammunition.

BAT—Battalion.

BULLY BEEF—Canned corn beef; called "Tin Willie" in the U. S. Army.

CHAR—Tea (derived from the East Indian Language.)

CLICK—To die. To be clicked means to be killed.

CHAT—Officers' term for vermin which the men call **COOTIE**.

DIXIE—An oblong iron box of five-gallon capacity and used on field kitchens for making coffee, soup, etc.

FAG—Cockney English for cigarette.

GRAYBACK—A German soldier. Applied because the Hun wears a field gray uniform.

GROUSING—Complaining and kicking.

KIP—To sleep. **FLOP** and **DOSS** mean the same.

MILLS—A hand grenade resembling a lemon in size and shape.

NAPPER—The head.

STOKES—An eleven-pound bomb hurled by mortar or by hand.

TIN HAT—Steel helmet to protect the head from shrapnel.

ZERO—A military term indicating the time at which any contemplated move is to be started. The time before and after is reckoned as plus or minus zero.

¹ Staff, "Trench Lingo," *Trench and Camp* (Birmingham, Alabama), March 28, 1918 1918, .

Casuals—Soldiers not assigned to a military unit, therefore open for assignment to practically any job. Units that had their mission changed, i.e. Horse Calvary became Military Police (MP), EX: Essex Troop-West Orange

Displacement Tons—Displacement is the volume of water a vessel displaces. Displacement weight is the weight of displaced water. (Shipguruusa.com)

Gold Star Mothers—The organization was named after the Gold Star that families hung in their windows in honor of the deceased veteran. Source:
<https://www.goldstarmoms.com/our-history.html>

Launching—The operation of placing a hull in the water by allowing it to slide down on greased skids, called launching ways (Shipyard Terms and Definitions-Purge Vapor Controls Systems)

No Man's Land—The area between opposing armies that are not physically controlled by any of the combatants.

Shrapnel-The word 'shrapnel' comes from the small lead balls placed in an artillery shell that would spread out over the battlefield when exploded. It was named for English officer Henry Shrapnel, who invented the design in the late 18th century.

Ways—Timbers, etc., on which a ship is built or launched (Shipyard Terms and Definitions-Purge Vapor Controls Systems)

Whiz-Bang—A light shell fired from one of the smaller caliber field guns, referring to the sound as the shell came to explode. A range of slang terms were used for different types of artillery shell, including 'woolly bear' for the burst and smoke of any big German high explosive shell.²

² "Whizz Bangs and Wind-Ups: 10 Tommy Slang Terms," Imperial War Museum, <https://www.iwm.org.uk/history/whizz-bangs-and-wind-ups-10-tommy-slang-terms>.

INTRODUCTION

“On 28 July 1914. Austria-Hungary declared war on Serbia. On 30 July, Russia ordered general mobilization which means activating all of its reserve forces., During the night of 30-31 July, Austria-Hungary decided to mobilize, followed on 1 August by Germany and France at approximately the same time. ³Also on 1 August, Germany declared war on Russia, and on France on 3 August. On 4 August the United Kingdom declared war on Germany, and on 6 August Austria-Hungary declared war on Russia. Within a few days virtually all the great European powers were at war (with the exception of Italy at this stage, which did not declare war on Austria-Hungary until 23 May 1915)”. (1) The Cambridge History of The First World War, Vol I, p 39.

The United States didn't officially enter World War I until April 6, 1917, but was involved behind the scenes when it started supplying food and materials to the nations of Britain, France, Russia, and Germany. The British blockade of Germany put an end to those shipments. Entrepreneurs in New Jersey and other areas sought to take advantage of the opportunity to supply and support the needs of a world at war. The United States did not officially end its declared war until July 6, 1921, when President Warren Harding signed the Joint Congressional Resolution on July 2, 1921; at the Frelinghuysen Estate in Raritan, NJ, in between golf games. There is now a small monument near the Flemington Circle that shows the location of what was the Frelinghuysen Estate.

³ Michael S. Neiberg, *The Path to War : How the First World War Created Modern America* (New York, NY: Oxford University Press, 2016).



Source: Authors Collection

New Jersey has not always been the most densely populated state in the union as it is today. In the early twentieth century, there was plenty of open land, even in the northeastern portion of the state.⁴ There was plenty of space to build various types of ammunition plants to support the war effort. Other manufacturing enterprises were developed across the state to produce war-related materials. A large percentage of this production went to feed the needs of ordnance, especially artillery ammunition and other explosive projectiles, shells, and fuses.⁵

Germany was deeply concerned about the support shown to the Allies by the United States and hired saboteurs to disrupt the production at locations in New Jersey. German agents

⁴ Maxine N. Lurie and Marc Mappen, *Encyclopedia of New Jersey* (New Brunswick, N.J.: Rutgers University Press, 2004).

⁵ Mark Edward Lender and New Jersey Historical Commission., *One State in Arms : A Short Military History of New Jersey*, New Jersey History Series, (Trenton: New Jersey Historical Commission, Dept. of State, 1991).

planted bombs in cargo ships, some of which were on conscripted German vessels.⁶ They destroyed stockpiles of ammunition at Black Tom Island in Jersey City (which is now part of Liberty State Park) and The Kingsland Fire, which happened at the Canadian Car and Foundry Plant near Kingsland, now known as Lyndhurst. These were the two largest acts of sabotage, but not the only ones. This is in addition to accidents that happened at ammunition production facilities. The largest accident was at the TA Gillespie Shell loading plant on October 4, 1918, in Sayreville, NJ.⁷ There were also reports of horses and mules being injected with anthrax before they were shipped to Europe. This sabotage resulted in the deaths of both animals and their handlers.⁸

Successful entrepreneurs had the ability to make the industrialization of war extremely profitable. Prior to America's entry into the war, entrepreneurs found ways to provide what was necessary to supply the belligerents, especially artillery rounds. In fact, American bankers supported the English war effort by lending them millions of dollars in credit to fund their every increasing appetite for war-related material.⁹ In April of 1917, when President Wilson asked for and received the declaration of war against Germany and its allies, the United States did not have the infrastructure to field an army or aircraft, nor the ability to transport these forces across the Atlantic to participate in the actual fighting. President Wilson ran on the motto "He kept us out of the War" for his second term and went as far as preventing his military staff from planning for

⁶ Jules Witcover, *Sabotage at Black Tom : Imperial Germany's Secret War in America, 1914-1917* (Chapel Hill, N.C.: Algonquin Books of Chapel Hill, 1989).

⁷ Randall Gabrielan, *Explosion at Morgan : The World War I Middlesex Munitions Disaster* (Charleston, SC: The History Press, 2012).

⁸ Witcover, *Sabotage at Black Tom : Imperial Germany's Secret War in America, 1914-1917*. (Chapel Hill, NC: Algonquin Books of Chapel Hill, 1989).

⁹ Thomas J. Fleming, *The Illusion of Victory : America in World War I* (New York: Basic Books, 2004).

the eventuality. In summary, the US had the ability to provide manpower, but had to rely on both Great Britain and France to provide the weaponry required to fight a modern war.¹⁰

The goal of this paper is to introduce the important part that New Jersey played in World War I. New Jersey played a prominent role in the manufacturing of war-related items, creating the infrastructure necessary to train and mobilize troops while supplying a portion of the manpower necessary to fight overseas. New Jersey units from the 29th and 78th Infantry Divisions played a part in the Meuse-Argonne offensive attacks on German and Austrian-Hungarian forces, both of which had held positions of power since early in the war. The Meuse-Argonne offensive was the final stage of the war and lasted from September 26 to November 11, 1918, when hostilities ceased.

This dissertation will examine the relationship of New Jersey and its manufacturing base to support the British, French, and Russian war effort. Without the support of New Jersey's industrial base, that in some cases started from scratch, the war efforts of the United States may very well have failed. This included everything from artillery rounds from Amato¹¹, fuses from Bloomfield,¹² shells from Lyndhurst,¹³ gun carriages (Singer),¹⁴ aircraft engines (Duesenberg),

¹⁰ Robert H. Ferrell, *America's Deadliest Battle : Meuse-Argonne, 1918*, Modern War Studies, (Lawrence, Kan.: University Press of Kansas, 2007). Table of contents only
<http://www.loc.gov/catdir/toc/ecip0620/2006029077.html>

Book review (H-Net) <http://www.h-net.org/reviews/showrev.php?id=14141>.

¹¹ "Amato: Atlantic County's Boom Town," Atlantic Cape Community College, 2022.

¹² "Bloomfield Bomb-Fuse Factory Propelled Explosive Politics," northjersey.com, 2018, accessed 11 June 2023, 2023.

¹³ Benedict Crowell, *America's Munitions 1917-1918*, Government Printing Office (Washington. D.C.: Government Printing Office, 1919).

¹⁴ David Cole, *Survey of U.S. Army Uniforms, Weapons and Accoutrements*, Basic Curatorial

Methods Training Course held at the U.S. Army Medical Museum (Ft Sam Houston, Texas, 2007).

Handley Page Bombers from Elizabeth,¹⁵ and ship building (New York Shipbuilding).¹⁶ Also to be covered are the NJ National Guard Units that were activated and assigned to the 29th Division that trained at Camp McClellan, Alabama, and National Army soldiers (draftee) assigned to the 78th Division that trained at Camp Dix.

General Pershing and President Wilson did not want American troops to directly replace losses of the British and French. They wanted to fight on their own. American troops' first involvement in a major battle was Saint-Mihiel. It was a combined French and American battle that lasted three days, from September 12 to September 15, 1918. The American army then had to move from one major battle to another, that was to take place 60 miles away in ten days.

The importance of the Meuse-Argonne campaign and the involvement of American troops in this battle was that it proved to be a turning point towards ending the Great War, as it "was a uniquely American experience...planned, organized and led by Americans. It was also the costliest campaign of the war for the AEF with over 26,200 Americans killed in a span of 47 days."¹⁷

A great source for local involvement on the ground in actual combat was "Other Men's Lives, Experiences of a Doughboy, 1917-1919," by William J. Reddan. His book is a firsthand

¹⁵ Dr Davis Payne, "The Most Successful British Bomber Aircraft of the First World War."

¹⁶ New York Shipbuilding Corp, *50 Years New York Shipbuilding Corporation* (Camden, NJ: New York Shipbuilding Corporation, 1949).

¹⁷ Colin Baker and Lynn Rainville, "The Role and Power of the Meuse-Argonne American Cemetery in Honoring Sacrifice and Service," in *Bringing the Great War Home: Teaching with the Meuse-Argonne American Cemetery*, ed. ABMC in partnership with Learn NC and Virginia Tech, A Living Memorial (American Battlefield Monument Commission, 2015).

account of the “B” Company, 114th Infantry Regiment, 29th Division. Reddan called it “arguably the military campaign that forced the Central Powers into negotiations toward an armistice.”¹⁸

CPT Reddan’s B Company, 114th Infantry Regiment, was in action on October 12, 1918, in the Meuse-Argonne battle at Bois de Ormont. His unit took horrific losses that day due to a combination of headquarters leadership ineptitude and the fact that the German defense held the high ground, with years to prepare their defensive positions.¹⁹ The American Cemetery in Romagne-sous-Montfaucon is where many of the 113th and 114th Infantry soldiers remains have been interned. It is a sobering experience to visit the over 14,000 graves.

With the assistance of the cemetery’s assistant superintendent, Charlie Diaz, we were able to locate and photograph the markers for the soldiers that fought and died in France while serving with the 114th Infantry Regiment. There are 646 soldiers from New Jersey buried there. The Meuse-Argonne cemetery holds significance in the context of war memorialization, where there “rests the largest number of our military dead in Europe, for a total of 14,246. Most of those buried here lost their lives during the Meuse-Argonne Offensive of World War I. There are Tablets of the Missing with 954 names, including those from the U.S. expedition to northern Russia in 1918-1919. Rosettes mark the names of those since recovered and identified.” (American Battle Monuments Commission, Meuse-Argonne Website)

I was able to attend several tours of the Meuse-Argonne battlefield over the course of two summers. One of these tours was with World War I experts Robert Laplander and Mike Cunha of the actual Bois De Ormont battlefield in August of 2022. This trip was extremely

¹⁸ William J. Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919* (Bloomfield, N.J.,: The author, 1936).

¹⁹ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.

valuable and my first introduction to the actual battle area. We also visited the town of Cunel with a local expert and owner of the Museum Romagne 14-18. (JP DeVries). His museum contains many artifacts he recovered from local battlefields, and he is an expert guest speaker on World War I and this area of the battlefield specifically. We also were able to tour the route of the 16-man patrol that earned SGT Alvin York the Medal of Honor.²⁰ The actual route is still under some debate, but Robert Laplander showed conclusive evidence of the actual trail. In addition, we toured the hillside location of what has been called “The Lost Battalion.” It was not lost, because the American command knew approximately where they were, although they were surrounded; However, the Germans could not banish them from the hillside, and the 77th Division under General Alexander could not relieve them because they had been encircled by the Germans.²¹

Finally, the post-war years saw New Jersey memorialize their dead and veterans that served in the Great War on over 160 monuments across the state. Several of these are the famous “Spirit of the American Doughboy,” produced by E.M. Viquesney. New Jersey has eight Viquesney “Spirit of the American Doughboy” statues. These are located in Belmar, Dover, Fair Haven, Frenchtown, Matawan, Perth Amboy, Roselle Park, and Secaucus.²²

²⁰ Douglas V. Mastriano, *Thunder in the Argonne: A New History of America's Greatest Battle*, Battles and Campaigns, (Lexington, Kentucky: University Press of Kentucky, 2018).

²¹ Robert J. Laplander, *Finding the Lost Battalion* (Waterford, Wisconsin: Lulu.com; US WW1 Centennial Edition, 2006).

²² "Em Viquesney Doughboy Database," Weebly.com, 2022.



Source: Waymaking.com

To conclude the memorialization, New Jersey mothers and widows were included as a part of the national program where the Gold Star Mothers and Widows Pilgrimage went to the battlefields and cemeteries of France to visit the graves of their loved ones in the 1930s. This was a program sponsored by the Federal Government that was fully paid for and accomplished on an individual level. It is memorialized by a monument in New Brunswick.

Chapter Two

RAW MATERIALS

In any industrialized nation, manufacturing is a key component for a country to exist, especially if they are involved in or supporting belligerents that are already engaged. During World War I, New Jersey was a major source and supplier of raw materials that became final products required to fight the opposing nations. France and Britain were at full production and still required additional sources of supply to fulfill their hunger for artillery ammunition and their component parts. New Jersey and its entrepreneurs were ready, willing, and able to take on these requirements. Existing companies and entrepreneurs fulfilled many of these needs.

New Jersey was a valuable resource in the production of war materials, in support of the war effort both before and after the United States entered World War I. This section will show how valuable an asset that New Jersey was by comparing the output of New Jersey's manufacturing capabilities to that of other states and their own manufacturing capabilities in specific raw materials.

“Before the United States entered the fray, there had been a struggle for the Allied nations to organize a cohesive offensive, because England, France, and later Italy had been engaged in grappling with the scientifically organized forces of German military autocracy. The key factor limiting Allied effectiveness was materials, as all participants had mobilized their industrial resources in a manner and to an extent undreamed of in times of peace.”²³

The allies were not completely without a strategy, however, having “marshaled all available raw materials and factory production in their own lands.” Yet even with these efforts, they “still faced colossal deficiencies in supplies for their military programs. They had been

²³ Crowell, *America's Munitions 1917-1918*.

forced to reach out into the markets of the world to meet these deficiencies. They had come to America and placed huge orders for raw materials and finished products. The normal capacity of America's peace-time production had been insufficient to meet their overwhelming needs."²⁴

New Jersey produced several raw materials that became vital to the war effort. One of these was Toluol, a basic raw material in the production of TNT, which was a major requirement in the production of artillery shells. The onset of Toluol represented a paradigm shift in raw materials production for war efforts, since "before the war the sole source of this ingredient was from by-product coke ovens. The monthly capacity of these ovens in 1914 was, approximately 700,000 pounds. When we stepped into the conflict, this capacity had been increased to 6,000,000 pounds a month."²⁵

<u>COMPANY</u>	<u>TOLUOL CAPACITY PER YEAR</u>
US STEEL, PA	2,308,064 LBS
INTERNATIONAL HARVESTER, ILL.	1,585,794 LBS
THE SEABOARD BY-PRODUCT CO. JERSEY CITY, NJ	1,081,905 LBS ²⁶

Once the required components of artillery shells had been assembled, it was necessary to load them into the shells for shipment overseas to support the needs of the armies. New Jersey was also a major source of artillery shell production and is described in the following section.

²⁴ Crowell, *America's Munitions 1917-1918*.

²⁵ Crowell, *America's Munitions 1917-1918*.

²⁶ Crowell, *America's Munitions 1917-1918*.

The process for creating and shipping boxed ammunition was complex. It was all “assembled at the shell-filling plants, making it necessary to install at these points storage capacity and equipment to handle the propellant powder as well as to fill the high-explosive shell. Boosters and fuses were loaded at separate plants and shipped to the shell-filling assembly places to be packed for shipment with the shells for transportation overseas.”²⁷ Both the 75-millimeter and 155-millimeter shell were essential, being “used in the greatest quantities on the European battle fields.”²⁸

By the inherent nature of the work, shell-loading plants were a consistently dangerous environment, even before the United States entered the war, as “The nature of the work carried resulted in an explosion at the Canadian Car & Foundry Co.’s plant, Kingsland, N. J., resulted in the entire destruction of the plant with large loss of life.” This would not be the only instance of tragedy, as “in October 1918, the Morgan plant of the T. A. Gillespie Co., South Amboy, N. J., was wiped out by an explosion in which about 100 employees lost their lives.” Another tragedy occurred in the fall of 1917 when 40 people were killed at the Eddystone Loading Plant in an explosion.²⁹

Women played a vital role in the production of materials later used as explosives and propellants during the war, as “fully 50 per cent of the number of employees in...explosive plants

²⁷ Crowell, *America's Munitions 1917-1918*.

²⁸ Crowell, *America's Munitions 1917-1918*.

²⁹ Crowell, *America's Munitions 1917-1918*.

were women, who braved the dangers connected with this line of work, to which they had been, of course, entirely unaccustomed, but whose perils were not unknown to them.”³⁰

Below are the names, location, and output of the shell-loading plants in the United States:

Company.	Location.	Total capacity daily (shell).
T. A. Gillespie Loading Co.	Morgan, N. J.	47,000
Do.	Parlin, N. J.	25,000
Do.	Runyon, N. Y.	3,500
Poole Engineering & Machine Co.	Texas, Md.	15,000
United States Arsenal	Rock Island, Ill.	1,000
Sterling Motor Car Co.	Brockton, Mass.	10,000
American Can Co.	Kenilworth, N. J.	20,000
Atlantic Loading Co.	Amatol, N. J.	53,500
Bethlehem Loading Co.	Mays Landing, N. J.	41,000
Do.	New Castle, Del.	27,400
Do.	Redington, Pa.	4,000
du Pont Engineering Co.	Penniman, Va., G plant	41,000
Do.	Penniman, Va., D plant	13,330
J. D. Evans Engineer Corp.	Old Bridge, N. J.	30,000
Total		331,730

31

In addition to the raw material plants required to support the war effort, the army supply facilities, bases, and hospitals needed to be constructed. The following two charts give details on those constructed in New Jersey to support the war effort and will be described in greater detail later in this dissertation.

³⁰ Crowell, *America's Munitions 1917-1918*.

³¹ Crowell, *America's Munitions 1917-1918*.

TABLE 1.—ARMY SUPPLY BASES AND INTERIOR DEPOTS BUILT BY CONSTRUCTION
DIVISION BETWEEN, APRIL, 1917, AND JANUARY, 1919.

PROJECT.	SQUARE FEET OF FLOOR AREA.	APPROXI- MATE COST.	GENERAL CONTRACTOR.
PORT NEWARK	1,662,400	\$10,260,000	MASON & HANGER- MCARTHUR BROS.
TERMINAL	357,000 (SHEDS)		

HOSPITALS BUILT BETWEEN JUNE 1917 AND JANUARY 1919

TABLE 2.—Hospitals built by Construction Division between June, 1917, and January, 1919.

Name.	Location.	Capacity (in beds).	Approximate cost.	Contractor.
Cape May General Hospital No. 11	Cape May, N.J.	700	46,150	Cauldwell- Wingate Co.
Colonia General Hospital No. 3	Colonia, N. J.	1,650	2,367,884	Cauldwell- Wingate Co.
Lakewood General Hospital No. 9	Lakewood, N.J.	1,020	282,735	Geo. D. Morrow.

32

Camps and cantonments built by Construction Division.

Name.	Location.	Maximum capacity.	Approximate cost.	Contractors.
Camp Dix	Wrightstown, N.J.	42,806	11,800,000	Fred T. Ley Co., Coleman Bros.
Camp Merritt	Dumont, N. J.	39,079	14,500,000	McArthur Bros. Co., W. H. Fissell & Co.

³² Crowell, *America's Munitions 1917-1918*.

While not all materials required for a modern army to compete on the world stage came from New Jersey, a portion of the conclusion of Crowell's report is being included here because it aptly describes the failures and successes of material production that were necessary for the United States and its allies to effectively succeed in "The War to End all Wars."

Total factory output in the United States increased significantly over the course of three years, as "In August, 1914, the total factory capacity in the United States for the manufacture of powder was 6,000,000 pounds a year. In April, 1917, under the stimulation of orders placed by the allies, the capacity had been increased more than sixty-fold." Even with this massive new output of raw materials, England, France, and Italy were still asking for more. They relied heavily on the United States to go beyond the industrial contributions of the allies, because their troops were taking the brunt of physical combat with the enemy. As Crowell puts it: "failure of supply meant disaster."³⁴

The source of this information is Benedict Crowell and was found in the Conclusion of his book *America's Munitions*. Newton D. Baker (Secretary of War under President Wilson) appointed Crowell to the Civil Service Commission. Crowell was in a unique position of power at the outbreak of war, as he "supervised artillery castings as a major of ordnance, and headed the Washington office of the Panama Canal Zone." He later became the director of munitions.

By benefit of his position, Benedict Crowell had firsthand knowledge of the munitions industry, stating that "All of America's vast contribution to the allied program of supply was not

³³ Crowell, *America's Munitions 1917-1918*.

³⁴ Crowell, *America's Munitions 1917-1918*.

only produced in America, but it was taken to France in army transports.” According to Crowell, there was an average of 2,000 tons of American materials shipped to French factories every day from August 1917 to November 11th.³⁵

The United States and particularly New Jersey were integral in their support of the Allied Powers to victory in World War I. Crowell argues that the production of war materials in the United States was essential to that end.

³⁵ Crowell, *America's Munitions 1917-1918*.

CHAPTER THREE

MANUFACTURING-INTRODUCTION

New Jersey was actively involved in producing a variety of war materials to support combatants in the First World War. Companies were involved in producing munitions before President Wilson asked Congress for a declaration of war and then went on to produce uniforms, weapons, aircraft, ships of several types, and trained soldiers and sailors to outfit a modern military. Since the U.S. was not prepared to fully support a modern military once war was declared, they needed provisions of all types of weapons that the British and France required. A majority of these items consisted of rifles, aircraft, artillery, machine guns, and ground transport and shipping. The German government was unhappy with the supposedly neutral United States supplying such war material to Great Britain, Russia, and France; they organized an active sabotage system that was fruitful in destroying manufacturing facilities in New Jersey.³⁶ In spite of the devastation wrought by German saboteurs and their American counterparts, New Jersey was able to continue its production of war-related requirements.

There were several suspected acts of sabotage prior to the entry of the U.S. in WWI. Henry Landau details a list of such acts in his book *The Enemy Within, The Inside Story of German Sabotage*. There were explosions at Du Pont plants in 1915 at Haskell, Carney's Point, and Pompton Lakes. Additional explosions occurred at the New Jersey Freight Depot in Pompton Lakes and at the Anderson Chemical Company in Wallington, New Jersey, costing three lives. There were incendiary fires set in Weehawken and Trenton, and to a munitions train

³⁶ Henry Landau, *The Enemy within; the inside Story of German Sabotage in America* (New York: G. P. Putnam's Sons, 1937).

at Metuchen, NJ. The German agent Paul Daeche was arrested in Weehawken in connection with another act of sabotage.

In 1916, four more DuPont plants were destroyed across New Jersey. There was an explosion at the Middlesex Analine Co. plant at Bound Brook. The Atlas Powder mixing plant was destroyed, (Landing, NJ 5 people killed). There was an explosion in Hercules Powder Works (Kevil, NJ), and the Midvale Chemical Co. building at Bayway (Elizabeth, NJ by the Goethals Bridge) was destroyed by fire. The Kingsland Assembling Plant was also destroyed, and this act will be examined later in this dissertation in greater detail. Lastly, eight men were arrested in New Jersey, principally employees of the North German Lloyd Company in connection with the placing of firebombs upon the cargoes of their ships.

On April 2, 1917, President Wilson repeated the charge that the German Government had engaged in a sabotage campaign to Congress when discussing a declaration of war. On April 6, 1917, the United States officially declared war on Germany. Nearly all the German agents fled to Mexico as rapidly as possible. Destruction of factories, ceased “very quickly after this date.”³⁷

³⁷ Landau, *The Enemy within; the inside Story of German Sabotage in America*

Local Manufacturing

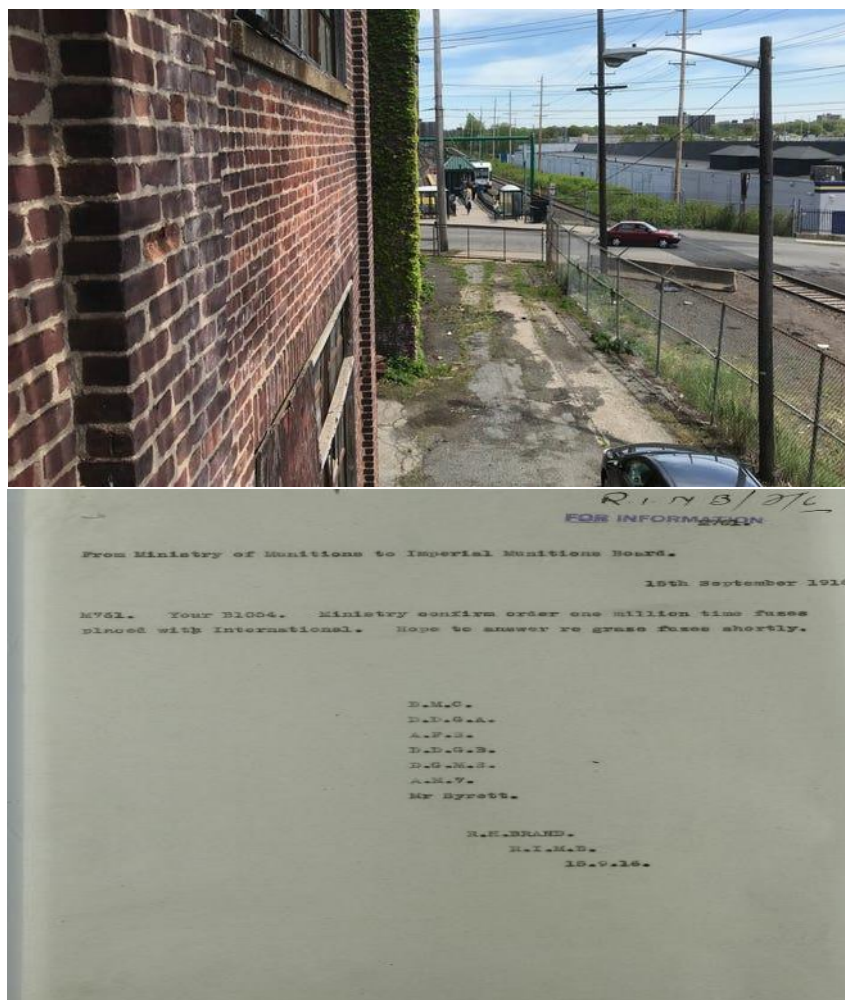
War materials were produced in what is now a very residential area of Northern, NJ. In Bloomfield, a company grew almost overnight to produce the fuses and shell casings required to fire from artillery pieces.



Source-Author Collection

This Bloomfield factory, located in New Jersey, bid, received, and contracted from the U.S. government to produce artillery fuses. Since Bloomfield won the contract, they needed to build a factory and all other necessary requirements to produce the contracted items.

According to the Historical Society of Bloomfield and local authority Dean Cole, “10,000 workers produced artillery shells and fuses for the Allies during World War I” from 1915 to 1918.



Source: Dean Cole

It was considered the perfect spot for a factory because of the railroad that cut right through. However, some “residents were wary,” while municipal officials perceived the financial benefit that a taxable commercial property would bring to Bloomfield, noted Cole.”³⁸ Local residents were unhappy with having what they perceived as “an accident waiting to happen because they thought it was going to blow up,” Cole observed. “They thought it was going to be a gunpowder factory, and those things blew up all the time.”

³⁸ Kadosh, "Bloomfield Bomb-Fuse Factory Propelled Explosive Politics."

But that wasn't what was happening in Bloomfield, according to Cole. "They really didn't use a lot of gunpowder," he said. The gunpowder was actually stored offsite at the end of Davey Street in six concrete bunkers.

While residents disliked the potential threat posed by the storage of materials in such close proximity, they still enjoyed residential benefits from the arrival of International Arms workers, who "formed a musical band, baseball team, bowling league, and women's basketball team."³⁹

The startup company known as International Arms & Fuse Co. caused "a stir in the industry," because they received a contract from the Canadian government to make fuses but lacked the experience. The politics of the Great War were explosive, and having a major arms manufacturer in Bloomfield ensured the municipality stayed at the forefront of the national conversation about the war. Cole noted that "The anti-German sentiment got really pronounced" and a witch hunt took place, with residents in Bloomfield and Glen Ridge prohibiting the speaking of the German language and initiating burnings of German newspapers. Further extremes were extended to restraining orders on German aliens with those 14 years of age or older ordered "to stay a half-a-mile away from military installations or plants."⁴⁰

³⁹ Kadosh, "Bloomfield Bomb-Fuse Factory Propelled Explosive Politics."

⁴⁰ Kadosh, "Bloomfield Bomb-Fuse Factory Propelled Explosive Politics."



In this 1918 photo, women assembled munitions in the International Arms and Fuse Company in Bloomfield

Source: Bloomfield Historical Society



Women inspect munitions at International Arms and Fuse Company in Bloomfield

Source: Bloomfield Historical Society

The International Arms & Fuse Company later sold its Bloomfield property to General Motors after the war ended in 1919. The factory eventually sold to Charms Co., which operated the candy factory at Bloomfield Avenue and Grove Street until 1973.⁴¹



“Undated aerial photograph from the mid-1920s show the location of the International Arms & Fuse company which later became a General Motors factory in Bloomfield.”

*Source: Historical Society of Bloomfield*⁴²

In Elizabeth, several companies contributed to the war effort. The most prominent of these was the Singer Sewing Machine Company. Singer was involved in the manufacturing of recuperators, which were required to produce the 75-millimeter gun. The background of this involvement is described as follows by Benedict Crowell:

The 75-millimeter gun, was by far the most useful and most used piece of artillery in the great war.” In number, the 75s made up almost half of their field artillery.⁴³

⁴¹ Kadosh, "Bloomfield Bomb-Fuse Factory Propelled Explosive Politics."

⁴² Kadosh, "Bloomfield Bomb-Fuse Factory Propelled Explosive Politics."

⁴³ Crowell, *America's Munitions 1917-1918*.

The recuperator was arguably one of the most important sections of the modern 75-millimeter gun carriage. The old civil war era artillery pieces had fixed barrels and the entire gun platform moved when fired. It had to be placed back into firing position after use. By utilizing a recuperator, only the barrel moved, allowing for rapid refiring of the gun without needing to move the gun into the correct position for firing. Singer Manufacturing from Elizabeth, New Jersey was able to solve this dilemma.

New Jersey was able to prove that the device was possible to build on American soil, with many doubting that it could “be built by any except the French mechanics trained by long years in its production.” No one wanted to assume the responsibility of this production at first. Finally, “Singer Manufacturing Co. consented to take up this new work and on March 29, the company contracted to produce 2,500 recoil systems for the 75-millimeter gun carriages.”⁴⁴

The purpose of this section was to explain the importance of the “5-millimeter gun and its effect on the outcome of the war. Artillery is required to support troop movements, such as keeping the enemy soldiers in their trenches, when friendly soldiers advanced. This will be shown later in this discussion when CPT Reddan and his company of six officers and 196 enlisted men were almost totally wiped out by emplaced artillery and machine gun fire across their area of advance, when the French supporting artillery failed in its mission to support the advance of his company across open ground.

Other factories were built from scratch, such as the Bethlehem Loading Company. New Jersey’s contributions to the war effort began well before the United States entered the conflict in April 1917 because these facilities did not exist prior to the war, with several suppliers

⁴⁴ Crowell, *America's Munitions 1917-1918*.

manufacturing ammunition for our allies. Once the United States was formally in World War I, additional factories were constructed around the state by various defense contractors, including the Bethlehem Loading Company, better known as Belco.

Belco is emblematic of New Jersey and its industrial base because it was able to start from scratch and become a fully functional manufacturing facility in a relatively short period of time to support the war effort. The loading company also employed a multitude of workers, elevating their lifestyle. Thousands of workers in everything from construction to manufacturing were required to operation a fully functioning facility. This would include adequate living and recreational activities for its workers and employees.

Belco cleared about 10,000 acres of marshy pine forest along the Great Egg Harbor River to build the factory along with the nearby village of Belcoville, which housed more than 3,000 workers and their families.



Storage facilities for loaded 155-millimeter shells. (Courtesy of Atlantic County Government)

Belco, as a subsidiary of the established Bethlehem Steel, had the resources to start a new plant from scratch when there was an opportunity. The work on the factory site and its associated village began simultaneously in early 1918, continuing non-stop for seven days a week. Belco was unique in that it was “the only ordinance contractor to supply shells from mining the iron ore through forging the steel, machining, loading and assembling the final product magazines.” The typical barracks held 1,100 soldiers, whose job it was to guard the plant against potential sabotage. This was a threat “already anticipated in the wake of the explosions at Jersey City’s Black Tom Wharf and the Canadian Car and Foundry munitions plant in Kingsland.”⁴⁵

The employees of Belco had the luxury of working for an established company that was able to afford “employees the benefits of living in modern housing at nearby Belcoville,” with running water and heating as well as community amenities like a school, bowling alley, shopping district and YMCA/YWCA. Belcoville housing ranged from dorms for single employees to large homes for supervisors with families.⁴⁶

⁴⁵ "Belco: (Not) a Blast from the Past in the Pinelands," Hidden New Jersey, 2014.

⁴⁶ Sue, "Belco: (Not) a Blast from the Past in the Pinelands."



Source: Courtesy Atlantic County Government

Another plant that was developed in the mold of Belco was Atlantic Loading Company (AMATOL). There was an urgent need to supply the U.S. troops with amatol. Amatol is a highly explosive mixture of TNT and ammonium nitrate. Amatol was used as an ingredient for ammunition such as hand grenades. AMOTOL was constructed from scratch with an important production mission, but its life was short-lived. As soon as the war ended, so did the life of the town. The remains can still be found today, if you know where to look.

The army entrusted the Atlantic Loading Company with the task of constructing a complex for amatol production, which was built in nine months. By July 1918, the plant was producing a variety of ammunitions for export, including 50,000 hand grenades per day to supply American soldiers.

The company provided homes for their workers and everything necessary to provide for the needs of their workers. Yet after the war, the entire facility was gone, with only four months of production logged.

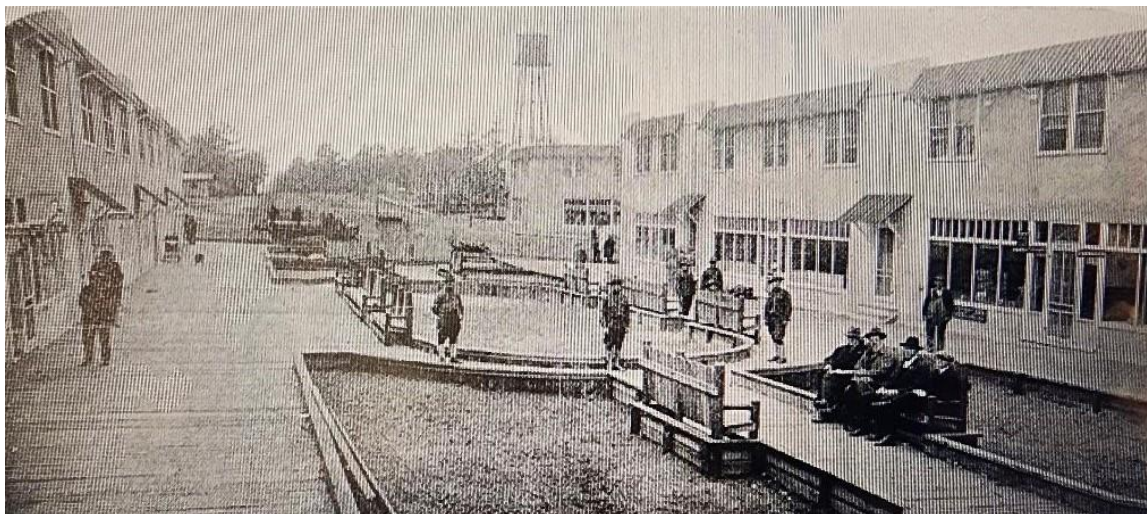


Image of Amato operations are from *Construction and Operation of a Shell Loading Plant and the Town of Amato, New Jersey* created by Victor F. Hammel Photographs taken by Mickey DiCamillo

It is important to note that in New Jersey, there were not only new start-up companies to supply the worldwide war effort, but also established companies that were able to utilize their experience in chemical production to produce wartime materials. This study will address two DuPont plants that supported the war effort in New Jersey. The first is E.I. DuPont Pompton Lakes Works. E.I. du Pont de Nemours & Company, better known as DuPont, had several ammunition plants in the state. Dupont made their fortune by supplying gunpowder to the Union Army during the Civil War. This production continued throughout World War I. Dupont is now a multinational corporation with operations all over the world.

A workforce of 7,500 people was required to produce eight million pounds of smokeless powder, for which the Dupont signed a contract with France in October of 1914. The Haskell plant had to be enlarged to produce 210,000 pounds of powder a day. This increase in workload allowed for many new workers to be hired to support demand.

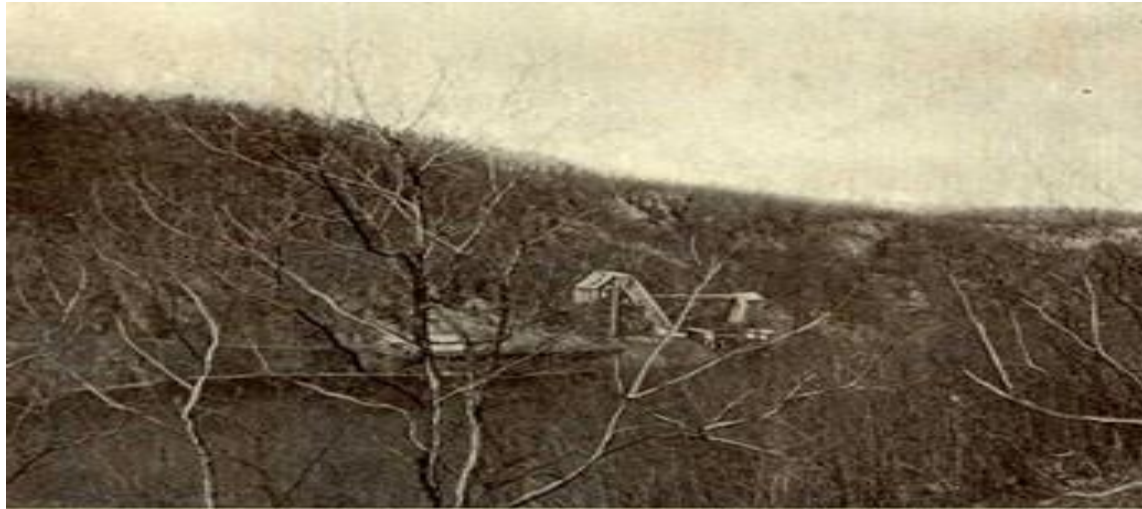
The chart below shows the production capacity of Dupont as of the end of the war in November 1918:

November, 1918	<p>Production capacity:</p> <p>1.5 MM ordinary blasting caps, 60 M electric blasting caps, 4.5 M lbs. of mercury fulminate, 200 M detonating fuses, 40 M boosters, 100 M primers, 100 M tracer and incendiary bullets, and An unknown quantity of hand rifle grenades.</p> <p>Housing boom occurs, many homeowners converted residences to rooming houses for workers. Du Pont built a dormitory colony (near the current site of Pompton Lakes High School)</p>
----------------	---

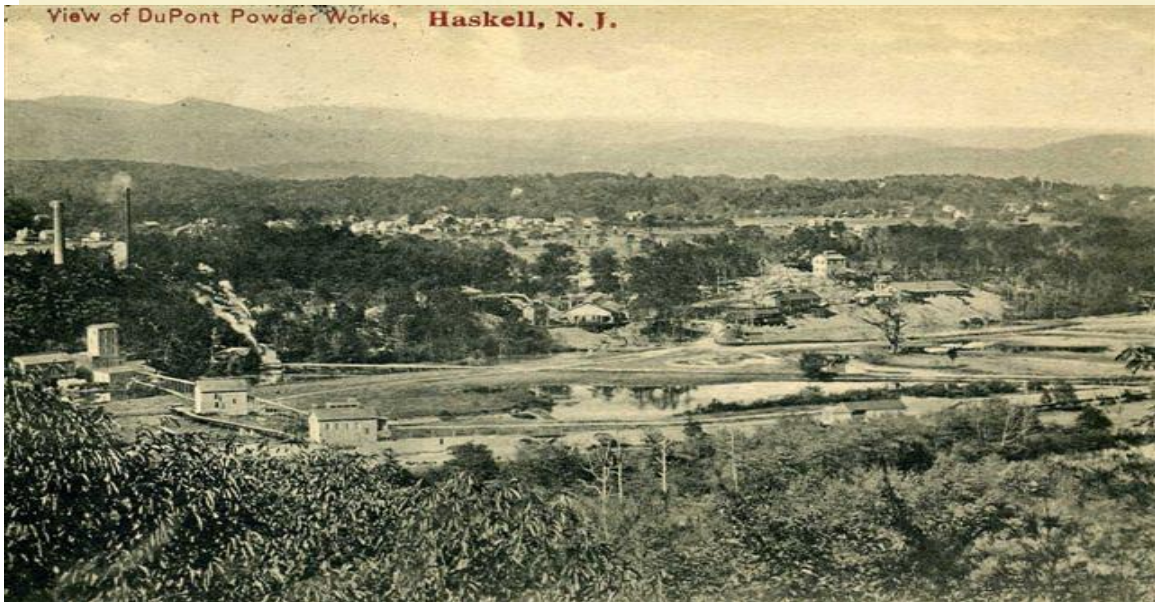
47



⁴⁷ "1968 Wanaque Golden Jubilee Booklet," Wanaque Borough, 1968, <http://www.unofficial.net/wanaque/duponthist.html> (Wanaque Borough History).



VIEW OF LOWER END POWDER WORKS, BLENDING HOUSE, Haskell, N. J.



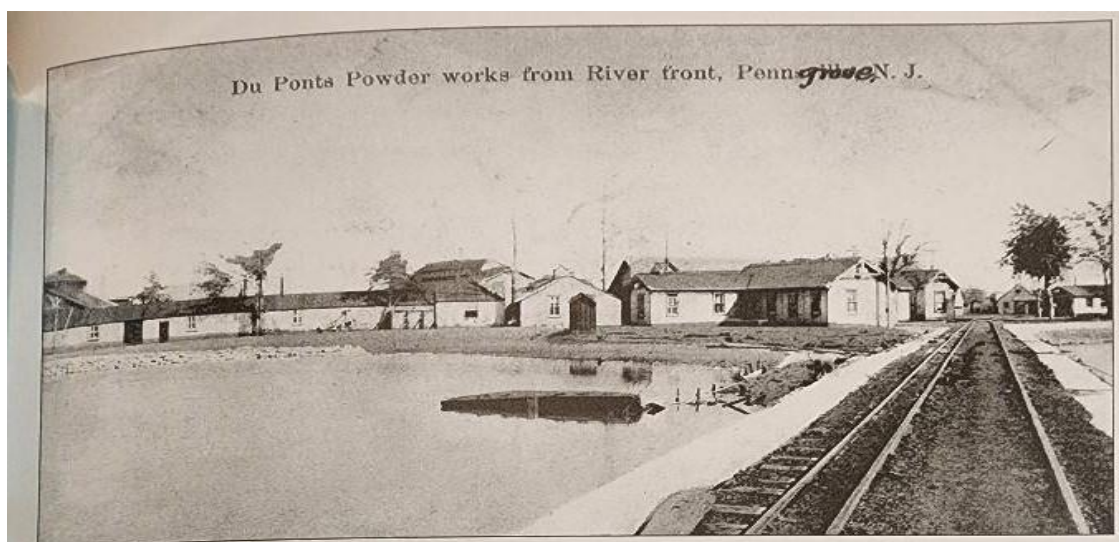
View of DuPont Powder Works, Haskell, N. J.

48

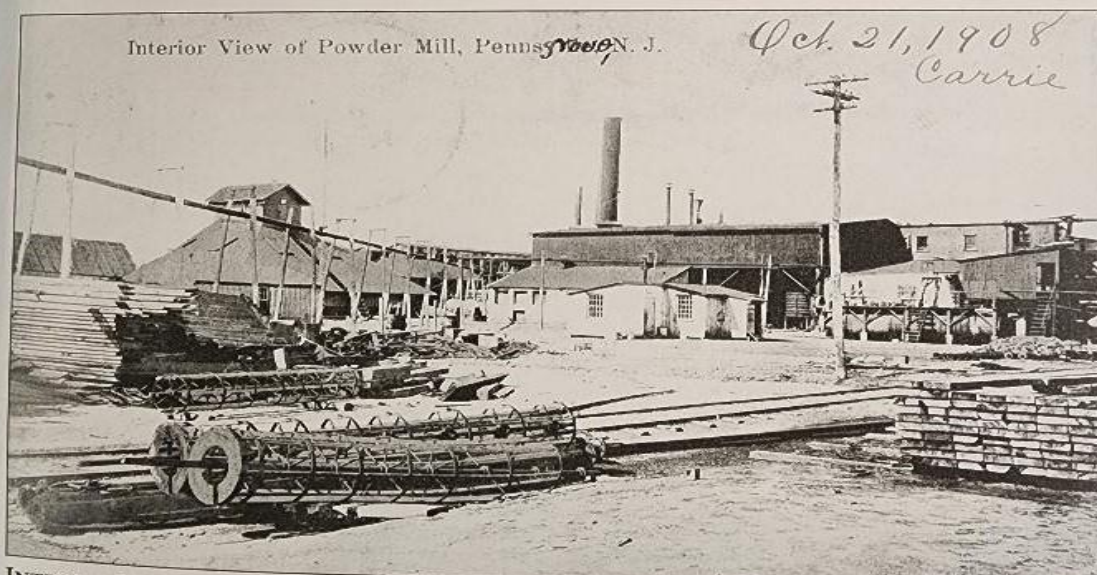
Source: Photos: Mike Holleran Collection

The second manufacturing plant to be discussed is Carney's Point. Carney's Point, also known as Deepwater, is a part of Salem County is on the west side of New Jersey, along the Delaware river. The current Chemours (a subsidiary of Dupont) chemical plant can be seen from the Delaware Memorial Bridge at the south end of the New Jersey Turnpike.

⁴⁸ "Dupont Powder Works," <http://www.unofficial.net/wanaque/duponthist.html>.



DUPONT POWDER WORKS FROM THE RIVERFRONT, 1909. England and France sent agents to the United States to find suppliers to meet the demand for smokeless powder at the start of World War I. The DuPont Company offered to meet all of their demands. DuPont purchased almost all of the farmland, from Helm's Cove to the canal at Deepwater, and immediately began enlarging the facilities for the production of smokeless powder and constructing homes for their employees. Men came by the thousands to work at the plant.



INTERIOR VIEW OF POWDER MILL, 1908. The chief ingredient of smokeless powder is cellulose nitrate, which is made by treating cotton with a mixture of acids until it is fully nitrated. In the summer of 1917, DuPont began hiring women to work in the cutting houses. These women wore khaki bloomer uniforms and were called the Boomer Girls. Between 1890 and 1915, four powder lines were constructed, and by 1979, the entire plant was shut down.

49

⁴⁹ Donna Federanko-Stout and Historical Society of Penns Grove & Carneys Point., *Penns Grove and Carneys Point*, Postcard History Series, (Charleston, SC: Arcadia Publishing, 2005). Publisher description <http://www.loc.gov/catdir/enhancements/fy0650/2005931668-d.html>.



E.I. du Pont de Nemours & Company, Inc., Carney's Point Works and workers housing panoramic photographs (Accession 1969.138), Audiovisual Collections and Digital Initiatives Department, Hagley Museum and Library", Wilmington, DE 19807

DuPont plants were distributed across New Jersey by the end of the war. Several already existed but were expanded, while new plants were built to meet wartime demand. DuPont's Carney Point plant was another existing plant that was expanded to meet these new requirements.

While DuPont's Powder Company had been established since 1892, its output was exponentially increased due to the World War I need for defensive materials, as DuPont "expanded the plant to 67 times its prewar capacity and employed 25,000 workers by 1917." An entire town emerged out of the need for a wartime production housing site, as Carney's Point largely developed in the prewar and war era to provide housing for plant employees.⁵⁰ However, production was soon disrupted by an explosion in January of 1916 that, according to Landau in *The Enemy Within*, was an act of sabotage. The destruction is pictured below:

⁵⁰ "Dupont Powder Company-Carney's Point <https://www.worldwar1centennial.org/index.php/component/gmapfp/666:dupont-ammunition-plant-carney-s-point.html?tmpl=component>," WWI Centennial Commission, 2016, <https://www.worldwar1centennial.org/index.php/component/gmapfp/666:dupont-ammunition-plant-carney-s-point.html?tmpl=component>.



Source: National Archives

As to the sabotage of war-related manufacturing plants in New Jersey, there are two extreme cases of sabotage with tragic loss of life. These were known by their locations, Black Tom Island, which was a storage facility for loading of ships to be sent overseas, in the area that is now Liberty State Park in Jersey City. Another was in Kingsland, the Canadian Car and Foundry supplying shells to the Russian Government, in what is now known as the town of Lyndhurst. Residents know it as close to the New York Giants' football stadium and the famous restaurant Medieval Times.

On July 30, 1916, the largest attack on American soil up to the Japanese attack on Pearl Harbor in World War II, happened on Black Tom Island. Black Tom Island was part of what we now call Liberty State Park. Liberty State Park is a part of Jersey City and is the starting point for which millions of visitors per year see the Statue of Liberty.

Black Tom Island was where the railroad connected to warehouses with munitions and armaments, which were barged and loaded aboard ships bound for Europe. The explosion broke thousands of windows all over New York City. At least five people were killed, including a ten-week-old baby thrown from his crib in Jersey City.

“The shells intended to make the world safe for democracy when fired through the cannon of the czar,” A.J. Liebling later wrote in *The New York World-Telegram*. They “were knocking chips out of the Goddess of Liberty on her island in the harbor.”⁵¹

Several investigations were launched into the cause of the Black Tom explosion. Eventually, the German government agreed to pay reparations for the destruction caused by the explosion. The only remaining evidence of the incident is a small sign in Liberty State Park and wooden pilings that extend above the waterline.



Photo of Black Tom taken after the Explosion Source: National Archives



Photo of Barges burning during the fire after the Black Tom Explosion Source: National Archives

⁵¹ Sam Roberts, "An Attack That Turned out to Be German Terrorism Has a Modest Legacy 100 Years Later," *Obituaries, New York Times* (New York) 2016

Another major incident of sabotage in New Jersey took place on January 17, 1917. This sabotage took place against the Canadian Car and Foundry Plant near Kingsland. As previously discussed, it was located at what is now called Lyndhurst.

To understand events, it is necessary to know about the plant at Kingsland and the history of the Company. “Canadian Car and Foundry had large contracts with England and Russia for the delivery of shells. The Canadian Factory was working to capacity when, in the spring of 1915, the Company secured an \$83,000,000 contract from the Russian Government for 500,000 shells.”⁵²

The Montreal based company need to expand its operations and did so in March 1916, with a huge munitions plant built close to Kingsland (now Lyndhurst), in Bergen County, New Jersey. “Shells, shell cases, shrapnel, and powder were shipped to Kingsland from over one hundred different factories and there assembled for shipment to Russia. At the time of the fire the plant was turning out 3,000,000 shells per month.”⁵³

The German government was aware of the production capabilities of this plant and were able to put it out of commission with an act of sabotage, where gasoline was used as part of the process to clean out the shells. “It was in the vicinity of one of these machines that the fire was first noticed.”⁵⁴

In 1917, there were not the OSHA regulations that are in effect today. The use of gasoline and rags as a cleaning agent in modern times seems to be an issue. But over 100 years ago,

⁵² Landau, *The Enemy within; the inside Story of German Sabotage in America*

⁵³ Landau, *The Enemy within; the inside Story of German Sabotage in America*

⁵⁴ Landau, *The Enemy within; the inside Story of German Sabotage in America*

gasoline was one of the most expedient methods in the process of cleaning shells in the production of ammunition.

The results of the fire were that in four hours, the entire plant was destroyed. The resulting loss in the fire was loaded shells, cartridge cases, detonators, time fuses, large stores of T.N.T., and many unloaded shells that were destined to shipment by contract to Russia.

The photo below shows what the plant looked like during the fire:



Source: National Archives

The photo below shows what the result of the conflagration:



Source: National Archives

CHAPTER FOUR

OTHER NEW JERSEY MANUFACTURING EFFORTS:



Undated Photo of New York Shipbuilding, Delaware River Waterfront⁵⁵

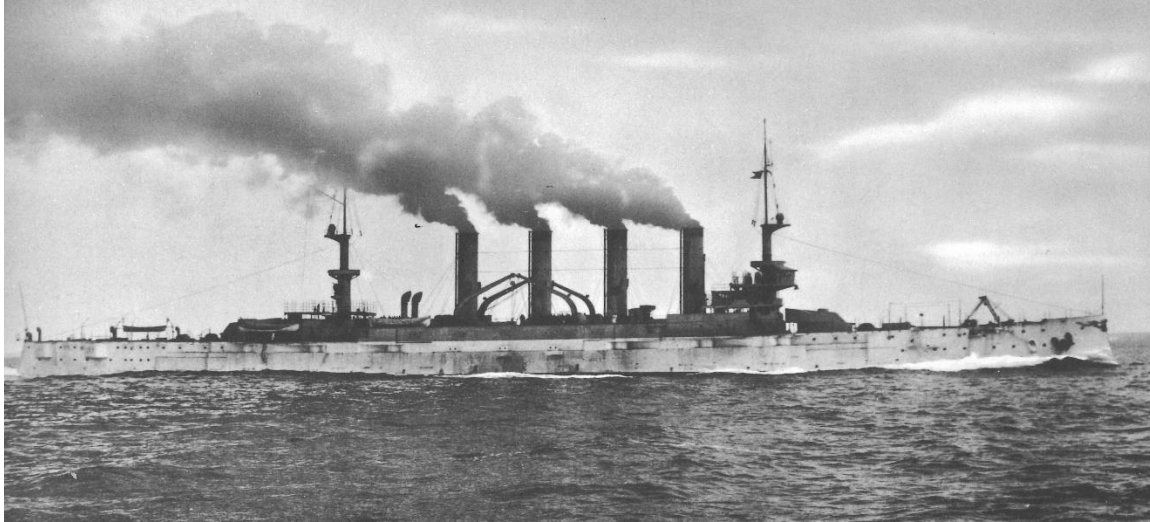
In addition to managing the major manufacturing operations of munitions and hardware, New Jersey was home to several other manufacturers that are remembered in history books and museums across the state. American International Corporation was an important manufacturer that owned the New York Shipbuilding Corporation, located in Camden, New Jersey. This operation was able to construct commercial ships, as well as warships.

Henry G. Morse was already an experienced engineer in the construction of bridges and ships and had plans to build a shipyard in Staten Island, New York. Hence the name, New York Shipbuilding. However, that plan never materialized, and he found Camden to be a more suitable location. Camden is close to Philadelphia and its port facilities.

Shipbuilding operations started in 1903. The yard became famous “once the opportunity emerged for the firm to bid upon and under-take naval construction, which became the forerunner of a great line of fighting ships for our own and foreign governments.”⁵⁶

⁵⁵ Corp, *50 Years New York Shipbuilding Corporation*.

⁵⁶ American International Corporation, *History and Development of New York Shipbuilding Corporation* (New York: Self Published, 1920).



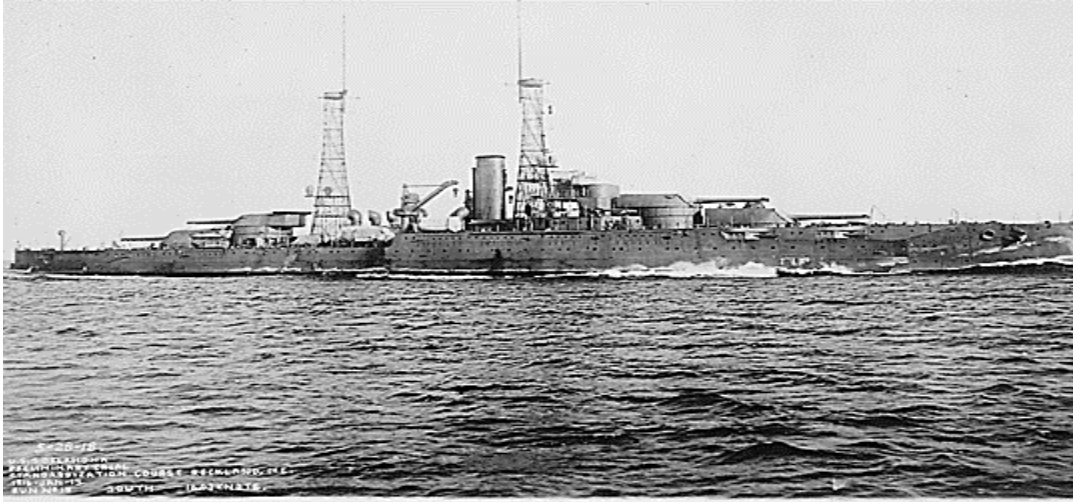
The armored cruiser USS Washington (ACR-16), the first naval warship ordered from New York Ship⁵⁷

New York Shipbuilding had the engineering prowess to build ships of many sizes and abilities, as they produced impressive numbers across 20 years with 215 vessels delivered, “comprising 29 warships of 236,146 displacement (weight) tons; 67 merchantmen of 503,418 displacement tons; and 119 miscellaneous craft of 170,334 displacement tons.”⁵⁸

New York Shipbuilding constructed 29 battleships in their history. Two of them were made famous when they were sunk during the Japanese attack on Pearl Harbor, on December 7, 1941. They were the USS (BB-37) and the USS (BB-42).

⁵⁷ "New York Shipbuilding, the Early Years," HOLTEC International, <https://newyorkship.org/history/the-early-years/>.

⁵⁸ Corporation, *History and Development of New York Shipbuilding Corporation*.



USS Oklahoma (Source: National Archives)

The USS *Oklahoma* was 583 feet long and 95 feet across (beam). Known for its quickness, the ship had a top speed of over 20 knots. The USS *Oklahoma* carried twelve fourteen-inch guns (2 large guns on both ends) and a crew of 945.

This vessel was impressive for its time, and an inviting target for Japanese bomber and torpedo planes when they attacked Pearl Harbor.



Rescue efforts underway on the overturned hull of USS Oklahoma (BB-37). The officer's motorboat in the foreground is one from Oklahoma that managed to survive the attack. Efforts by local contractors and US Navy personnel managed to rescue 32 men from the capsized hull. (Image courtesy of the Naval History and Heritage Command).⁵⁹

⁵⁹ "Recovered and Identified on the Uss Oklahoma," 2021, <https://www.nationalww2museum.org/war/articles/recovered-and-identified-soldiers-uss-oklahoma>.



Taken on March 29, 1943, this image shows the USS Oklahoma (BB-37) righted back to about 30 degrees. Over a 6-week period, winches anchored on Ford Island slowly brought the ship back to a vertical position. Four months later the Oklahoma was fully refloated and moved to drydock. (Image courtesy of the Naval History and Heritage Command).⁶⁰



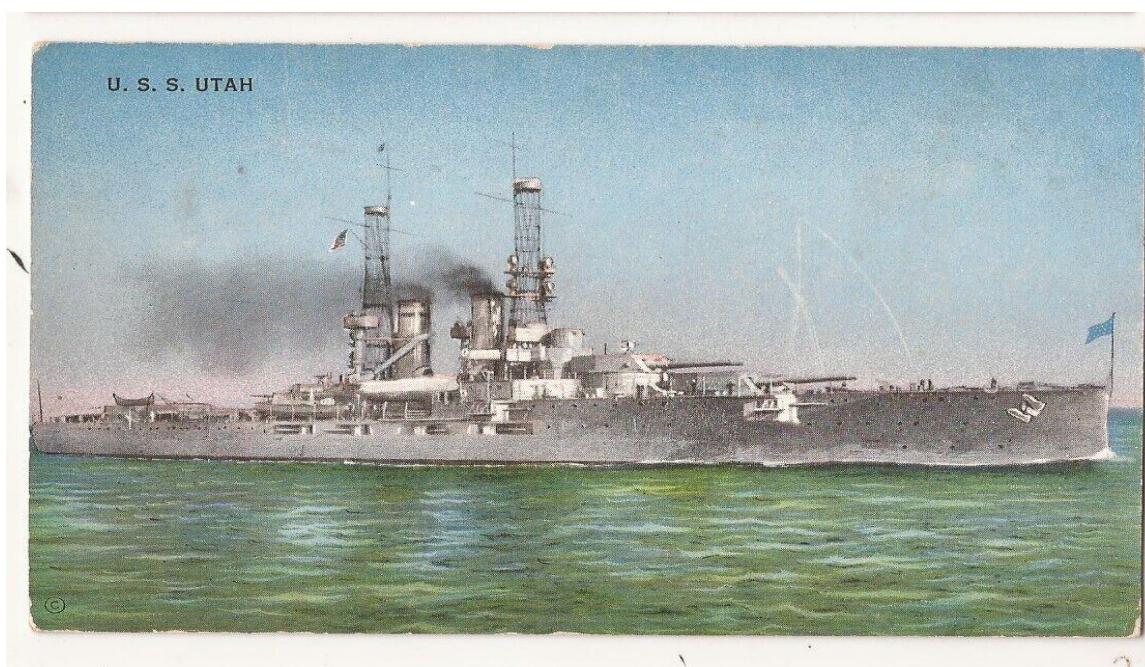
USS Oklahoma refloated (Source: Official U.S. Navy Photograph, from the collections of the Naval History and Heritage Command.
Catalog #: NH 64496)⁶¹

⁶⁰ Orleans, "Recovered and Identified on the Uss Oklahoma."

⁶¹ "Nh64996 Uss Oklahoma (Bb-37)," Post-Attack Ship Salvage » Salvage of USS Oklahoma, 1942-1944 » NH 64496 USS Oklahoma (BB-37), US Navy, <https://www.history.navy.mil/our-collections/photography/wars-and->

The USS *Oklahoma* was raised from the bottom of Pearl Harbor. It was then that the great ship was decommissioned, declared a derelict, and destined for the scrapyard. In 1947, the ship was being towed by tugboat to California to be scrapped, but it sank in a storm.

The other famous New York Ship battleship sunk at Pearl Harbor was the U.S.S. *Utah*. Like the U.S.S. *Arizona*, the U.S.S. *Utah* still lies at the bottom of Pearl Harbor.



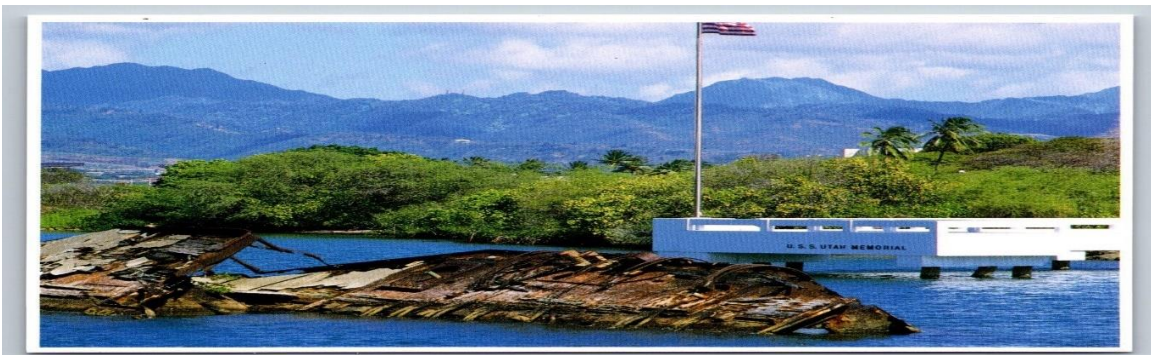
U.S.S. *Utah* (BB-42) in all its glory (Source: Authors Collection)

In 1931, *Utah* was demilitarized by removing the large guns (See the picture below) and converted into a target ship. The *Utah* was also equipped with numerous anti-aircraft guns of different types to train gunners for the fleet. On the morning of December 7, the *Utah* was still in port and was struck by two torpedoes, which caused serious flooding. *Utah* quickly rolled over and sank and 58 men were killed in the attack.



Anchored off Long Beach, California, 18 April 1935, while serving as a target ship. (Official U.S. Navy Photograph, now in the collections of the National Archives.)⁶²

The postcard below depicts the *Utah* Memorial in 1972. As can be seen in the picture, it is close to the actual wreckage of the once proud and beautiful warship.



Source: Authors Collection

Warships were not the only vessels built by New York Shipbuilding. Commercial freighters were also built by New York Ship. One of these was the *S.S. Gulfight*, which played

⁶² "80-G-416384 Uss Utah (Ag-16)," Battleships » Utah (BB 31) » 80-G-416384, <https://www.history.navy.mil/content/history/nhhc/our-collections/photography/us-navy-ships/battleships/utah-bb-31/80-G-416384.html> (Anchored off Long Beach, California, 18 April 1935, while serving as a target ship. Three heavy cruisers are in the middle distance, with the city of Long Beach beyond them. Official U.S. Navy Photograph, now in the collections of the National Archives.

Catalog #: 80-G-416384).

an important role as “one of the first American ships to be torpedoed before the entrance of the United States into the war.” The ship was attacked (torpedoed) in an ambush near Bishop Rock (by the British Coast) on May 1, 1915. Even after sustaining severe damage and strain to the entirety of the vessel, the ship was praised for its manufacturing, which was implied to be the main factor in its ability to stay afloat, with one scholar noting how “the ship’s splendid workmanship asserted itself and she was able to proceed under her own steam to a safe harbor in the Isles of Scilly (also on the British Coast).” By August, the S.S. *Gulflight* was fully prepared and setting sail once again.⁶³



SS *Gulflight* in port showing the results of the torpedo damage

There are a variety of outcomes for the warships built by New York Ship that survived their term of service. Some were lucky enough to find themselves enshrined as floating

⁶³ Edward Scott Swazey, *The New York Shipbuilding Corporation, a Record of Ships Built* (New York: The New York Shipbuilding Corporation, 1921).

museums. Many ended their careers in the depths of the ocean, while others still were scrapped and recycled for other uses. It is interesting to note that several battleships built on the west coast of New Jersey in Camden, ended their naval careers on the east coast of New Jersey, in Kearny.

At least two of the battleships built by New York Ship, The USS *New Mexico* (BB-40) and USS *Idaho* (BB-42), were towed in their final acts to Federal Shipbuilding Incorporated in Kearny to be dismantled, scrapped, and recycled.

Situated on the west bank of the Hackensack River, Federal Shipbuilding & Dry Dock Co. was organized in 1917. It soon turned into a major source of profit for America, becoming “one of the most productive shipyards for the construction of steel ocean-going vessels” as a subsidiary of the United States Steel Corporation. The company would remain a fixture of the destroyer manufacturing scene, “building more than any other builder except Bath Iron Works from 1930 through the late 1940s.”⁶⁴ The Bath Iron Works of Bath, Maine is still in existence today, and owned by the manufacturing conglomerate General Dynamics.

“New vessel construction continued until 1949 when the company closed its doors. The docks, cranes and infrastructure were then used as a shipbreaking facility well into the 1970s. Some of the US Navy’s most famous WWII era aircraft ships and battleships met their end here.”⁶⁵

The yard discussed above is no longer in existence today. Where it once stood is now the River Terminal Development complex. Yet one can still see some remnants of the site’s history

⁶⁴ "Federal Shipbuilding Incorporated Former Site," Wikimapia.org, 2013 ().

⁶⁵ Wikimapia.org, "Federal Shipbuilding Incorporated Former Site."

through objects such as “a rusting construction crane, unused slipways on the Hackensack River and a monument to the workers and sailors who served on the vessels built at Federal.”⁶⁶



Source: Author Collection

Above is a photograph of what the Federal Shipbuilding yard looks like today. Now it is known as the River Terminal Distribution Facility, it is 5.5 million square feet inside and spread over 300 acres of land. There are no longer any waterside facilities. Its parking lot was used by volunteers for the 1994 FIFA World Cup at Meadowlands Stadium.

Another major shipbuilding operation that originated from New Jersey for WWI was called Electric Launch Company (ELCO). ELCO was a company that originally built wooden pleasure craft. It is credited as one of the premiere companies for supplying naval power during the war, as “it was an important shipbuilding venture in New Jersey for both Subchasers in World War I and PT boats in World War II.”⁶⁷ The British Admiralty soon awarded a contract to

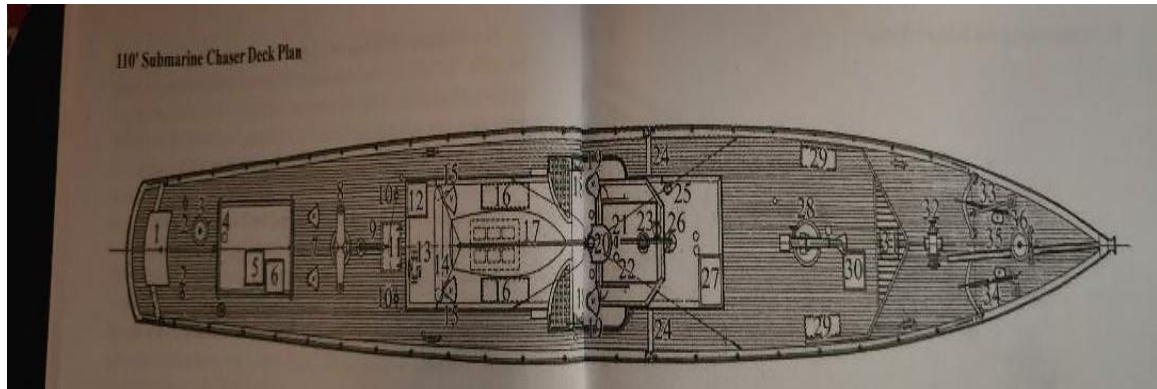
Note: I remember seeing ships being dismantled here when I was in high school.

⁶⁶ Wikimapia.org, "Federal Shipbuilding Incorporated Former Site."

⁶⁷ "Elco Is One of the Most Storied Brands in American Boating History," [elcomotoryachts.com](https://www.elcomotoryachts.com), 2023, <https://www.elcomotoryachts.com/our-story/> 2023 Elco Motor Yachts (Our Story).

ELCO in 1915, stipulating that they produce “550 sub chasing 80’-foot, “motor launches,” which the Company supplies in only 488 working days.”⁶⁸

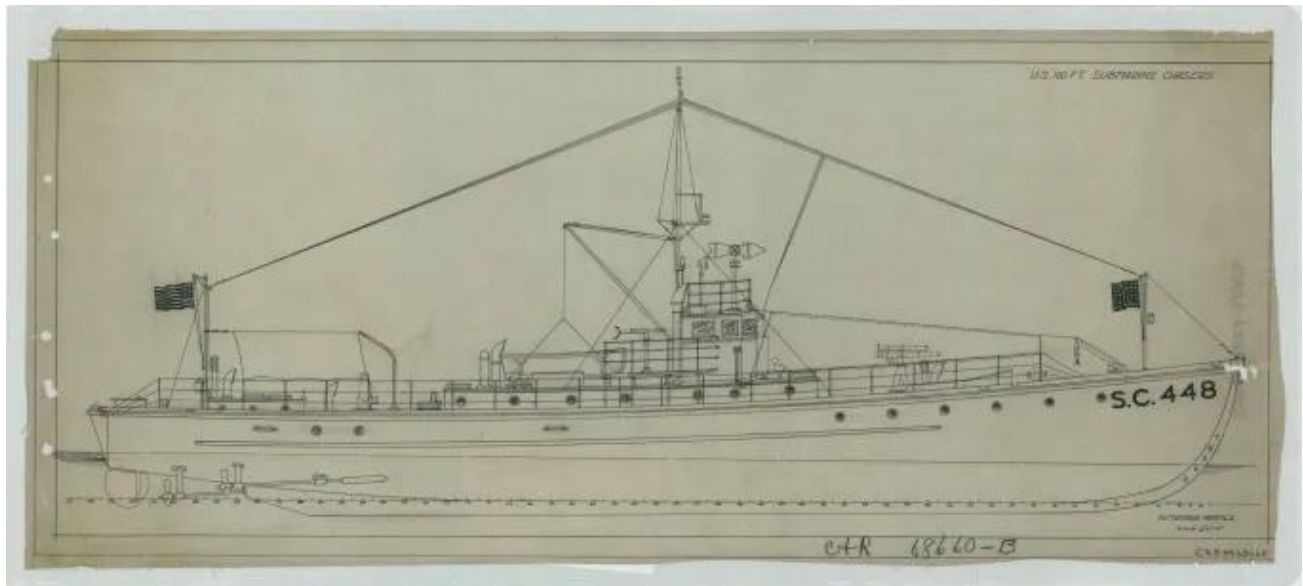
ELCO would go on to produce a total of 580 subchasers for the British, and another 16 for the United States Navy for World War I.



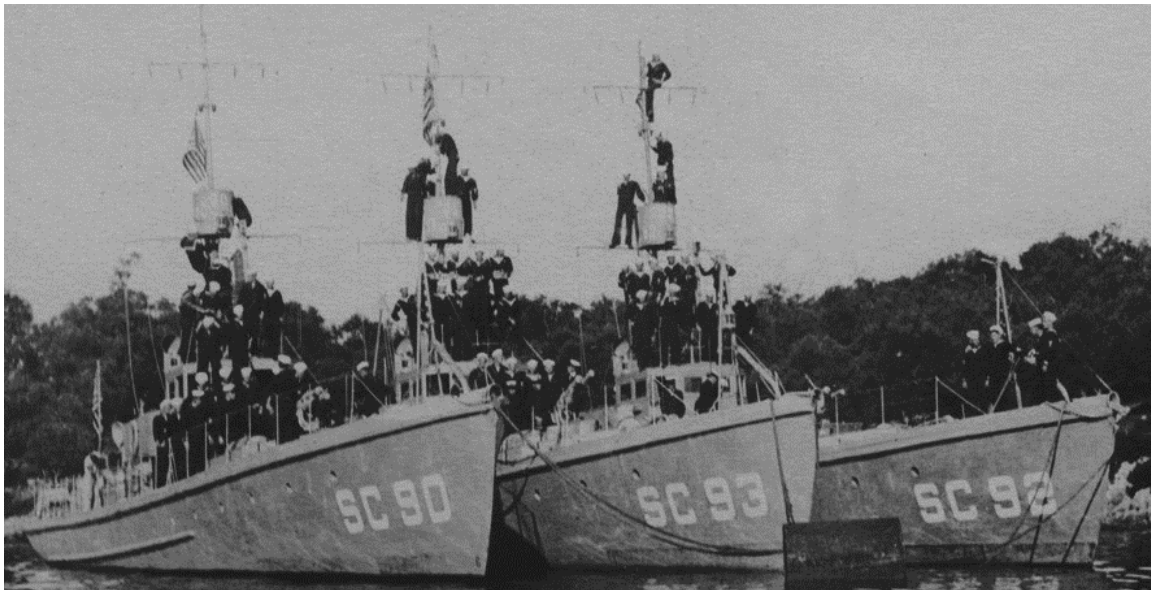
“110’ Submarine Chaser Deck Plan” ⁶⁹

⁶⁸ Yachts, "Elco Is One of the Most Storied Brands in American Boating History."

⁶⁹ Todd A. Woofenden, *Hunters of the Steel Sharks : The Submarine Chasers of Wwi* (Bowdoinham, ME: Signal Light Books, 2006).



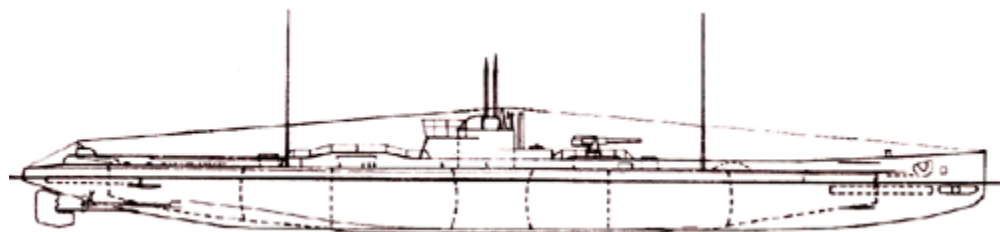
Profile 110' US Subchaser (Source: National Archives)



Source: World War I Centennial Commission

In 1918, these three vessels were part of a wartime fleet of 303 U.S. submarine chasers that formed a new offensive against the enemy, armed with depth charges, deck guns and an array of new, top secret submarine detection and pursuit devices. These miniature wooden war ships, the smallest commissioned vessels in the United States Navy, were the first major deployment mechanism for early antisubmarine warfare equipment and were remarkable in their capabilities and service. (Source: WWI Centennial Commission)

Bayonne, New Jersey was not the only place in the world that these rugged wooden vessels were built. Submarine chasers like these served in battle zones all over the world during the war. ELCO also manufactured an updated version of these boats, better known as PT boats. President Kennedy served on the famous “PT 109” during WWII.



The Hunter and The Hunter-Type 31 U-Boat (Source: Uboat.net)

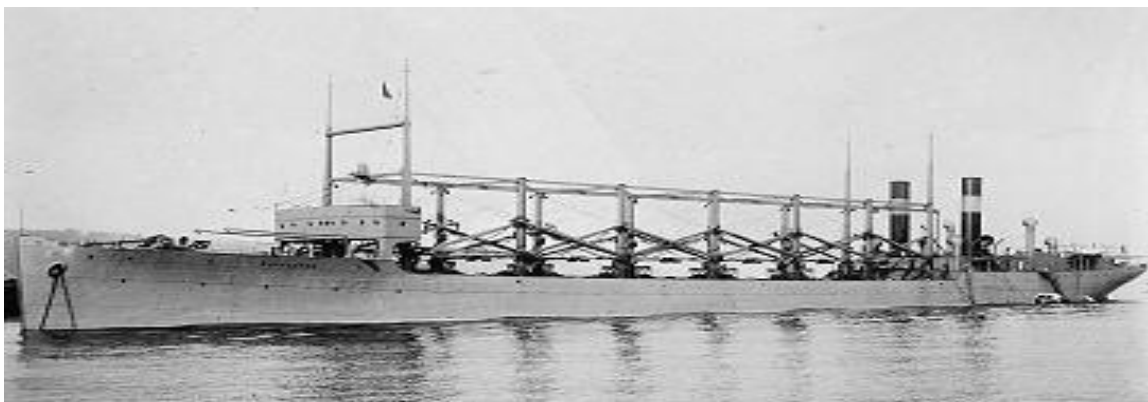
These boats performed a great service to the American forces and were known for their durability. Only six of the 303 built were lost during the war.



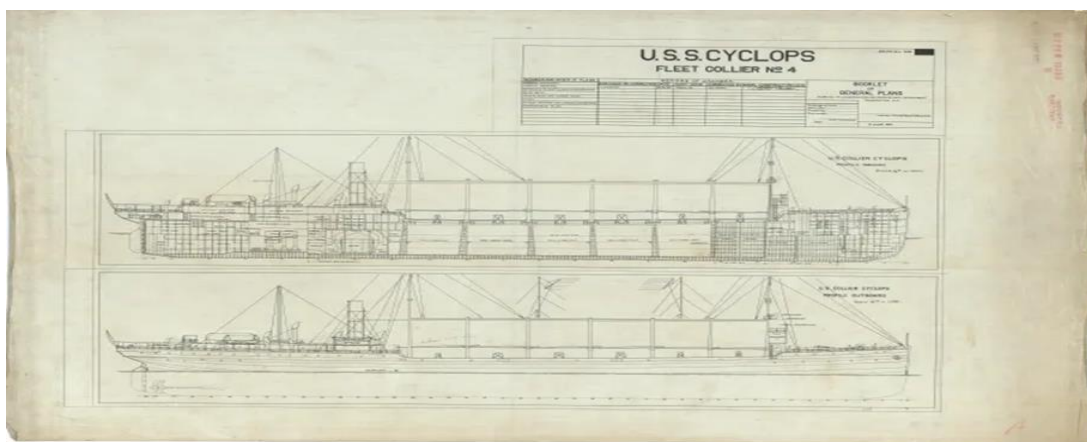
Boat Launching Crane, Rutkowski Park in Bayonne– (Source: Author Collection)



ELCO Memorial Plaque, Rutkowski Park in Bayonne (Source: Author Collection)



A discussion on New Jersey naval history and its ties to WWI would not be complete without touching on a mystery that endures to this day: the disappearance of the USS *Cyclops* (AC-4). This vessel was the largest ship to disappear in the famous “Bermuda Triangle.” The USS *Cyclops* was a collier. Colliers were large ships designed with the explicit purpose of coal transportation. However, the *Cyclops* was carrying manganese ore, a material “much denser than coal” when the ship was lost.”⁷⁰

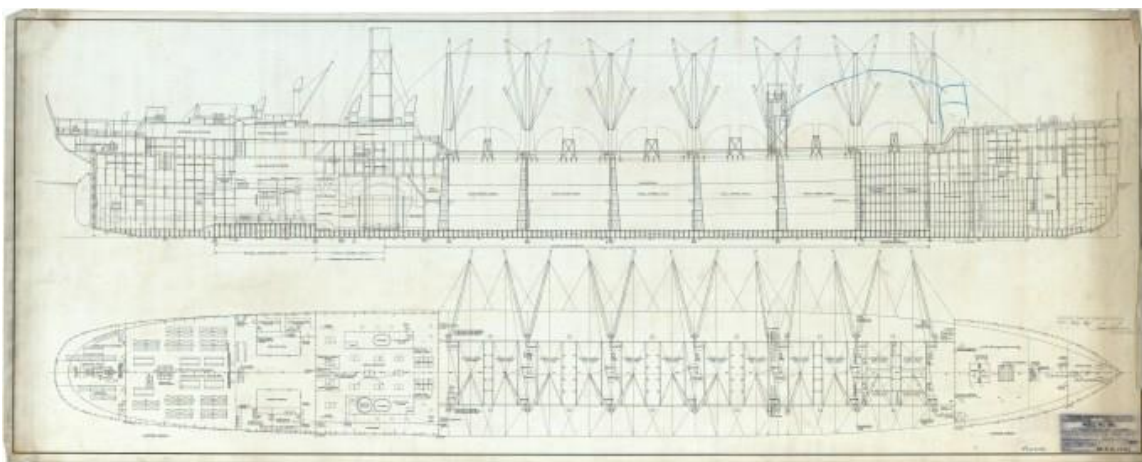


Meet the USS Cyclops (AC-4)

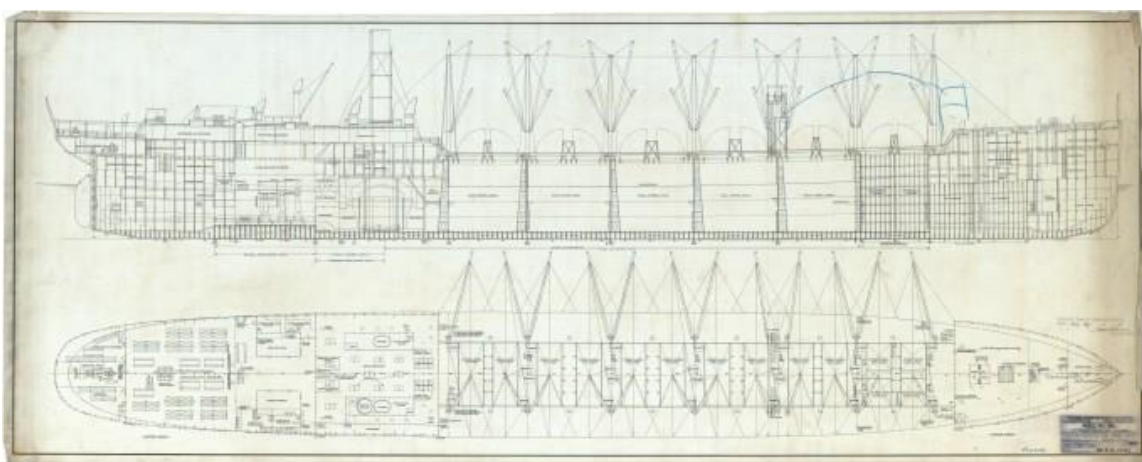
Source: National Archives

⁷⁰ ““...Her Loss Remains Unknown...” : The Mysterious Disappearance of the Uss Cyclops (Ac-4),” The Unwritten Record, “...her loss remains unknown...” : The Mysterious Disappearance of the USS Cyclops (AC-4) Architectural And Engineering Drawings, Cartographic Records, Military, Ship Plans, U.S. Navy, Uncategorized, World War I, World War II, 2021, <https://unwritten-record.blogs.archives.gov/2021/10/28/her-loss-remains-unknown-the-mysterious-disappearance-of-the-uss-cyclops-ac-4/>.

“The USS *Cyclops*, a Proteus-class collier, was officially launched in May of 1910 and meant specifically for the U.S. Navy. Its appearance was deceiving. The plans for this cargo vessel look much like any other set of ship plans.”⁷¹ But what made it the exception to the norm was that the plans were the only tangible, solid thing left of a giant ship that had once carried over 200 sailors. As the USS *Cyclops* went down in the Bermuda Triangle with all hands onboard in March of 1918, it remains an unsolved mystery to this day.

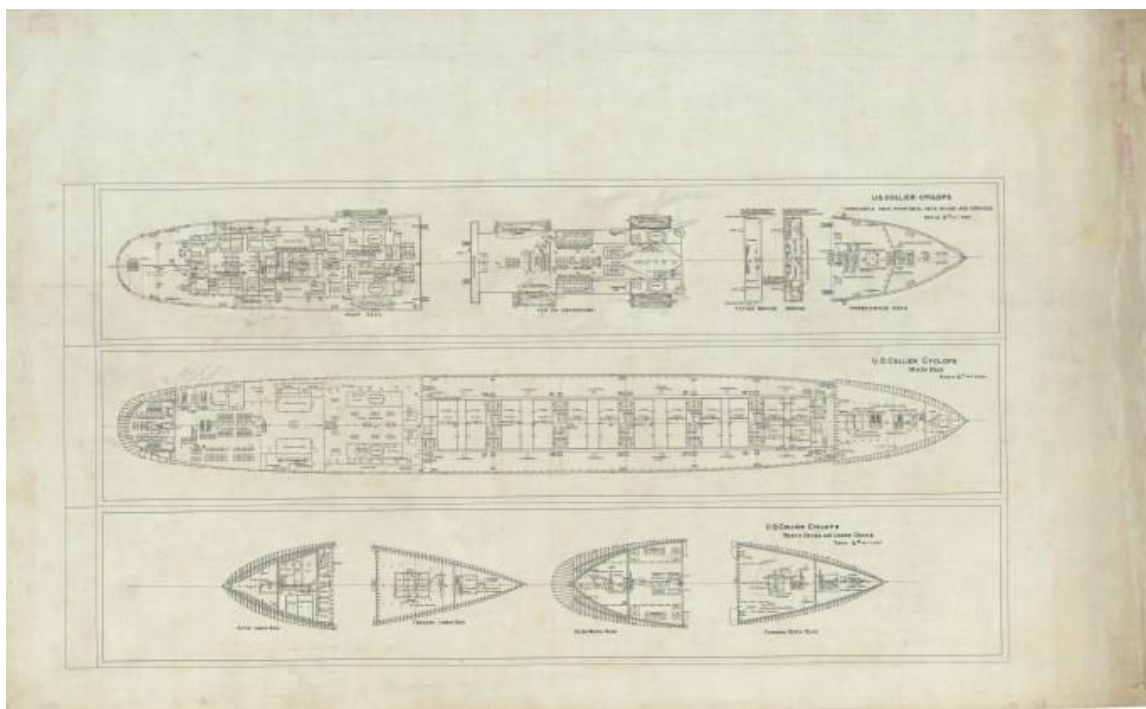


RG 19: Alphabetical Series of Ship Engineering Drawings, 1919-1940. USS Cyclops (AC-4). NAID: [53483983](#). Inboard Profile and Upper Deck, Booklet of General Plans.



RG 19: Alphabetical Series of Ship Engineering Drawings, 1919-1940. USS Cyclops (AC-4). NAID: [53483983](#). Upper Deck: Booklet of General Plans.

⁷¹ Edwards, ““...Her Loss Remains Unknown...” : The Mysterious Disappearance of the Uss Cyclops (Ac-4).”



RG 19: Alphabetical Series of Ship Engineering Drawings, 1919-1940. USS Cyclops (AC-4). NAID: [53483983](#). Three Views: Booklet of General Plans.

There are many theories that have been proposed regarding the fate of the ship and crew, including “having been sunk by the German Navy near St. Kitts, having soaked cargo that turned into a slurry and caused the ship to catastrophically list, a massive explosion of some type that scuttled the ship to quickly to send an SOS, or falling victim to the Bermuda Triangle.” Soon after the ship's disappearance, the Navy launched an investigation into its disappearance, with the ultimately ruling that “...her loss remains unknown” (history.navy.mil).⁷²

The USS *Cyclops* (UC-4) is tied to New Jersey because of the loss of ten passengers and crew that were reported on board who hailed from NJ when the ship vanished in the Bermuda

⁷² Edwards, ““...Her Loss Remains Unknown...” : The Mysterious Disappearance of the Uss Cyclops (Ac-4).”

Triangle. “While initial reports listed 293 persons as on board, 13 passengers were added a month later, for a total of 306 officers, encompassing all crew and passengers.”⁷³

The story of the loss of the USS *Cyclops* has been shown on television adventure and unsolved mystery shows many times in discussing the mysterious vanishing of ships and planes in the Bermuda Triangle. To this day, no remains of the ship have been found and the chances of anything concrete ever turning up seems remote at best.

⁷³ "The Disappearance of the U. S. S. Cyclops March 4, 1918," Genealogy Trails, 2023, <https://genealogytrails.com/main/events/usscyclops.html>.

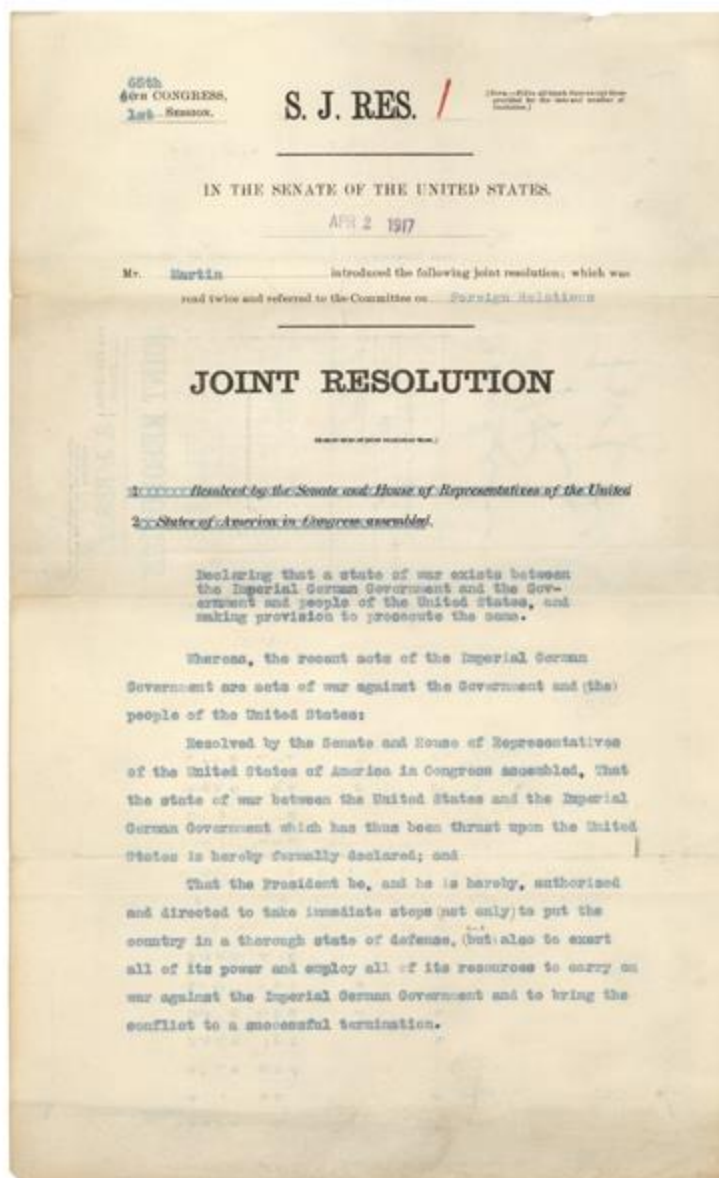
CHAPTER FIVE

MOBILIZATION

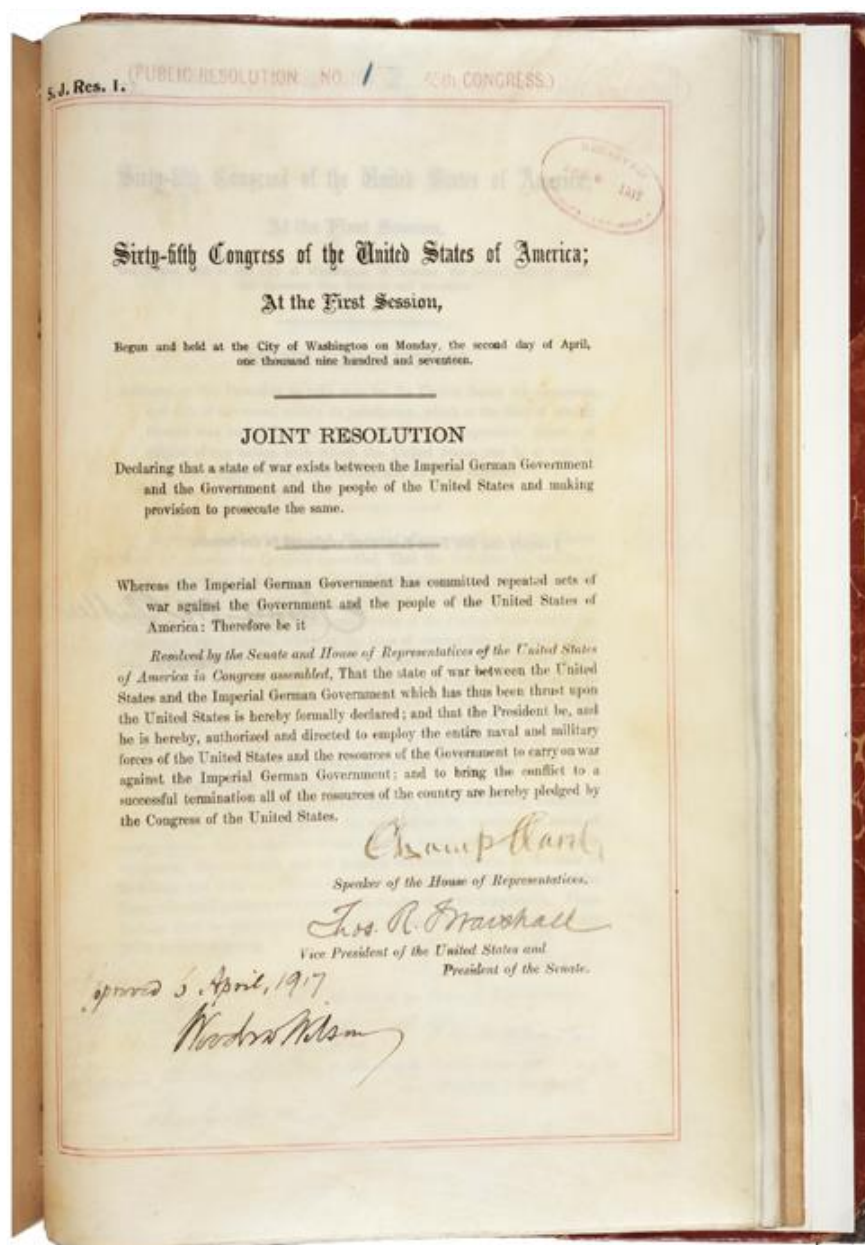
The United States was completely unprepared for war. The infrastructure needed to train and equip a modern army did not exist in America. In fact, when the United States declared war against Germany on April 6, 1917, “the U.S. Army only had 127,151 soldiers, while the National Guard only had 181,620 members.” Alarmingly, “both the country and the Army were absolutely unprepared for what was going to happen.”⁷⁴ Woodrow Wilson, the 1916 Democrat presidential candidate, chose to run for reelection on the slogan, “He Kept Us Out of War.” After using this strategy to achieve the presidency, one of his most remembered acts was “when he went before a joint session of Congress to declare war on Germany,” on April 2, 1917. In a result that tallied 82-6, the Senate voted to support the declaration. Two days later, the House of Representatives followed suit and voted 373-50 in favor of the war declaration. It was signed by President Wilson on April 6th.⁷⁵

⁷⁴ Jim Garamone, "World War I: Building the American Military," *DOD News* (Washington, D.C.) 2017.

⁷⁵ Robert H. Ferrell, *Woodrow Wilson and World War I, 1917-1921*, 1st ed., The New American Nation Series, (New York: Harper & Row, 1985).



Source: National Archives



Source: National Archives

379,323 officers and enlisted men of the National Guard were mobilized into federal service by August 5, 1917, through an incremental federalization of the state's National Guard and draft order (National Guard Bureau Historical Services August 7, 2017). Several states including New Jersey sent their military to the U.S. Southern border in a charge led by General

John J Pershing. This measure was later called a Punitive Expedition and was said to have “accomplished very little.”⁷⁶

Members of what was to become the 114th Infantry Regiment participated in this Punitive Expedition. New Jersey had its place from the start in what was to become a National Army comprised mostly of draftees and civilian volunteers, but how this was to be accomplished was barely a consideration at that time. This need quickly moved towards a reality as land was purchased in Southern New Jersey in what was to become Camp Dix, and built by engineers with the support of the draftees sent there to train.⁷⁷ In today’s parlance, it is called “building the airplane in flight.” In addition to Camp Dix, New Jersey had Picatinny Arsenal, which had been manufacturing gunpowder since 1880 and Camp Merritt in Tenafly.

Lakehurst Naval Engineering Station, which started life as US Army Camp Kendrick and is famous for the German Airship Hindenburg disaster in 1937, was in NJ as well. Camp Wissahickon was a WWI Naval Base located at Sewell’s Point, NJ. Other sites included Cape May and Camp Alfred Vail, which became Ft Monmouth, as well as Dupont Ammunition Plant in Pompton Lakes and Carney’s Point (near the Delaware Memorial Bridge). Companies based out of NJ included: Federal Shipbuilding & Drydock Company in Kearny, Ft Hancock Coastal Defense in (Sandy Hook), New York Shipbuilding in Camden, Pennsylvania Shipbuilding Company in Gloucester City, Singer Sewing Machine Company in Elizabeth, TA Gillespie Loading Company in Morgan (Sayreville), Canadian Car and Foundry, Lyndhurst, and General Hospital #3 in Colonia.⁷⁸

⁷⁶ Garamone, "World War I: Building the American Military."

⁷⁷ Roger Batchelder, *Camp Dix* (Boston,: Small, Maynard & Company, 1918). .

⁷⁸ World War I Centennial Commission

The town of Amatol, NJ was built in nine months, beginning in March 1918. It was the workers' town for the Atlantic Loading Company, a World War I ammunition plant located two miles west. Amatol was named for one of the explosives used in the plant's munitions production. The town had a population of 10,000 people at its height. By 1923, work had ended and most of the residents were gone.⁷⁹ International Arms and Fuse in Bloomfield, Military Hospital #2 in Colonia and the Christian Admiral Hotel in Cape May were used as military hospitals for both world wars.⁸⁰ In Elizabeth, The Duesenberg Motor Car Company was contracted for 2000 Liberty aircraft engines to be used in the U.S., built De Havilland DH 4 bombers. The Standard Aircraft of Elizabeth (SAC) built huge Handley-Page bombers, of which 107 were built under license during the war and shipped overseas. An order for more than 1,000 more of the SAC production was cancelled after the Armistice.⁸¹

It did not take President Wilson and Congress declaring war on Germany for Americans to become involved in the European conflict. Brave Americans volunteered for the Red Cross and serviced in various Ambulance Corps, such as American Volunteer Motor-Ambulance Corps and the American Ambulance Field Service.⁸²

Many of these American included natives from New Jersey, who joined the French Foreign Legion or various ambulance corps to be part of the war. The Legion has been staffed by foreign volunteers since its inception, and was commanded by French Officers for conflicts in

⁷⁹ DiCamillo, "Amatol: Atlantic County's Boom Town."

⁸⁰ Fred H. Albee, *A Surgeon's Fight to Rebuild Men, an Autobiography* (New York,: E.P. Dutton & co., inc., 1943).

⁸¹ Payne, "The Most Successful British Bomber Aircraft of the First World War."

⁸² Arlen J. Hansen, *Gentlemen Volunteers: The Story of the American Ambulance Drivers in the Great War, August 1914-September 1918*, 1st ed. (New York: Arcade Pub., 1996).

the name of France all over the world. The Legion was a great place for young men to get flight training. Men also went to Canada to get into the war and others traveled to Great Britain for the same reason. Ivy League Schools (such as Princeton in New Jersey) organized pilot training centers, because men were in a rush to prove their mettle for what they assumed would be a short war.

As previously mentioned, the United States was totally unprepared for any sort of major conflict, let alone a world war. To train the troops, bases needed to be created from the ground up. Camp Dix was one of these. The contract for the construction of the camp was given to Irwin and Leighton of Philadelphia, and immediately “the great task was begun.”⁸³

The company had three months to build the camp and made it ready for occupancy with everything necessary to provide for the welfare of the troops. Similar to building a small city, it was a work in progress, as the National Army was drafted to supply manpower to the army.

The cantonment was christened Camp Dix by the War Department in honor of General John A. Dix, who, as Secretary of the Treasury in the last days of President Buchanan’s administration, issued an order on January 29, 1861, to a revenue officer at New Orleans. This order read: “if anyone attempts to haul down the American flag, shoot him on the spot,” and Dix “afterwards became a major-general of volunteers in the Civil War.”⁸⁴

The original Camp Dix unit was designated the 78th Division and commanded by Major-General Hugh L. Scott. General Scott has a long war record, beginning in 1876 when he graduated from the military academy.

The principal units of the 78th Division, the first division assigned to Camp Dix, were:

⁸³ Batchelder, *Camp Dix*.

⁸⁴ Batchelder, *Camp Dix*.

158 th Infantry Brigade	156 th Infantry Brigade
309 th Infantry Regiment	311 th Infantry Regiment
310 th Infantry Regiment	312 th Infantry Regiment
308 th Machine-Gun Battalion	309 th Machine-Gun Battalion

153 rd Field Artillery Brigade	
307 th Field Artillery Regiment	308 th Field Artillery Regiment
(75-mm guns)	(75-mm guns)
309 th Field Artillery Regiment	303d Trench-Mortar Battery
(155-mm guns)	

Divisional Troops	
307 th Machine-Gun Battalion	303d Engineer Regiment
303d Field Signal Battalion	Headquarters Troop ⁸⁵

75-mm



155-mm



6" Trench Mortar



⁸⁵ Commission American Battle Monuments, *78th Division, Summary of Operations in the World War* (Washington: U.S. Govt. Printing Office, 1944).

Many New Jerseyans, draftees and volunteers from civilian life served in other units during the war. Particularly, the 78th Division was organized at Camp Dix with draftees primarily from New York, Pennsylvania, and New Jersey in the summer of 1917. Two of the division's infantry regiments and one of its artillery regiments were primarily composed of Jerseymen. The First Battalion of the 78th's 311th Infantry Regiment had men from Union, Monmouth, and Ocean counties, Elizabeth and Perth Amboy. The regiment's Second Battalion soldiers came from Hunterdon, Middlesex, Mercer, Somerset counties, and Trenton. The Third Battalion came from Burlington, Gloucester, Camden, Atlantic, Cumberland, and Cape May counties and Camden and Atlantic cities.”⁸⁶

The 312th Infantry Regiment's First Battalion drew its men from Newark, the Second Battalion from Jersey City and Bayonne, and the Third Battalion from Essex and Hudson counties: Orange, East Orange, Hoboken, and West Hoboken.⁸⁷

The 308th Field Artillery's First Battalion was drafted from Bergen County, Passaic, and Paterson, with its Second Battalion from Warren, Sussex, Passaic, and Morris County.⁸⁸ The 78th Division left for France in May and June 1918, and was heavily engaged at the “point of the wedge” in the Meuse-Argonne and St. Mihiel offensives later that year, losing 1,169 men killed with 5,975 wounded in action. Today, the 78th Division is an Army Reserve training unit headquartered in New Jersey.⁸⁹

⁸⁶ BG Frederick Gilkeyson, *Reports of the Adjutant General, 1918-1920* (Trenton: The State of New Jersey, 1920).

⁸⁷ Gilkeyson, *Reports of the Adjutant General, 1918-1920*.

⁸⁸ Gilkeyson, *Reports of the Adjutant General, 1918-1920*.

⁸⁹ American Battle Monuments, *78th Division, Summary of Operations in the World War*.

An estimated 130,000 to 150,000 New Jerseyans served in all branches of the armed forces in World War I, and 3,836 died in combat or from accidents and disease, particularly influenza.⁹⁰ The total included soldiers who were drafted into or voluntarily joined units other than the 29th or 78th Divisions included the New York National Guard's 165th Infantry Regiment and the African-American 15th New York National Guard (later the 369th Infantry Regiment), known as the "men of bronze." Fifty Newark men crossed over the Hudson to enlist in the Fifteenth."⁹¹

One African American Jerseyman in the 369th was the Trenton-born Needham Roberts, who was manning an outpost with Sergeant Henry Johnson in the early hours of May 14, 1918, when a German patrol assaulted their front-line outpost. Roberts told Johnson to run to the rear and sound the alarm. He began to run, but decided to not abandon his comrade and returned, only to be wounded. Although both men were wounded, they continued to fight, and Johnson shot twenty-one times, fought off the Germans with his rifle, knife, and fists, killing a number of them. They both survived and, since the 369th had been assigned to the French army like most African American units, they received the Croix de Guerre.⁹² Needham and Roberts were the first two Americans to be so honored.

The reason that the all-black units were either assigned to the French combat units or utilized by the AEF in menial tasks such as stevedoring, supply duties, and grave digging was that segregation came with the American Army to France. The 369th Infantry Regiment had both

⁹⁰ Gilkeyson, *Reports of the Adjutant General, 1918-1920*.

⁹¹ Joseph G. Bilby, *New Jersey : A Military History : The Third State of the Union*, Westholme State Military Series 3, (Yardley: Westholme, 2017).

⁹² Bilby, *New Jersey : A Military History : The Third State of the Union*.

white and black officers. The AEF even went as far as to publish a pamphlet warning French civilians to stay away from these soldiers.

In February of 1919, the Harlem Hellfighters returned to New York for a parade up Fifth Avenue, where thousands lined up to cheer for a regiment that had amassed a record of bravery and achievement. Among the nearly 3,000 troops was a small man leading the procession from the convalescents' section. Promoted to sergeant, Henry Johnson stood in the lead car, an open-top Cadillac, waving a handful of red lilies as the crowd shouted, "Oh, you Black Death!" along the seven-mile route. The Hellfighters' arrival in Harlem "threw the population into hysterics," the *New York Times* reported."⁹³

Upon his discharge, the Army used Johnson's image to recruit new soldiers and sell Victory War Stamps. Through advertising ("Henry Johnson licked twelve Germans. How many stamps have you licked?"), former President Theodore Roosevelt called Johnson one of the "five bravest Americans" to serve in World War I. But by the mid-1920s, Johnson's difficulties were catching up with him, and his health declined until his death in 1929. Once historians from the New York Division of Military and Naval Affairs (NYDMNA) examined Johnson's records and read press accounts of his return to the United States, they suspected that Johnson might have been buried at Arlington. But microfilm records indicated only that a "William Henry Johnson" was buried there. It was not until administrators requested the paper files that they learned there was a data entry error: It was indeed Henry Johnson who was buried at Arlington. Though his son was surprised to learn that Johnson had not been buried in a pauper's grave, the soldier's family was even more surprised to learn there had been a ceremony at Arlington with full

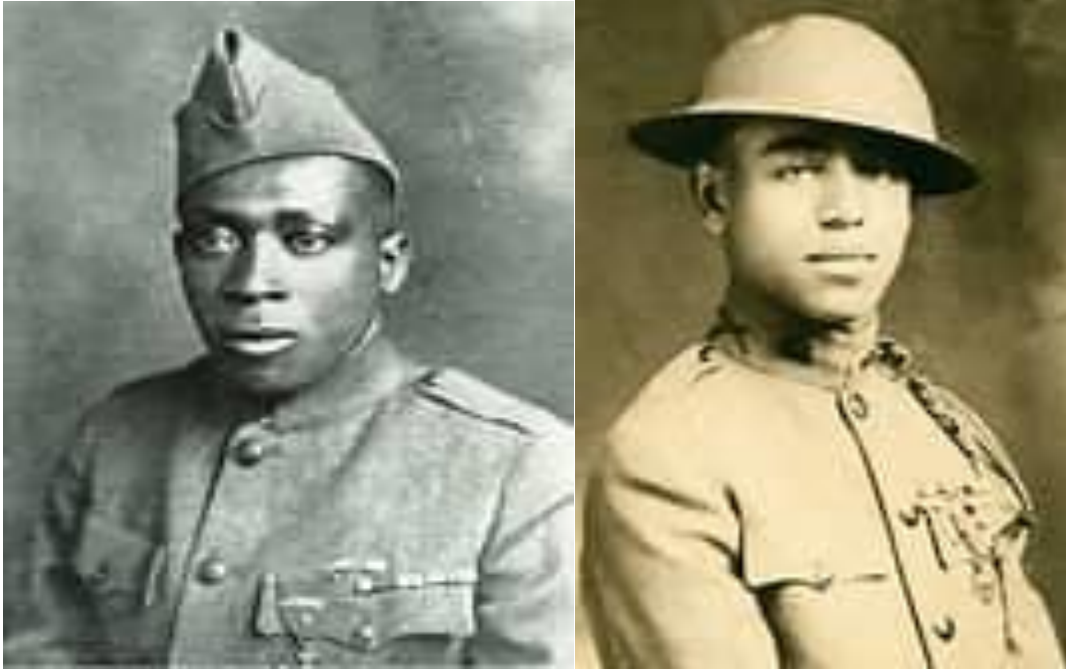
⁹³ Gilbert King, "Remembering Henry Johnson, the Soldier Called 'Black Death'," *Smithsonian Magazine* (October 25, 2011).

honors. “Learning my father was buried in this place of national honor can be described in just one word—joyful,” Herman Johnson said.

Historians did not forget what Johnson did in the Forest of Argonne back in 1918, however. In 1996, President Bill Clinton posthumously awarded Henry Johnson the Purple Heart. Once Johnson’s place of burial had been located at Arlington in 2001, the Army awarded him the Distinguished Service Cross, “the nation’s second-highest military decoration.”⁹⁴ The story of Henry Johnson does not end here. On June 2, 2015, Sergeant Johnson was posthumously awarded the Congressional Medal of Honor by President Barack Obama. More recently, the Base Renaming Commission voted to rename Fort Polk, Louisiana (originally named for a Civil War Confederate General) as Fort Johnson in his honor.

Life was not kind to Needham Roberts. He also received the Croix de Guerre for his actions that night and is wearing it in the picture below. But in 1949, he and his second wife committed suicide and are buried next to each other in Fairmont Cemetery, Newark, NJ. The reasons for their suicide are unknown, although several theories exist.

⁹⁴ King, "Remembering Henry Jonson, the Soldier Called "Black Death"."



Henry Johnson from Wikipedia

Needham Roberts from Wikipedia

“From the very first moment of its installation there has been no doubt of the success of Camp Dix from a military point of view. It is hard to understand how, in six short months, men of every nationality, sect, and station of life were welded into an efficient fighting unit, but that wonder was accomplished. Those who came to in the fall of 1917 were regarded as veterans by the later arrivals. Camp Dix took on a larger-than-life quality, with one remarking that as long as Camp Dix remains, as long as the spirit of to-day lives.”⁹⁵

The principal units of the 78th Division that were trained and deployed from Ft Dix were all involved in action in France. The title of these units is all self-explanatory, except for the Depot Brigade. The Depot Brigade played an important role in the lives of many soldiers because when the National Guard units were mobilized, they were reorganized. This allowed officers of the National Guard to be reassigned for purely political reasons (the National Guard is

⁹⁵ Batchelder, *Camp Dix*.

and has always been driven by state politics, as discussed in Reddan's book). For example, Captain Reddan was a victim of this reorganization and assigned to the Depot Brigade until the powers that be could figure out what to do with him. The exact details of his situation will be discussed later in this paper. Batchelder describes the functions of the unit in strong terms, stating that it "causes even the officers of the unit to stammer and seek wildly for words of explanation." He goes on to suggest that the best definition may be "a military clearing-house for soldiers, a continuous training-school, a repair-shop for the deficient, a source of supply of man-power for the line regiments."⁹⁶

Camp Dix was a very important installation, created for the needs of the fledgling American military. It is still active today as part of McGuire-Dix-Lakehurst Military Base. As a result of the Base Realignment and Closure Commission (BRAC) recommendations, Fort Dix ceased operations as a Basic Training Base and became a major training and mobilization center for Reserve Component soldiers. In 2005, base realignment guidelines designated Fort Dix to become part of a mega-installation, merging with McGuire AFB and NAES Lakehurst. Fort Dix is still an active facility used for the training of local Reserve and National Guard units on a year-round basis. In addition, it also contains a Federal Penitentiary in barracks for training soldiers when Fort Dix was a basic training facility. It is currently the home of the 99th RD (Readiness Division) and the Headquarters of the 2nd Brigade ROTC Headquarters.⁹⁷

During World War I, Camp Dix was a training and staging center that soon grew to become the largest military reservation in the Northeast. On March 8, 1939, Fort Dix became a

⁹⁶ Batchelder, *Camp Dix*.

⁹⁷ "Camp Dix: 95 Years of Army Heritage," Army Support Activity Fort Dix, 2014.

permanent Army post and from 1947 until 1988, Fort Dix was designated as a Basic Training Center.⁹⁸

Known as Rudd Field (McGuire Air Force Base) was established as a part of the Army in 1937, the base transferred to the Air Force in 1949. The base is named in honor of Major Thomas B. McGuire, Jr., the second leading American Air Ace of World War II and posthumous recipient of the Medal of Honor.⁹⁹

LAKEHURST

The town of Lakehurst, New Jersey has been the home of a U.S. Naval Base since 1917. The Navy saw the need to build their own aircraft and they built their factory at Lakehurst.

Prior to the Navy base, "Military operations at Lakehurst began in 1916 when the Eddystone Chemical Corporation bought the first parcel of land from the Manchester Land Company, intending to use the grounds as an ammunition testing center for the Imperial Russian Army."

The Navy developed their own flying plane. They built and flew an amphibious aircraft, the H-16 Flying Boat, that was available for WWI in April of 1918. "By the end of World War I, aircraft were coming off the line at the rate of two airplanes per day."¹⁰⁰

⁹⁸ Melly, "Camp Dix: 95 Years of Army Heritage."

⁹⁹ "McGuire Afb," <https://www.militarybases.us/air-force/mcguire-afb/>.

¹⁰⁰ "Navy History and Tradition Lives on at Joint Base McGuire-Dix-Lakehurst," Department of Defense, 2013, <https://www.navy.mil/node/20306>.



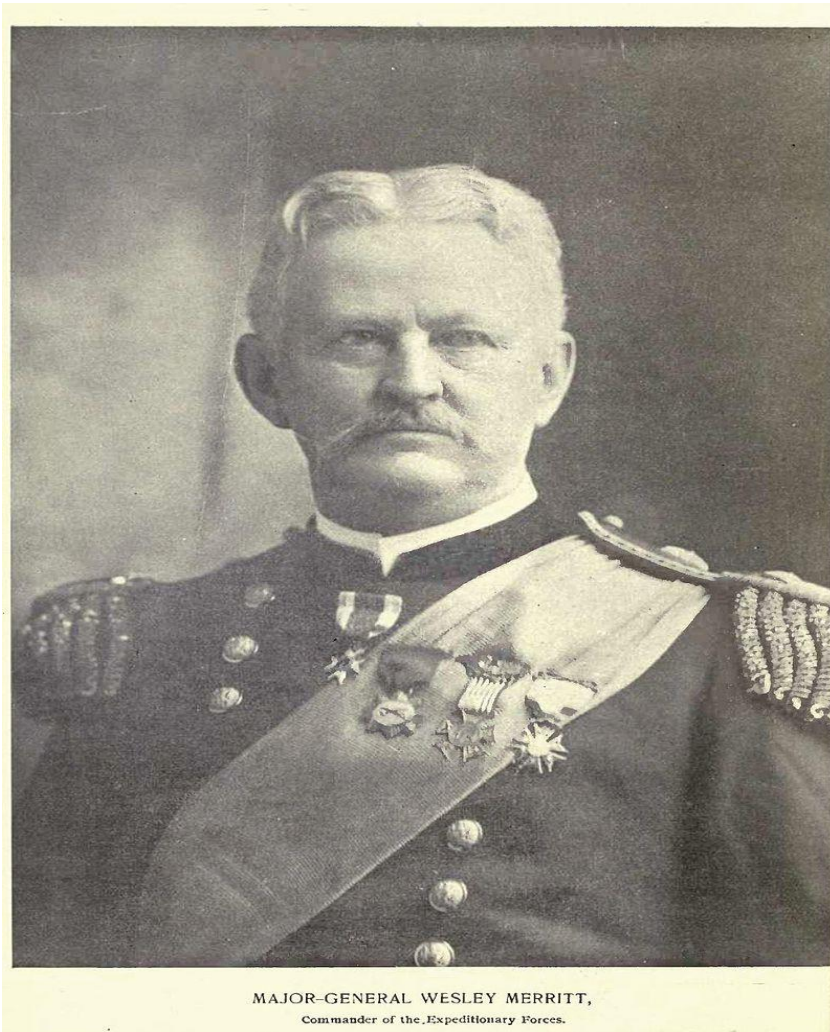
H-16 Flying Boat US Navy – Swanborough, Gordon; Bowers, Peter M. (1976) *United States Navy Aircraft since 1911* (2nd ed.), London: Putnam, pp. p.106 ISBN: 0 370 10054 9.

CAMP MERRITT

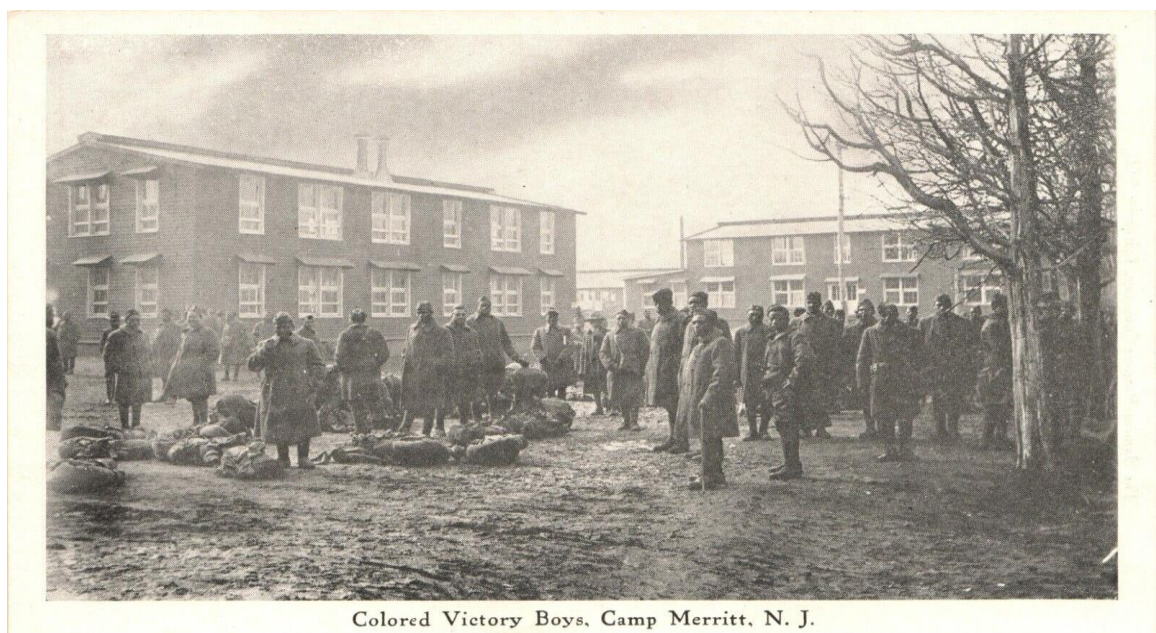


Source: Authors Collection

Camp Merritt, or Camp Tenaflly as it was originally called, was once a bustling metropolis. Now it is just a footnote to history in a busy section of Northern New Jersey. The memorial circle is passed by thousands of vehicles every day on what is now a busy traffic circle.



Camp Merritt was named in honor of Major General Wesley Merritt (June 16, 1836-December 3, 1910). General Merritt was a Civil War hero and Superintendent of West Point (U.S. Military Academy). The highlight of his career was arguably his command of the Philippine Expedition that captured Manila in 1898. He became the first American Governor-General of the Philippines.



Source: Authors Collection

Camp Merritt was the largest of three staging areas and the only one in New Jersey troops could use to embark from the United States, which they did via the port of Hoboken for shipment to France and Belgium to participate in the war. The other two were both in New York on the eastern end of Long Island.

All these facilities were located close to rail lines for ease of troop movements. Camp Merritt was used as a staging area for returning personnel to prepare the final preparations for their trip home. The phrase used by soldiers overseas was “Heaven, Hell or Hoboken.” This meant that if they died overseas, they would either end up in Heaven or Hell, but if they survived, Hoboken was the desired destination before heading home. Additionally, it was the final stop for 578 soldiers, nurses, and civilians who succumbed to what has been known as the Spanish Flu. Their names are inscribed on the monument in the center of the current traffic circle.¹⁰¹

Camp Merritt was originally called Camp Tenaflly because all communications and early negotiations concerning the camp’s construction were dated from the town of Tenaflly. From then on, the site was referred to as Tenaflly. The approximate cost of construction was 11 million dollars. The camp covered an area of 770 acres and contained well over 1,300 buildings. A total of 1,088,081 soldiers passed through Camp Merritt’s gates (578,566 troops went overseas and 509,515 returned from overseas). The cost of Camp Merritt was, therefore, about “\$10 per man.”¹⁰²

¹⁰¹ Howard E. Bartholf, *Camp Merritt*, Images of America, (Charleston, South Carolina: Arcadia Publishing, 2017).

¹⁰² "The History of Cresskill-Camp Merritt."

The base hospital was a busy place due to both the large number of people either working at or passing through the base. The total number of sick men treated at the base was 55,612, of which 27,230 returned to duty, 20,443 were transferred to other hospitals, 551 died, 610 were discharged on a surgeon's certificate of disability, and 460 were assigned to "domestic service only."¹⁰³ They were relegated to domestic service if they were considered nondeployable and could not be sent overseas.

During the influenza epidemic that started in October 1918, the emergency bed capacity was increased to 3,800. This was then further increased to 5,400 during the debarkation period, following the Armistice. As to the sick rate, Camp Merritt had the lowest of any camp in the country, even during the epidemic that took place from September 30 to November 15 in 1918. Considering the nature of the camp and the number of men passing through, this wonderful record is something to remember. And with a tremendous shifting population, the death rate at Camp Merritt was lower than any other military camp in the country at that time. For the nurses attached to the Base Hospital, the American Red Cross built a recreation house, which contained a library, piano, and other attractive features. This was where their weekly dances and entertainments were held.¹⁰⁴

The capacity of the camp was 2,000 officers and 40,000 enlisted men. All troop movements were conducted between the hours of midnight and five a.m. These facts are from the Bergen County Office of Cultural and Historic Affairs (355 Main Street, Hackensack, N.J.,

¹⁰³ Camp Merritt Memorial Association, *Dedication of Camp Merritt Memorial 5/13/1924*, (1924).

¹⁰⁴ Association, *Dedication of Camp Merritt Memorial 5/13/1924*.

October 1979) and “The Merritt Dispatch,” dated May 30, 1919, on page 19.¹⁰⁵ It is interesting to note that the greatest number of troops embarking at the Hoboken Port from these camps were based at Camp Merritt:

From Camp Merritt (NJ)	578,000
Camp Mills (NY).....	542,000
Camp Upton (NY)	315,000
Camp Dix (NJ).....	72,000
Camp Devens (MA).....	65,000
Camp Meade (MD).....	31,000
Camp Crane (PA).....	15,000
Camp Humphreys (VA).....	<u>10,000</u>
Total.....	1,628,000 ¹⁰⁶

“On May 13, 1924, The Camp Merritt Memorial Association unveiled their memorial to men and women who lost their lives while serving the United States during the camps life from September 17, 1917 to January 30, 1920. The Association produced a booklet/pamphlet for this event that included everything possible to ask about Camp Merritt. The highlights of this product included the following details: it covered 770 acres and had 1,314 buildings to include; 611 two story barracks buildings, 165 mess halls (dining facilities), 44 officer quarters buildings, 15 post exchanges (department stores), seven tailor shops, a post office and 28 welfare organizations

¹⁰⁵ Cresskill, "The History of Cresskill-Camp Merritt."

¹⁰⁶ Association, *Dedication of Camp Merritt Memorial 5/13/1924*.

(i.e.: Red Cross, YMCA, YWCA, Knights of Columbus, National Catholic War Council (Church+), and Jewish Welfare Board).”¹⁰⁷

“To operate the camp at its maximum (at the time of signing the Armistice), approximately 500 officers 7,000 enlisted men were needed. The building of the camp started in August 1917; the cost around \$ 11,000,000.”¹⁰⁸

“The first troops to arrive for overseas duty were the 501st, the 502nd, the 503rd, and the 504th Battalions of Engineers, which arrived between October 1 and 8, 1917. The last troops to arrive at Camp Merritt from overseas consisted of a Casual Attachment (soldiers not traveling with their unit of assignment) of 9 officers and 400 enlisted men, who arrived on January 26, 1920.”¹⁰⁹

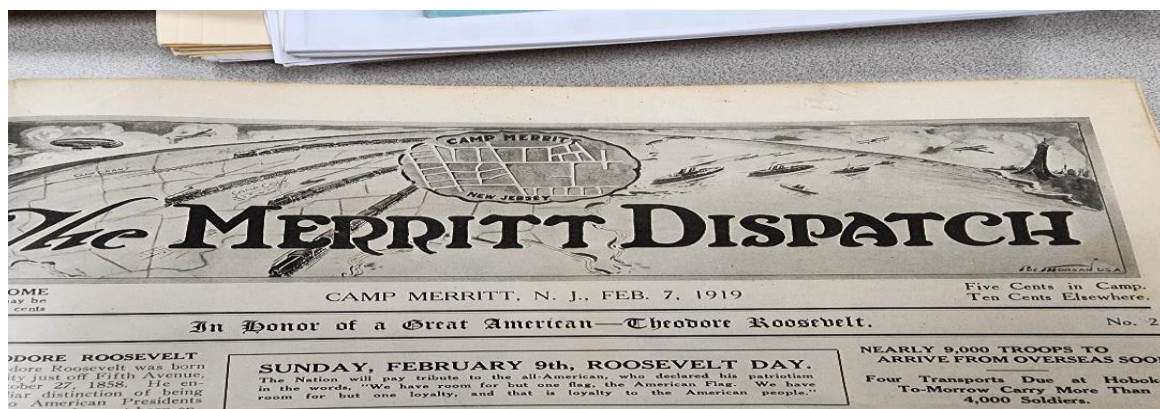
The camp had a weekly newspaper printed after the war. *The Merritt Dispatch* was printed from January 28, 1919, to August 8, 1919, along with 2 smaller newspapers called *The Jolly Snorter* (camp operations) and *The Mess-Kit* (base hospital).¹¹⁰

¹⁰⁷ Association, *Dedication of Camp Merritt Memorial* 5/13/1924.

¹⁰⁸ Association, *Dedication of Camp Merritt Memorial* 5/13/1924.

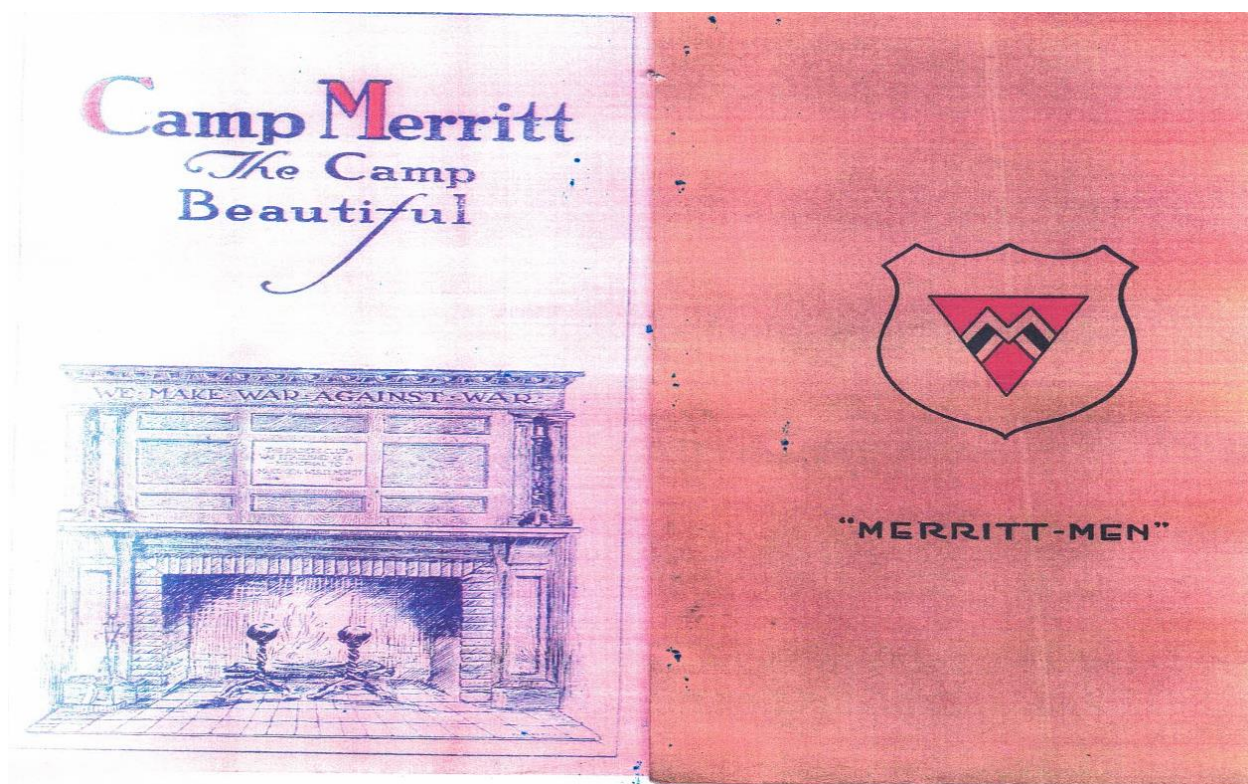
¹⁰⁹ Association, *Dedication of Camp Merritt Memorial* 5/13/1924.

¹¹⁰ Howard W. Rose, *Camp Merritt* (Harrinton Park, NJ: Harrinton Park Historical Society, 1984).



Newspaper Courtesy Bergen County Historical Society

The camp had two theaters, one indoor and one outdoor. The camp also had various athletic competitions, boxing matches, movies, vaudeville shows, and concerts, along with a large library.¹¹¹ A brochure was given to all incoming personnel, pictured below:



¹¹¹ Association, *Dedication of Camp Merritt Memorial* 5/13/1924.

The Memorial booklet goes into detail about the daily life of both the transients and cadre (people assigned to the base), and what it took to operate the camp. One of the most interesting details of the camp was that personnel tracked the number of letters both dispatched and received in the camp by the 28 people assigned to the mail room. In total, “the number of letters dispatched was 9,415,000 and letters received was 13,771,000.”¹¹² Soldiers also liked to send money home in different ways. The Camp Merritt post office issued “28,873 money orders to the tune of \$950,168.”¹¹³ The Jewish Welfare Board issued post cards for the servicemen to use to send home. An example is shown below:



Source: Author Collection

In addition to the card shown above, the JWB distributed cards to servicemen with pictures of the ships that brought them home from overseas to mail to their loved ones.

¹¹² Association, *Dedication of Camp Merritt Memorial* 5/13/1924.

¹¹³ Association, *Dedication of Camp Merritt Memorial* 5/13/1924.



Source: Authors Collection Post Card and Hat Band

CHAPTER SIX

Mobilization of the New Jersey National Guard

Walter Evans Edge was the Republican Governor of NJ from 1917-1919. Under his administration, the Report of the Adjutant General of New Jersey from 1918-1920 is the best source for information on the involvement of the NJ National Guard in WWI. The Adjutant General for this time period was Brigadier General Frederick Gilkyson.¹¹⁴



Brigadier General Frederick Gilkyson was the 18th Adjutant General of New Jersey from 1917-1932. He was the son of Colonel Stephen R. Gilkyson, who commanded the 6th Infantry Regiment of New Jersey Volunteers in the Civil War. General Gilkyson entered the National Guard of the State as a private in Company A, 7th Regiment, March 2, 1886. He was commissioned as battalion adjutant on, July 9, 1894. Colonel Gilkyson served as Battalion

¹¹⁴ COL Leonard Luzky SGT Frank Herrick, CPT Amelia Thatcher, *The Adjutants General of New Jersey, 1776-Present*, 3rd, (Trenton: 1992).

Adjutant of the 4th Regiment, New Jersey National Guard Volunteer Infantry. He was honorably discharged on April 6, 1899. After the war declaration, Gilkyson was assigned to duty in the Adjutant General's Office and named as chief of the Bureau of Enrollment. He was tasked with the operation of the Selective Service Law. General Gilkyson was confirmed as Adjutant General after being appointed as Acting Adjutant General on July 26, 1917. He died in Trenton on October 29, 1932 at the age of 63.¹¹⁵

The New Jersey Organizations activated for the war under the responsibility of Brigadier General Gilkyson were as follows:

“The National Guard of New Jersey (less the 1st Ambulance Company and the 1st and 2nd Coast Artillery Companies), the National Guard of Virginia, Maryland and District of Columbia. The 1st Ambulance Company was assigned to the 42d Division, composed of National Guard units from every section of the United States. They were mobilized at Camp Mills, New York. The 1st and 2nd Coast Artillery were assigned to 11th Company, Coast Artillery, and 2d Trench Mortar Battery.”¹¹⁶

The National Guard of New Jersey was activated for Federal Service at what is now called the National Guard Training Center. Its history dates to 1885.



¹¹⁵ SGT Frank Herrick, *The Adjutants General of New Jersey, 1776-Present*.

¹¹⁶ Gilkeyson, *Reports of the Adjutant General, 1918-1920*.

Sea Girt National Training Center soldiers under Canvas (tents)¹¹⁷

In 1885, the training center was leased by the State of New Jersey from the Sea Girt Land Improvement Company. Selected for its “proximity to the railroad” and location in central New Jersey, this was an important consideration during the nineteenth century. The site mainly hosted training encampments of National Guard Soldiers and served as a venue for “long range target shooting.”¹¹⁸



Postcard of marksmanship competition at the National Guard Training Center, 1908.

“In the early twentieth century, the National Guard Training Center hosted national rifle matches. By tradition, the installation was renamed for the sitting Governor of New Jersey with each change in administration. For example, Soldiers came to Camp Voorhees in 1898 to muster into federal service in the Spanish American War. In 1917, Soldiers mobilized for World War I at Camp Edge.”¹¹⁹

¹¹⁷ "History of Sea Girt National Guard Training Center," State of New Jersey, updated 9/19/2022, 2022.

¹¹⁸ New Jersey, "History of Sea Girt National Guard Training Center."

¹¹⁹ New Jersey, "History of Sea Girt National Guard Training Center."

“The New Jersey National Guard first encamped here in the summer of 1885. From its earliest days, this installation supported training exercises, marksmanship competitions, and the mobilization of Soldiers for World War I and World War II. From 1891 to 1941, NGTC served as the summer residence and workplace of the Governors of New Jersey. Visitors to post have included United States Presidents Theodore Roosevelt, Woodrow Wilson, Franklin Delano Roosevelt, and Barack Obama, as well as aviators Amelia Earhart and Will Rogers.”¹²⁰



Woodrow Wilson at Sea Girt, 1912.

Historic images courtesy of the National Guard Militia Museum of New Jersey.

“At the National Guard Training Center, Woodrow Wilson received the telegram informing him he had secured the Democratic nomination for President of the United States in 1912.”¹²¹

The New Jersey National Guard was formed approximately half of the 29th Division. This consisted of the 57th Infantry Brigade with its 113th Infantry Regiment, 114th Infantry

¹²⁰ New Jersey, "History of Sea Girt National Guard Training Center."

¹²¹ New Jersey, "History of Sea Girt National Guard Training Center."

Regiment, and the 111th Machine-Gun Battalion. The entire division can be found in the appendix.



113th Infantry Regiment Unit Flag with Battle Streamers Source: NJ State Museum



113th Infantry Regiment Source: Bergen County Historical Association

The photo above is of the 113th Infantry Regiment of the 57th Infantry Brigade, 29th Division during their train-up at Camp McClellan, Alabama prior to shipping overseas to France.



113th Infantry Regiment Unit Flag with Battle Streamers Source: NJ State Museum

In addition to the activation of the New Jersey National Guard, volunteers were needed to replace the soldiers mustered into federal service. The state militia assumed the role of the National Guard when they are mobilized. They also augmented the police by guarding local infrastructure and were made available if a local disaster occurred.

CHAPTER SEVEN

EXPERIENCE OF THE NEW JERSEY NATIONAL GUARD

There seems to be very few records by the participants of New Jersey's National Guard units. One was written by 2nd Lieutenant Douglas Lawrence of the 113th Infantry Regiment, another by Major William J Reddan of the 114th Infantry Regiment, and was written by the Members of F Company, 114th Infantry. I will include three and what follows is The History of Company F.

On July 26th, 1917 all New Jersey National Guard regiments mobilized at the state camp at Sea Girt on the Jersey Shore and F Company was there by noon to be mobilized. K Company was the first unit to receive order to move to Camp McClellan, Alabama for training. One might find it hard to believe that the soldiers from New Jersey were in shock when they arrived in Alabama for the first time and discovered how different the deep south was from their native New Jersey.

"In 1917 the U.S. War Department built thirty-two division-size training camps across the country. These facilities trained and equipped American soldiers before they departed for the battlefields of France. In Alabama, Camp McClellan near Anniston and Camp Sheridan in Montgomery played pivotal roles in our state's wartime efforts on the home front"¹²²

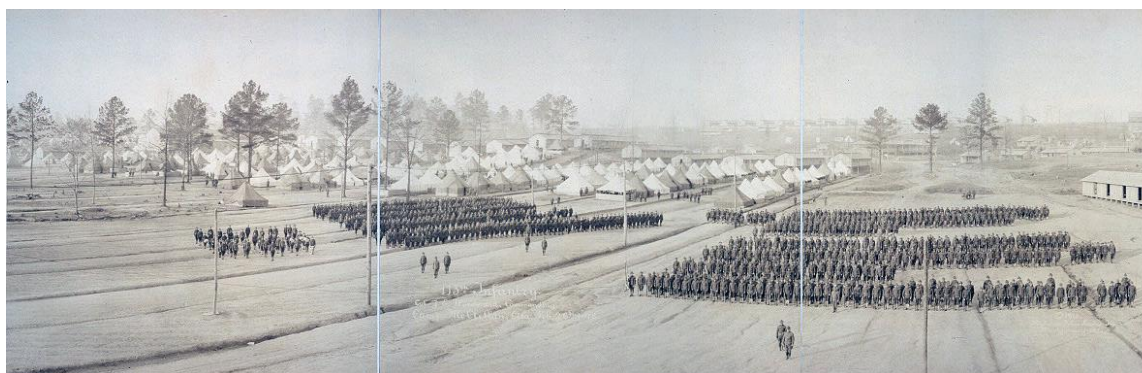
Camp McClellan was named in honor of Civil War Union Maj. Gen. George B. McClellan, U.S. Army. "It provided an ideal troop training environment and a direct rail connection to the Port of Mobile. By year's end, more than 27,000 troops were training there."¹²³

¹²² "Alabama's Own: Camp McClellan," The Alabama World War I Centennial Committee, 2016, <https://www.worldwar1centennial.org/index.php/alabama-wwi-blog/1413-camp-mcclellan.html>.

¹²³ Hudson, "Alabama's Own: Camp McClellan."



Newspaper headline: *Anniston Evening Star*, May 18, 1917 ¹²⁴



Panoramic view of the 113th Infantry Regiment, 29th Division. February 26, 1918 (Source: Library of Congress)

The New Jersey National Guard units that arrived in Alabama during the summer of 1917 weren't the only soldiers to be trained for war at Camp McClellan while construction was underway. This construction being incomplete. The men lived in canvas tents. They were but a part of the brand new 29th Division. "The division was comprised of National Guard units from Virginia, Maryland, the District of Columbia, New Jersey, and Delaware. At McClellan, the troops were taught trench warfare and trained to combat a new weapon, poisonous gas. Rifle and

¹²⁴ Hudson, "Alabama's Own: Camp McClellan."

field artillery ranges, trenches, and dugouts were constructed to simulate active combat other support units”¹²⁵.



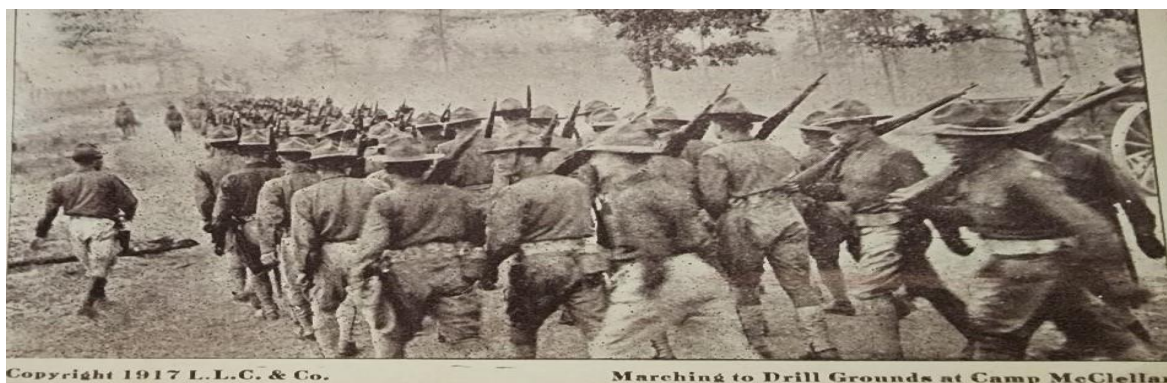
“Clearing the field for the regiment” (Source: Authors Collection)

The above picture is what Camp McClellan looked like when the 29th arrived. It was going to be a long, hard road to go from a blank slate to a fully functional training base.



Easy Living in Tent City-Notice the CENSOR Mark (Authors Collection)

¹²⁵ Hudson, "Alabama's Own: Camp McClellan."



Copyright 1917 L.L.C. & Co.

Marching to Drill Grounds at Camp McClellan

Shoe Leather Express to Work (Authors Collection)

The training at Camp McClellan had to include everything that a modern army required in preparation for action in France. World War I relied heavily on artillery usage on all fronts.

“Different types of weapons made up the artillery of WWI. 60% of the battlefield casualties in WWI were caused by artillery shells exploding. Shrapnel wounds were particularly brutal for soldiers.”¹²⁶ So naturally, training at Fort McClellan was needed to train artillerymen prior to deployment to France.



Copyright 1917, L. L. C. & Co.—Field Gun in Action at Camp McClellan

Field Gun Training at Camp McClellan Source:Authors Collection

¹²⁶ "Artillery: Modern Weaponry of Wwi," Military History, Science and Technology, <https://www.theworldwar.org/learn/about-wwi/artillery>.

Several of these new camps had their own newspaper, including Camp McClellan. The upper right hand corner explains the reason for the newspaper very succinctly: “ARMY NEWS FOR ARMY MEN and THEIR HOME FOLKS.” The paper covered everything that a local paper would cover. This included world news of the war, local unit sports, jokes, cartoons, poems, transfer of people and units, court martials, along with Jewish notes and K. of C. (Knights of Columbus). It was something that a soldier would like to send home to the folks.



Trench and Camp, Thursday, March 28, 1918 (Authors Collection)

Company F was one of the first units to be ordered to Camp McClellan and when they arrived, it had not been built. That being the case, someone had to make it happen. This is how the men of F Company described their lot in life.

“During the pioneer days at Camp McClellan, Company F cast her lot unreservedly into the building up of the camp. Although part of the company had helped to lay the foundation during August and September, 1917, there was still much pioneer work to be done when

Company F took up its abode along the Jacksonville Pike....This was when the spirited torches of old F and K were still burning bright. After a few weeks of training under Capt. Coyle's iron discipline, tempered with fairness and justice to there emerged a new spirit, the spirit of Company F."¹²⁷

It was June when the men found out that their training was over and they were about to be shipped out to France.

"It was June the 7th. To most of us it was the happiest day of our lives. The question which had been asked so many times since January, "Will we ever see France?" in all probability was about to be answered. June the 7th! The question asked by most of us was, "Are we really going to Jersey?" This meant everything in the world to us, for we came from there. We had expected to go to Hoboken, where many of us would have had the opportunity to have seen our loved ones, but instead we arrived at Camp Stuart, Newport News, about 10 a. m. Sunday and were immediately assigned to barracks."¹²⁸

From this point, our discussion will move to the fateful date in the Argonne Forest, Oct 12, 1918. The 114th Infantry Regiment, being a part 58th Infantry Brigade of the 29th Division, was ordered to attack uphill into a hornet's nest of Austrian and German entrenched troops.

"114th Infantry of which F Company was a unit, arrived at this position, it found stacked up against them the flower of the German army, Prussian Guards and Wurtembergers who had orders to stick to their guns to the finish. We certainly pay them the compliment of being highly

¹²⁷ Men of the The Members of the Company, *History of Company F, 114th Infantry U.S.A.*, ed. Corporal Morris Gottesman Sergeant Howard Shoemaker and Sergeant Howard E. Barraclough (New York: Press of Isaac Goldman Company, 1919), Original.

¹²⁸ Company, *History of Company F, 114th Infantry U.S.A.*

disciplined soldiers, as they surely did stick, and it seemed to us later that every man of them who was not shooting a machine gun was firing a “whizzbang.”¹²⁹

*whizzbang—See Glossary

To the American army was assigned the hardest task of all, the penetration of this forest which took up a large portion of at 225 mile Allied front. There was no one out standing strongpoint in the Argonne, every position being; just as hard to take as the other and, therefore, it was impossible to make a concentration of artillery at any one sector.”¹³⁰ The background as described above gives an overview of the situation faced by the 58th Brigade of the 29th Division as a whole and what the 113th and 114th Infantry Regiments faced on the morning of October 12, 1918. It was an physical uphill battle against a well dug-in and experienced enemy that had years to prepare their defensive positions.

I had the opportunity to visit and walk the grounds of the Meuse-Argonne Battlefield and the Bois de Ormont/Ormont farm/Molville Farm portion of the battlefield, specifically. It is basically untouched, with only logging and farming—nothing commercial. Remains of the action can be found inside the tree-lines and plowed farmers fields. While walking the battlefield over 100 years after the war ended, I was able to pick up bullets, shell pieces, horseshoes, and barbed wire. I stayed away from the several intact shells that were seen. Regarding aviation assests during the Meuse-Argonne battle, there were two points of view: one from Brigadier General Billy Mitchell, who was responsible for the air assests of the AEF and disliked by the infantry.

“The infantry on the ground just knocked its head against a stone wall. It was terrible for us to look down from the air and see the uncoordinated, not to say disorganized, nature of the

¹²⁹ Company, *History of Company F, 114th Infantry U.S.A.*

¹³⁰ Company, *History of Company F, 114th Infantry U.S.A.*

combat which resulted from not using the airplanes sufficiently for reconnaissance. Mitchell went on to assert that if the Germans retained their offensive power, “they would have cut our ground troops to pieces,” but instead were now maintaining a mere passive defense, which was implied to provide an area of exploitation for his army.¹³¹

Yet he too had failed to prove the value of his service on the battlefield. Mitchell always spoke of what his aircraft could do, but the troops never believed it. For their part, the Germans hardly noticed the American air service’s presence until the last ten days of the war.¹³²

There were aviation assets in the vicinity of the Moleville Farm and Bois d’Ormont that might have been able to support the Infantry, but as reported in *The 147th Aero History*, They were busy attacking balloons, two-seater observation aircraft and their supporting single seat Fokkers. “Low clouds and hazy, misty weather” kept the 147th on the ground on October 11th and only one patrol got airborne on the 12th. Poor conditions such as bad visibility made contact with German planes virtually impossible.¹³³ There is no mention of any thoughts regarding supporting the troops on the ground in the attack. As stated previously, the Germans did not seem to have any major issues with weather. According to the Appendix of *The History of Company F* from September 17th to October 12, 1918, the company suffered 22 KIA (including the Company Commander-CPT Ralph Shoemaker), 3 MIA, 5 DOW, and 105 WIA.

The story of the “B” Company as told by its Commander, Captain William J. Reddan in his *Other Men’s Lives, Experiences of a Doughboy, 1917-1919*, explains the details of his

¹³¹ Edward G. Lengel, *To Conquer Hell : The Meuse-Argonne, 1918*, 1st ed. (New York: H. Holt, 2008; repr., Scholar Select).

¹³² Lengel, *To Conquer Hell : The Meuse-Argonne, 1918*.

¹³³ Jack S. Ballard and James John Parks, *The 147th Aero Squadron in World War I : A Training and Combat History of the "Who Said Rats" Squadron* (Atglen, PA: Schiffer Military History, 2013).

companies destruction in the forest of Bois d'Ormont. Prior to this battle, "B" Company endured their train-up in at Camp McClellan, as did the remainder of the 29th Division. On June 14, 1918, at 7 a.m., the First Battalion was formed and marched from Camp Stuart to the C. & O. R.R. Docks, Pier 5. There they saw the transport that was to take them across, "the U.S.S. Pastores all decked out in camouflage, a United Fruit Line Steamer, withdrawn from the South American trade for transport service. Luckily [they] had been assigned to an American ship manned by a U.S. Naval crew."¹³⁴ As previously discussed, The United States was totally unprepared for war. This issue was reinforced by the building of camps to train the troops and leasing of all sorts of transports to move troops to Europe.

At this point, we will continue this discussion of "B" Company of the 29th Division as described by Captain Reddan. The lack of air support for the 114th, was a major concern, with Reddan observing how one plane was chased back every time he tried to return to base, while "the enemy aeroplanes were continually signaling their batteries our exact position. The enemy had three planes the air at all times to our one lone machine that was trying to do a little something for us."¹³⁵

Captain Reddan alludes to the overwhelming and imbalanced nature of the fight, saying "how those men kept going in the face of such murderous fire is beyond my understanding." They hung on until almost annihilated, even then they were game to stick it out so ordered, but I could not give that order. It was too much to ask of them."¹³⁶

¹³⁴ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.

¹³⁵ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.

¹³⁶ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.

Captain Reddan was able references the lack of support his company received and the hopelessness of the position they were in, along with the lack of preparation prior to his mission.

A Group Order dated October 12th, 1918 states:

“In an attempt of the enemy to break through at *Moirey*, well prepared by a united artillery action and carried on with a reckless exposure of the infantry was thanks to unsurpassable stand of the Saxon, Prussian, Wurtemburger and and Austro-Hungarian troops, broken down with severe loss to the enemy.”¹³⁷ The enemy above referred to is the 114th U.S. Infantry.

In order to fully comprehend the enormity of the situation that “B” Company faced, it is essential to follow up with the last page of his chapter on Bois De Ormont. Most of his men were killed or wounded, and “all that remained was a company of 6 officers and 196 enlisted men.” Forces were severely depleted, leaving the company with exactly 2 officers and 12 enlisted men available for battle duty.¹³⁸

To say that Captain Reddan was upset with how his command was decimated in the Bois de Ormont would be an understatement. Captain Reddan was originally assigned to a New Jersey National Guard unit from Orange and served with the Mexican Punitive Expedition under General Pershing. He was part of this same unit when it was mobilized and was transferred to various units due to politics. Ultimately, though, he was returned to his home company at Camp McClellan and was with them as described above when they deployed to France.

Captain Reddan was honest about the odds stacked against those in his unit, as they were “held up by a mass of intact barbed-wire entanglements, unable to advance, without any

¹³⁷ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.

¹³⁸ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.

intelligent direction, unable to establish contact with battalion headquarters, without support from the artillery, auxiliary weapons or infantry.” Reddan assessed the situation and realized their dire circumstances, making the difficult decision after much deliberation to shoulder the burden, reluctantly telling the THIRTEEN survivors of the company to “get out of here.”¹³⁹

“COMPANY B, 114th United States Infantry, was decimated on the front lines. While most fell under German fire, Reddan attributed the underlying reasons to “American incompetency, cowardice and petty political interference.”¹⁴⁰

Captain Reddan includes the following list of casualties of the 114th Infantry, at *Bois de Ormont*:

	Officers	Enlisted Men
Killed in action	6	135
Wounded	23	733
Missing in action	---	105
	<hr/> 29	<hr/> 973

In Captain Reddan’s book, he lists the HONOR ROLL of the men who died as members of Company B, 114th U.S. Infantry, 29th Division, A.E.F. This list shows 44 Enlisted Soldiers from Private to Sergeant and 1- 2nd Lieutenant.

The total losses reported for the Month of October 1918 (8-30) for the 29th Division was reported as follows:

	Officers	Men
Killed	31	585
Severely Wounded	29	833
Slightly Wounded	47	1660
Gassed	23	997
Psychooneurosis	6	114

¹³⁹ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.

¹⁴⁰ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.

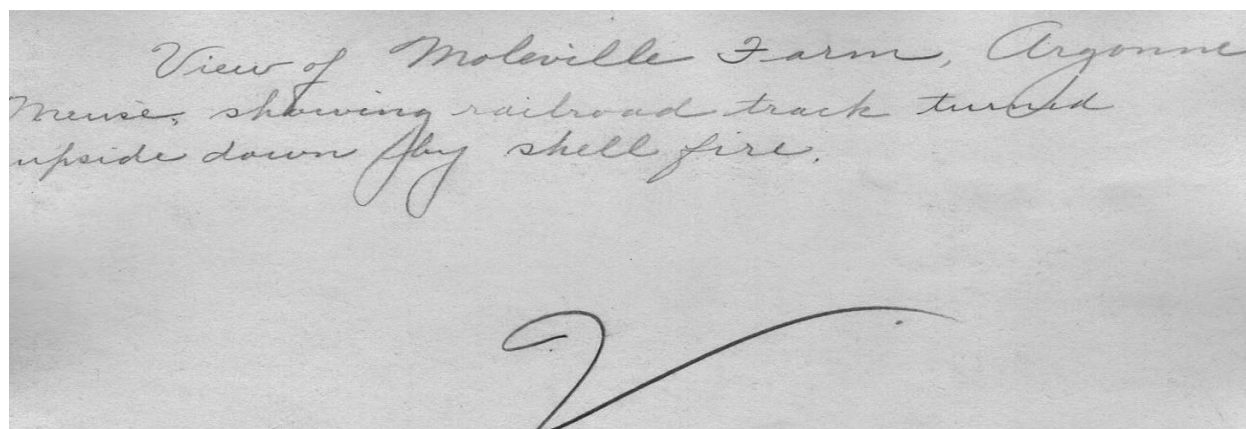
Sick	33	1278
Missing	1	204
Total	<hr/>	<hr/>
	170	5,691 ¹⁴¹



Observation Bunker behind trench (notice depth) Bois de Or'Mont, author appears in this photo.



¹⁴¹ United States 29th Infantry Division, *Source Book: Operations of the 29th Division; East of the Meuse River, October 8th to 30th, 1918*, Classic Reprint Series, (London, England: Forgotten Books, 2018; repr., First).



US Official 33094 View of Molleville Farm, Argonne-Meuse, showing railroad track turned by shellfire

Ormont Farm Remains—over 100 years later



Author on top of the Bois de Ormont Farm remains Source: Author Collection



Uncovered by summer growth, Bois de Ormont Farm Wall Source: Mike Cunha



Lewis Machine Gun Position-Bois d'Ormont Source: Author Collection

Although initially formed from units of the New Jersey National Guard, as time went by, many soldiers were transferred in and out of the unit. One of the soldiers that was assigned to

Captain Reddan's Company B was a soldier born in Vermont, but enlisted from his parent's home in New York City. He was killed on Oct 12, 1918. Among the majority of the company that was either killed or wounded on that day was Private Raymond Straus (find-a-grave.com). The mother of Private Straus was a participant in the Pilgrimage to the War Cemeteries in Europe.¹⁴² These women became the Gold Star Mothers (see Glossary). This information will be continued in the Memorialization chapter.¹⁴³

The following is a list of the New Jersey National Guard units that were mustered into federal service and the date they were demobilized at the end of the war to provide troops to support the Regular Army and Naval-related services in World War I, as reported in *The New Jersey Adjutant General's Report, 1918-1920*:

1st Brigade Headquarters Detachment, Newark, assigned to 57th Infantry Brigade, 29th Division—demobilized at Camp Dix, New Jersey, May 17, 1919.

1st Infantry—Headquarters, Headquarters Company, Machine Gun Company, Supply company, Companies A, B, C, D, E, F, G, H, I, L and M, Newark, assigned to 113th Infantry, 29th Division—demobilized at Camp Dix, New Jersey, May 28, 1919. Company K, Newark, assigned to 104th Engineers, 29th Div—demobilized at Camp Dix, New Jersey, May 27, 1919.

2nd Infantry Headquarters, Headquarters Company (less Band), Supply Company, Companies A, B, D and E, Trenton ; Companies C, F and I, Elizabeth; Company H, New

¹⁴² US War Department, *Pilgrimage for the Mothers and Widows of Soldiers, Sailors, and Mariners of the American Forces Now Interred in the Cemeteries of Europe as Provided by the Act of Congress of March 2, 1929* (Washington,: U. S. Govt. print. off., 1930).

¹⁴³ John W. Graham, *The Gold Star Mother Pilgrimages of the 1930s : Overseas Grave Visitations by Mothers and Widows of Fallen U.S. World War I Soldiers* (Jefferson, N.C.: McFarland & Co., 2005).

Brunswick; Company K, Plainfield, and Company M, Somerville, assigned to 113th Infantry 29th Division—demobilized at Camp Dix, May 28, 1919.

Machine Gun Company, Trenton, and Company L, Princeton, assigned to 111th Machine Gun Battalion, 29th Division—demobilized at Camp Dix, New Jersey, May 21, 1919.

Company G, Freehold, assigned to 104th Engineers, 29th Division—demobilized at Camp Dix, New Jersey, May 27, 1919.

Band, Trenton, distributed throughout 29th Division—demobilized at Camp Dix, New Jersey.

The above units are the units this paper was directly involved with and the remainder can be found in Appendix C.

The 78th Division was composed of men from New York, New Jersey, Delaware, New England and Illinois. They were inducted into the Army under the provisions of the Selective Service Law. The Division was organized at Camp Dix Wrightstown, New Jersey, named in honor of Major General John Adams Dix, United States Volunteers, and Governor of New York from 1873 to 1875.

The cities and counties from which the men of New Jersey were inducted, units to which assigned and dates and places of demobilization are as follows:

311th Infantry—1st Batttalion, Union County, Monmouth County, Ocean County, Elizabeth and Perth Amboy; 2d Battalion Hunterdon County. Middlesex County, Mercer County, Somerset County and Trenton; 3d Battalion, Camden County. Atlantic Countv dlesex County, Mercer County, Somerset County and Trenton; 3d Battalion, Burlington County, Gloucester County, Camden County, Atlantic County, Salem County, Cumberland County, Cape May County, Camden and Atlantic City-demobilized at Camp Dix, New Jersey, May 30, 1919.

312th Infantry-1st Battalion, Newark; 2d Battalion, Jersey City and Bayonne; 3d Battalion, Essex County, Hudson County, Orange, East Orange, Hoboken and West Hoboken-demobilized at Camp Dix, New Jersey, May 31, 1919.

308th Field Artillery-1st Battalion, Bergen County, Passaic and Paterson; 2d Battalion, Warren County, Sussex County, Passaic County and Morris County-demobilized at Camp Dix, New Jersey, May 27, 1919.

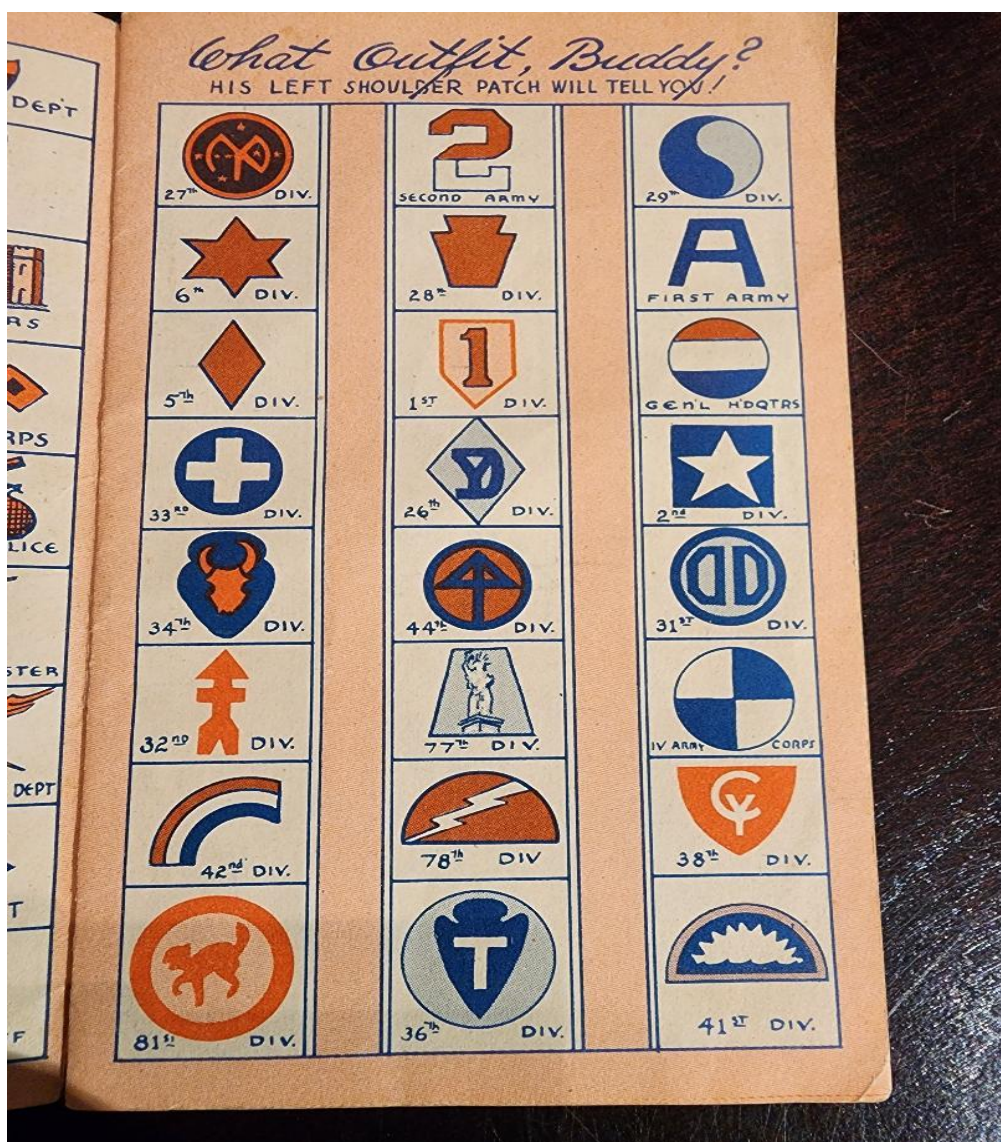
“The demobilization of the Division was completed at Camp Dix, New Jersey, June 9, 1919 The records and data on file in this office indicate that Jersey men also served in the 1st: 2d, 3d, 4th, 5th, 27th, 77th, 79th, 80th, 82d, 87th and 88th Divisions.”¹⁴⁴

¹⁴⁴ Gilkeyson, *Reports of the Adjutant General, 1918-1920*.

CHAPTER 8

THE MOBILIZATION OF THE 29TH AND 78TH DIVISIONS

The 29th Division was formed and mobilized from National Guard units in New Jersey, Maryland and Virginia. The 78th Division was formed and mobilized from Ft Dix and was part of the National Army, which was formed of draftees and volunteers.



Shoulder sleeve insignias were also introduced in 1918 but generally not worn until after the Armistice, with the exception of the 81st Division "Wildcats," the 5th Division "Red

Diamonds,” and some units of the 26th “Yankee” Division. (See above¹⁴⁵).¹⁴⁶ Each patch was handmade and sewn on the left shoulder of the uniform. The unit patch of the 29th Division was blue and grey and looked like this:



Original Hand Sewn 29th Division Unit patch-Authors Collection

Thanks to recently uncovered documents in the Virginia National Guard’s historical collection, more is being learned about the Fort Belvoir-based 29th Infantry Division’s iconic blue and gray unit patch, as well as about the Soldier who designed it.

Maj. Gen. James Ulio enlisted in the Army as a private in 1900 before earning a commission a few years later. By the start of World War I, he was assigned to the 29th Division,

¹⁴⁵ Reliable Life Insurance, *Our Army*, (UNK: UNK).

¹⁴⁶ Cole, *Survey of U.S. Army Uniforms, Weapons and Accoutrements*.

which at the time was comprised of Soldiers from Virginia, Maryland, Delaware, Washington D.C., and New Jersey. According to retired Chief Warrant Officer 4 Al Barnes, the Virginia National Guard command historian, Ulio recognized that having units from both sides of the Mason-Dixon Line made the 29th different from other Army divisions.

Ulio recognized the unique composition of the 29th and decided to bring together units from the North and South. He designed a patch, which would “highlight the reconciliation and reunification of the country,” said Barnes. “He used the Korean “symbol of life” with colors of blue and gray to symbolize the 29th.”¹⁴⁷

Initially, the symbol was used to mark the division’s property, including trucks, ambulances, and other vehicles. Barnes said Ulio, then a major, sent his unit logo to the Adjutant General of the Army for formal approval. It became the Army’s very first registered divisional patch in 1917. However, it was not until closer to the end of World War I that soldiers began to wear it on their sleeves.

“By October 1917, the 29th Division and more than a million of their fellow Doughboys were fighting in the Meuse-Argonne campaign,” said Barnes. “One of the divisions fighting in the Argonne was the 81st Division, which had taken the ‘Wildcat’ as their symbol.”

Soldiers were authorized to wear a wildcat patch for both a morale boost and means of identification. By the signing of the Armistice on Nov. 11, 1918, all units in the American Army were authorized shoulder patches and the Soldiers of the 29th immediately began to wear them.¹⁴⁸

¹⁴⁷ "Historic Documents Help Reveal Back Story of the 29th Id Patch, Creator," Defense Media Activity - WEB.mil, 2021.

¹⁴⁸ Mike Vrabel, "Historic Documents Help Reveal Back Story of the 29th Id Patch, Creator."

New Jersey State Archives has a robust database of information on the losses incurred by its service members. The request for information on the deceased servicemen was published in local newspapers, with the response directed to Mr. John P. Dullard, War History Bureau in Trenton. (Source: Letter from Mrs. Henry J. Ralph—NJ Archives Database Record)

More than 3,400 New Jersey men were killed in action or otherwise died while in United States service during World War 1, 1917-1918. In late 1919, the U.S. War Department issued sample cards to the adjutant generals of each state for the recording of service information for deceased soldiers and sailors. This database includes 3,427 name entries, linked to an information card or photograph, or frequently both. The information cards provide the following data: name; service number; race; residence; place and date of enlistment; place, and date of birth; organizations served in and dates of assignment/transfer; date killed or otherwise died (if not killed in action, cause of death); wounds or injuries received; and the name and address of the person notified of the death.

The photographs I included in the series measure 3.5"x 5.5", and usually contain an oval-shaped, reproduced image (frequently from a military portrait). Unfortunately, these copied photographs are low-resolution. The correspondence linked to the database originated from the New Jersey State Library's War History Bureau collection. The Bureau sent letters to fallen soldiers' families, asking for a photograph of their loved one. The photographs were to be used in a Bureau publication. The correspondence that the Bureau received with the photographs sometimes describes the soldier's life before the war and how he died fighting for his country."¹⁴⁹ (NJ State Archives Database-https://wwwnet-dos.state.nj.us/DOS_Archives_DB)

¹⁴⁹ "World War I Deaths: Descriptive Cards, Photographs, and Correspondence," New Jersey State Archives, Searchable Databases and Records Request Forms, https://wwwnet-dos.state.nj.us/DOS_ArchivesDBPortal/WWICards.aspx.

Portal/WWICards.aspx). Samples of these can be found in various sections of this manuscript (i.e., Luke Lovely, Guy Bosworth) The units if the New Jersey National Guard were mobilized to support the Punitive Exhibition into Mexico, in search of Pancho Villa. Reddan described how the First Brigade was in the Federal Service at Douglas, Arizona from June to November, 1916. At that time, there was major resistance to the United States enterin the war. While Reddan and his regiment travelled, they noticed that placards were on display, advocating the reelection of President Wilson as “He has kept the United States out of the War.”¹⁵⁰

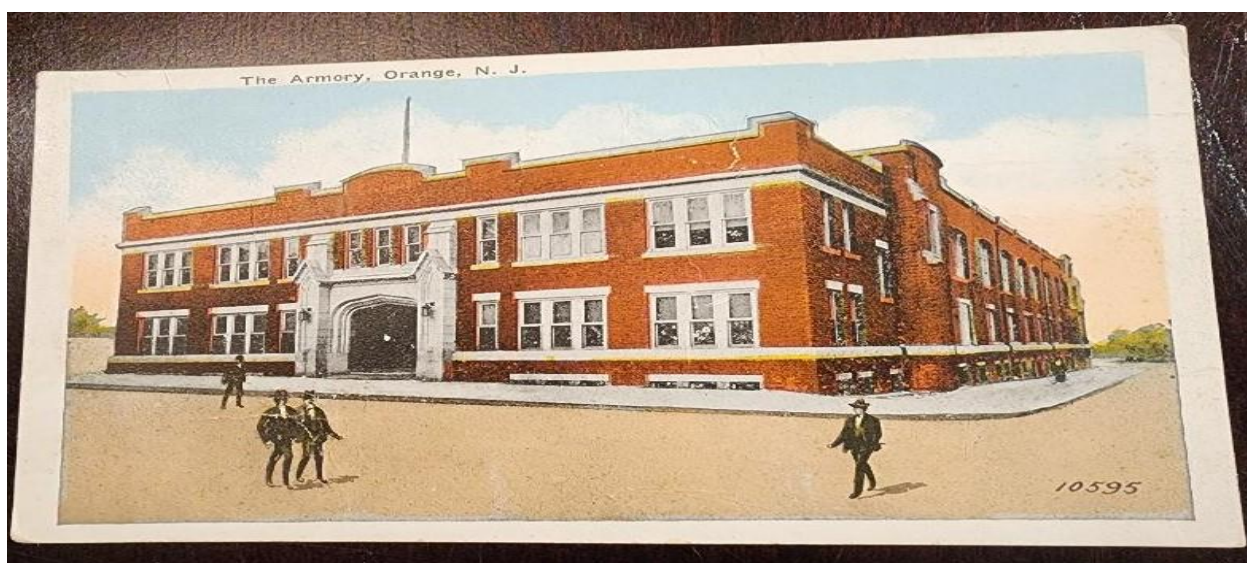
Reddan continues: “The tour of duty on the Mexican Border had not been a sinecure. There had been many gruelling “hikes” under a scorching sun, when the soldier’s pack seemed to weigh five hundred pounds, with blistered feet and still several miles to go before reaching camp, the men growling and grouching among themselves: “If I ever get out of this man’s army, they will have to lasso me to get me back in again. I quit a good job to be a hero-now look at me.” It was the usual growl of the soldier, never satisfied; when he is at one place he wants to be somewhere else. These same men were the first to report for duty when the order for assembly was issued. They came in all smiles, ready to go the limit. Where they were going or what the duty might be, they did not know or care. Monday morning Companies H and I, 5th Infantry, were assembled at the Orange armory. Company K, of Montclair and Company A, of Passaic, joined them later in the day, completing the battalion formation.”¹⁵¹

¹⁵⁰ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.

¹⁵¹ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.



Current picture of the old Company K National Guard Armory-19 Willow Street, Montclair. It is now Redeemer Montclair Church¹⁵²



Orange Armory Postcard: Authors Collection

¹⁵² Staff, "Deeds Given to Trinity," *Montclair Times* (Montclair, NJ), March 15, 1962 1962.



Orange Armory (Now a Day Care Center) Source:Authors Collection

CHAPTER NINE

OUTSTANDING NEW JERSEY PERSONALITIES

Uniformed male soldiers were not the only ones directly involved with the World War I. This dissertation has discussed and contributed pictures of female machine operators. In any conflict, communication is a force multiplier, and World War I was no different. Runners carrying messages were an important means to communicate and were always a primary target if spotted by the enemy. Carrier pigeons were also used to great extent, but were not the most reliable for obvious reasons. The most reliable at the time were hardwired telephone cables, but they were susceptible to artillery fire and cutting by individual soldiers, along with the fact that they were difficult to replace in an active combat environment.

Behind the lines in static positions, telephone lines were placed. These lines were connected to switchboards in various communication centers. Back in the United States, telephone operators were primarily a female dominated profession. In old movies that had a hand crank phone or stick phone (see below), the caller says ‘Hello’ and asked to be connected to a particular person or gives the operator the number to be connected to. That was exactly the case in the World War I era. Grace Derby Banker was the leader of these “Hello Girls,” born in Passaic, N.J., on Oct. 25, 1892. At a time when public education was not widely available, Grace managed to finish secondary school and graduate from Barnard College in New York with a double major in French and History.



Source: Authors Collection and it works



Photo Courtesy National WWI Museum and Memorial

Banker began working as a telephone operator for the American Telephone and Telegraph Company at their headquarters in New York. She rose through the ranks of the company quickly, becoming the rare woman to work as an instructor in AT&T's long-distance division.

One Sunday in December 1917, Banker was reading The New York Post when she came across an Army advertisement seeking women who could speak French and English to operate switchboards, which was relatively new technology at the time. “Male recruits had proved largely inexpert in the work,” Cobbs said. “It took a man an average of 60 seconds to connect a call, while it took a woman only 10. The difference could mean winning or losing a battle. Banker wrote in and volunteered.”¹⁵³

This is the way that Grace talks about her time serving with the AEF: saying that “the women worked tirelessly during the drives.” In her diary on Sept 25th Grace writes of how: “the cannons are roaring. 12 midnight. Capt. Scott, Miss Russell and myself went outside for a minute to look at the sky. There are great flashes of light all along the horizon like Northern Lights.” Grace took great pride in her girls. “My girls work like beavers,” she states in her diary.”¹⁵⁴

Soon word got out that an Armistice was to be signed. She continues:

“We have lived so long under war conditions that it doesn’t seem that it could come so simply. On Nov. 11th the Armistice was signed at eleven o’clock this morning, the eleventh day, the eleventh hour. All fighting was ordered to cease at that time. Our Corps lines were in bad condition and poor Capt. Beaumont of the telegraph office was having a terrible time. Suppose the message didn’t get through all right. It must get through if not by telegraphs, then by

¹⁵³ Claudia Friddell and Elizabeth Baddeley, *Grace Banker and Her Hello Girls Answer the Call : The Heroic Story of World War One Telephone Operators*, First edition. ed. (New York: Calkins Creek, an imprint of Boyds Mills & Kane, 2021).

¹⁵⁴ ¹⁵⁴ Friddell and Baddeley, *Grace Banker and Her Hello Girls Answer the Call : The Heroic Story of World War One Telephone Operators*.

telephone. So, we put him through on our lines and he used my telephone. He yelled the message out. It had to get through!”¹⁵⁵

After the Armistice was signed, Grace received orders to go to Paris. In *Yankee Magazine*, she describes the hotel life of Paris, which was luxurious, but paled in comparison to her former home. “We missed the First Army with its code of loyalty and hard work,” she wrote.

Banker was given charge of the work in President Wilson’s home on the Avenue de Etats-Unis. She did not find the work to be particularly exciting. Given the choice between staying or going with the Army of Occupation in Coblenz, Germany, Grace “left Paris and went to the Rhine.”¹⁵⁶

Some 7,000 American women volunteered to be part of the Corps; about 450 were selected to be switchboard operators. Banker was the chief operator of the first group of 32 (plus Grace equals 33).¹⁵⁷ This was the first group of operators to be shipped over to France.

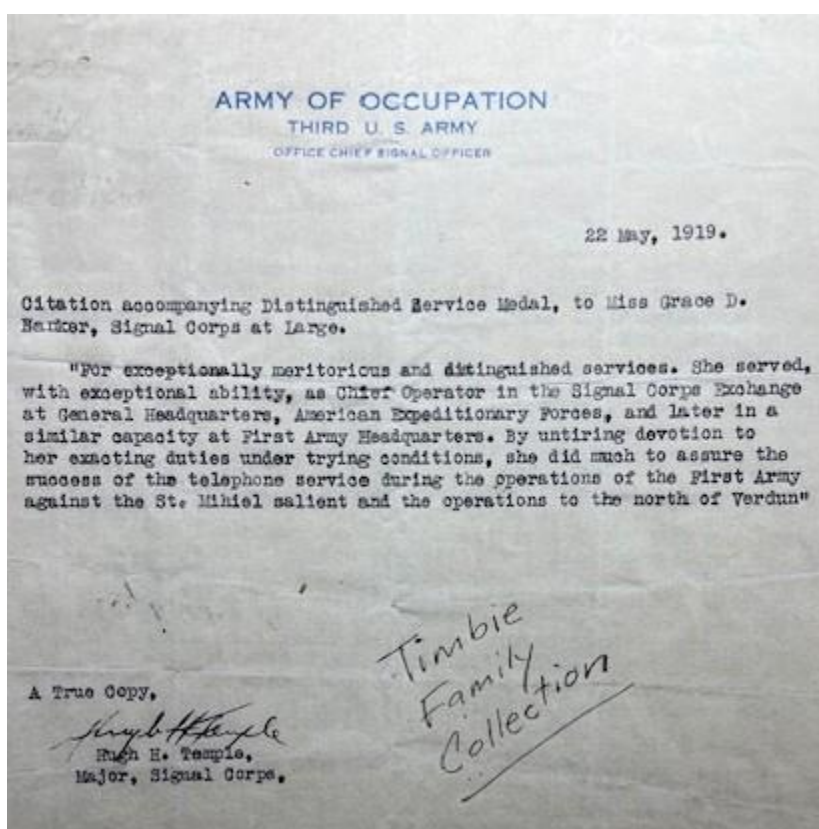
Grace Banker received the Distinguished Service Medal on May 22nd, 1919 in Coblenz. It was presented to her by Lieutenant General Liggett at Army Headquarters, The Citation reads: “For exceptionally meritorious and Distinguished services. She served with exceptional ability as Chief Operator in the Signal Corps Exchange at General Headquarters, American Expeditionary Forces and later in a similar capacity at First Army Headquarters. By untiring devotion to her exacting duties under trying conditions, she did much to assure the success of the telephone

¹⁵⁵ Friddell and Baddeley, *Grace Banker and Her Hello Girls Answer the Call : The Heroic Story of World War One Telephone Operators*.

¹⁵⁶ Grace Banker (Paddock), "I Was a "Hello Girl"," *Yankee* 38, no. 3 (March 1974 1974).

¹⁵⁷ "100 Years Ago "Hello Girl" Grace Banker Receives Distinguished Service Medal", WWI Centennial Commission, 2019, <https://www.worldwar1centennial.org/index.php/communicate/press-media/wwi-centennial-news/6250-100-years-ago-hello-girl-grace-banker-receives-distinguished-service-medal.html>.

service during the operations of the First army against the St Mihiel salient and the operations to the north of Verdun.” Grace continues, “Whatever glory May go with that Medal I have always felt belongs in large measure to the very small, but very loyal and devoted group of First Army Girls – Suzanne Prevot, Berthe Hunt, Adele Hoppock, Esther Fresnel, Helen Hill and Marie Lange. Grace Banker returned to her home in Passaic, New Jersey, after having served 20 months overseas.”¹⁵⁸



Grace Banker DSM Citation (Source: Carolyn Timbie-Banker's Grand Daughter)

¹⁵⁸ "100 Years Ago "Hello Girl" Grace Banker Receives Distinguished Service Medal," (Web Page), World War I Centennial Commission, 2017.

In addition to Grace Banker (Chief Operator), three other “Hello Girls” were from NJ; Marie L. Beraud (Supervisor), Suzanne M. Beraud and Louissette H. Gavard (Operators).¹⁵⁹

Grace Banker’s Timeline

October 25, 1892: Grace Banker is born in Passaic, New Jersey

1915: Grace graduates from Barnard College in NYC with Majors French and History

November 8, 1917: General Pershing asks the Signal Corps to form a unit of 100 American operators who also speak French for telephone duty overseas.

January 12, 1918: The first group of Signal Corps operator candidates begins six weeks of training

February 15, 1918: Grace is appointed Chief Operator of the 1st Telephone Unit of the United States Signal Corps.

March 6, 1918: Grace departs with the first unit of Signal Corps operators for duty in France on the troop Celtic.

March 27 1918: Grace begins work as chief operator at General Pershing’s headquarters in Chaumont, France.

August 25, 1918: Grace and five operators arrive at First Army Headquarters for the St. Mihiel Offensive in Ligny-en-Barrois. The operators connect calls between the front lines and General Pershing’s battlefield command center.

¹⁵⁹ "Support a Congressional Gold Medal for the Wwi Hello Girls!," United States Foundation for the Commemoration of the World Wars 2013-2021.



160

Friddell, Claudia, and Elizabeth Baddeley. *Grace Banker and Her Hello Girls Answer the Call : The Heroic Story of Wwl Telephone Operators*. First edition. ed. New York: Calkins Creek, an imprint of Boyds Mills & Kane, 2021.

Female telephone operators were the only American females from New Jersey to perform their duties in the combat zone in World War One. It is beyond the scope of this work to go into detail on the contributions of these women, but my research uncovered information about Gold Star Nurses from New Jersey. This is a list of the towns the women listed as their emergency address:

Newark-2

Jersey City-2

Cresskill-1

Haddon Heights-1

Madison-1

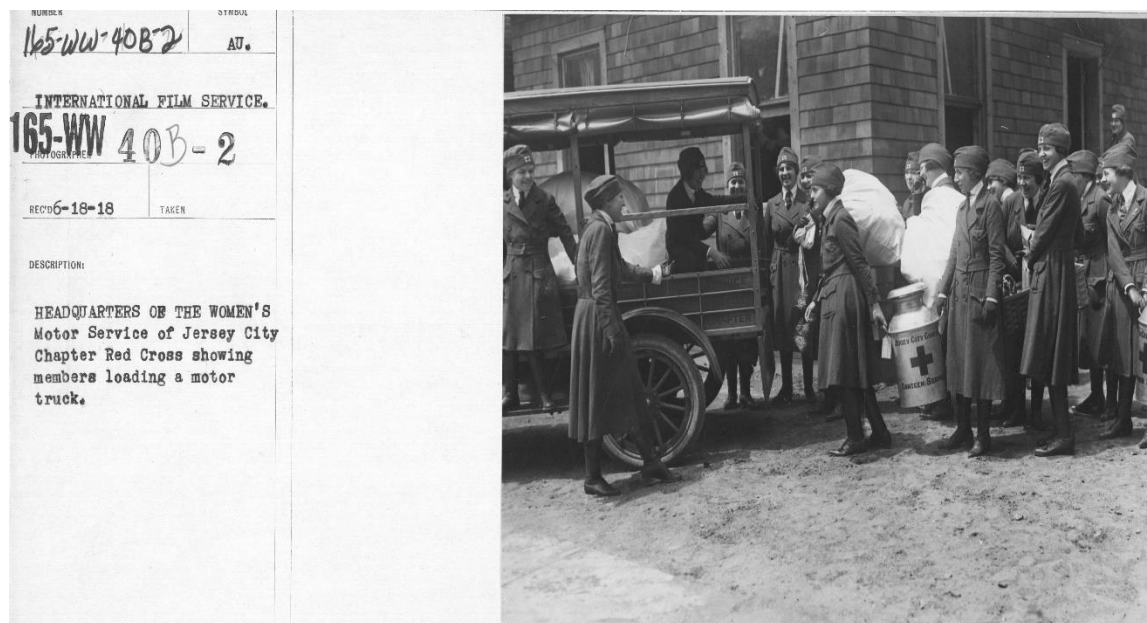
Sommerville-3

Swedesboro-1

¹⁶⁰ Friddell and Baddeley, *Grace Banker and Her Hello Girls Answer the Call : The Heroic Story of World War One Telephone Operators*.

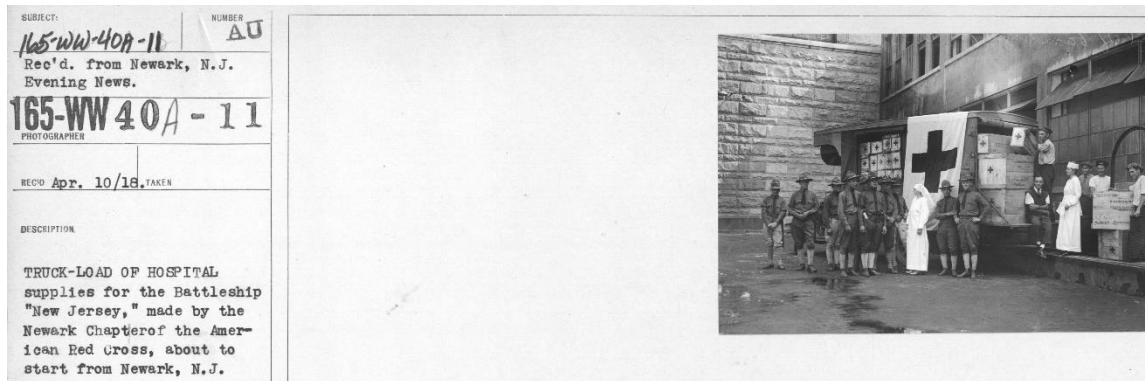
Trenton-1¹⁶¹

In addition to Grace Banker and the “Hello Girls,” there were other notable New Jersey female contributions during World War I from the Red Cross and volunteers all over the country. Below are two pictures from the National Archives, showing Women for the Newark and Jersey City Chapters of the Red Cross Motor Corps.



Source: National Achieves

¹⁶¹ Janice Brown, "100 Years Ago: "Gold Star Women" Nurses of Wwi," *New Hampshire History Blog*, *UnPublished*, 2017, <https://www.cowhampshireblog.com/2017/05/04/100-years-ago-the-gold-star-women-nurses-of-world-war-i/>.



Source: National Achieves



Source: National Achieves

Women played an important part of service on the home front in WWI. Some were involved in transportation duties at home during WWI and as members of the American Red Cross Motor Corps. According to its website, the Red Cross was started by Clara Barton in 1881, and since 1900 as an NGO, has been tasked by the federal government with providing service to members of the American armed forces and their families. One of these services was the American Red Cross (ARC) Motor Corps. An all-women's service established during World War I to provide transportation support on the home front for the U.S. military as well as the ARC. "The women who served as volunteers for the ARC Motor Corps wore uniforms (initially khaki, then Oxford grey) and were expected to meet standardized requirements for physical fitness; driving expertise; and the ability to independently handle such roadway emergencies as vehicle

breakdowns and accidents. The women also had to meet at least some military training requirements.”¹⁶² The Red Cross is known for its first aid training and so these women were trained in first aid and as in the photograph above, they were trained in the use of stretchers.

“The diverse responsibilities of those driving for the ARC Motor Corps included removing wounded and sick military personnel from ships and trains and taking them to hospitals or other locations for medical care; transporting nurses and other high-priority workers to places where they were needed; and delivering supplies to and from warehouses. In many cases, the women were also assigned with the sad but vital task of delivering telegrams notifying people of relatives in the military who had been killed or wounded. Along with carrying out duties directly related to the war, the women of the ARC Motor Corps also provided critical assistance during the flu pandemic that swept across the United States in 1918.”¹⁶³

“By the time the war ended, there were approximately 11,600 ARC Motor Corps volunteers in nearly 300 cities throughout the nation. It was also estimated that these women had collectively covered more than 3,572,000 miles in automobiles while performing their duties.”¹⁶⁴

Another figure of Newark, NJ (Courtesy of the WWI Centennial Commission) and WWI, happens to be the contribution of the famous Jewish-American, Louis Bamberger (15 May 1855-11 March 1944) of the retail clothing fame. He sponsored then 14-year-old Lillian Marx, who sang and danced to raise money for the troops through Liberty Bond sales.

¹⁶² American Association of State Highway and Transportation Officials, "Women in Transportation History: The American Red Cross Motor Corps," *Transportation History, American Association of State Highway and Transportation Officials*, 2017, <https://transportationhistory.org/2017/03/29/women-in-transportation-history-the-american-red-cross-motor-corps/>.

¹⁶³ Officials Women in Transportation History: The American Red Cross Motor Corps.

¹⁶⁴ Officials Women in Transportation History: The American Red Cross Motor Corps.



Lillian Marx Source: WWI Centennial Commission



Source: Dubbs: *The American Woman Report*

Not all New Jersey women were supporters of WWI. Madeline Zabriskie Doty (Aug 24, 1877-Oct 14, 1963) was born in Bayonne. “Madeline was a lawyer, peace activist, and social reformer. She also wrote prolifically for the New York Tribune, Chicago Tribune, New York Evening Post and Good Housekeeping. She attended the Women’s Peace conference at the Hague in 1915.”¹⁶⁵

A quote from her 1917 book describes the conference as follows: “Women from all the belligerent countries came to us. They implored America to bring back peace on earth and save their men.” She describes a group headed by Jane Addams, which “resolved to hold a woman’s international conference.” The meeting place was meant to be The Hague. Doty knew the women were aware that trying to stop the war was futile, but that did not prevent her and others from

¹⁶⁵ Chris Dubbs and Steven Trout, *American Women Report: World War I, an Anthology of Their Journalism* (Denton, Texas: University of North Texas Press, 2021).

registering a protest against the slaughter of man and [to] lay plans for a future permanent peace.”¹⁶⁶

She was also the author of three books. The titles are *Society's Misfits* (1916), *Short Rations* (1917), and *Behind the Battle Lines* (1918). Madeline married Roger Baldwin, the founder of the ACLU, in 1919.¹⁶⁷

Another woman to be honored is Amabel Scharff Roberts. Amabel Roberts was born in Madison and graduated from Vassar College in 1913. Roberts was the first U.S. nurse to die in France during World War I. She died of blood poisoning while working in a field hospital in Etretat, France.¹⁶⁸



Source: Madison Eagle, January 25, 1918

¹⁶⁶ Madeline Zabriskie Doty, *Short Rations an American Woman in Germany, 1915-1916* (New York: The Century Company, 1917).

¹⁶⁷ Dubbs and Trout, *American Women Report: World War I, an Anthology of Their Journalism*.

¹⁶⁸ "Madison in Mourning for Loss of Amabel Scharff Roberts by Death," *The Madison Eagle* (Madison) 1918.

Also as described in the book *Answering the Call*, edited by Dr. Lisa M. Budreau, was Annie Warburton Goodrich (1866-1954), who was the first Dean of the Army School of Nursing. She was born in New Brunswick, New Jersey. Goodrich ensured that trained graduate nurses served overseas, rather than just as partially trained aides.¹⁶⁹

Lastly, I would like to honor the nurses from New Jersey that died during the war. The Asbury Park Evening Press of November 10, 1922 lists the following:

Newark: Esther Slocum and Florence L. Athay

Jersey City: Catherine McGurty

Cresskill: Mary Worth

Haddon Heights: Elizabeth H. Weimann

Madison: Annabel S. Roberts

Summerville: Emma E. Menn and Elizabeth McWilliam¹⁷⁰

Dr Fred Albee

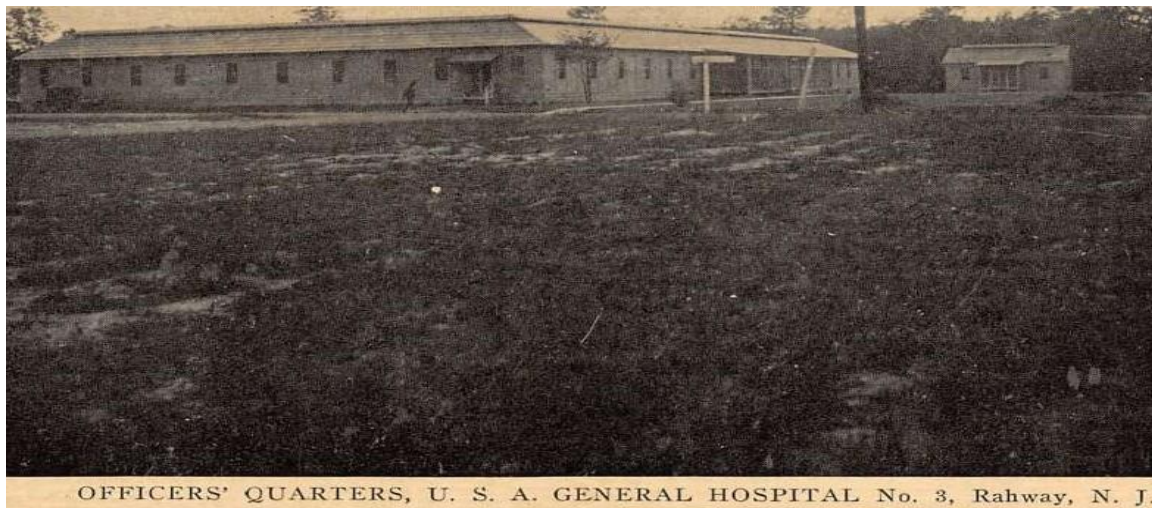
Another notable person from New Jersey was Dr Fred H. Albee, MD, F.A.C.S., F.I.G.S. Dr. Albee, in a quote from the preface of his autobiography, talked of his firsthand experience in the medical field during the war when he saw “the gospel of the bone-graft, which I had begun preaching in 1911, reach its first mass acceptance among medical men at the front.” He believed that the bone graft saved “thousands of limbs.” While shattered bodies had previously been

¹⁶⁹ Lisa M. Budreau and Richard M. Prior, *Answering the Call : The U.S. Army Nurse Corps, 1917-1919 : A Commemorative Tribute to Military Nursing in World War I* (Washington, DC: Office of the Surgeon General, Borden Institute, Walter Reed Army Medical Center, 2008).

¹⁷⁰ Staff, "Memorial List Shows 161 "Gold Star Women" Gave Their Lives in World War," *Asbury Park Press and Evening News* (Asbury Park, NJ), Friday Nov 10, 1922 1922.

considered “amputation cases,” the onset of bone grafts reignited a passion in many surgeons “as limbs and men were returned to life sound and fit.”¹⁷¹

A great summary of his contributions to the war effort is contained in the books overleaf: He sprang into international fame during the First World War because he could mend a broken leg that refused to heal and fasten together a fractured elbow, performing miracles of bone surgery. He did one half of all the bone-grafting operations in the American Army at that time. In a huge New Jersey hospital, U.S. General Hospital No- 3, (which has been called a monument to his war work), 6,000 shattered American soldiers were treated soon after their return from overseas. By bone-grafting and the use of bone plastic surgery, those who otherwise would have been deemed helpless received crucial medical aid.”¹⁷²



OFFICERS' QUARTERS, U. S. A. GENERAL HOSPITAL No. 3, Rahway, N. J.

Postcard-Author Collection

¹⁷¹ Albee, *A Surgeon's Fight to Rebuild Men, an Autobiography*.

¹⁷² Albee, *A Surgeon's Fight to Rebuild Men, an Autobiography*.



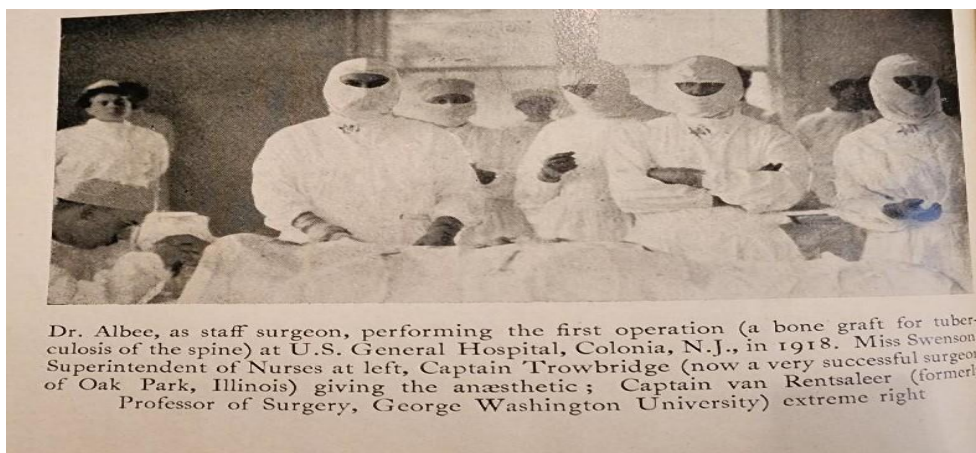
NURSES' QUARTERS, U. S. A. General Hospital No. 3, Rahway, N. J.

Postcard-Author Collection



ADMINISTRATION BUILDING, U. S. A. GENERAL HOSPITAL No. 3, Rahway, N. J.

Postcard-Author Collection



Dr. Albee, as staff surgeon, performing the first operation (a bone graft for tuberculosis of the spine) at U.S. General Hospital, Colonia, N.J., in 1918. Miss Swenson, Superintendent of Nurses at left, Captain Trowbridge (now a very successful surgeon of Oak Park, Illinois) giving the anaesthetic; Captain van Rentsaleer (formerly Professor of Surgery, George Washington University) extreme right

227

Dr. Albee had the latitude to build his hospital and operating room as he saw fit. He was able to accomplish much in a 15-month time period. Dr. Albee was able to acquire and lease the

land (basically free), supervise the construction, and prepare to handle gravely wounded patients. He had the foresight to plan ahead on what was going to be necessary to treat the horrific wounds of the servicemen that he knew would be returning from the battlefields of France.

The Port of Hoboken was busy day and night with so many wounded and injured servicemen as they disembarked and sent them to the local hospitals. Between July 1918 and October 1919 over 6,000 wounded came to Colonia

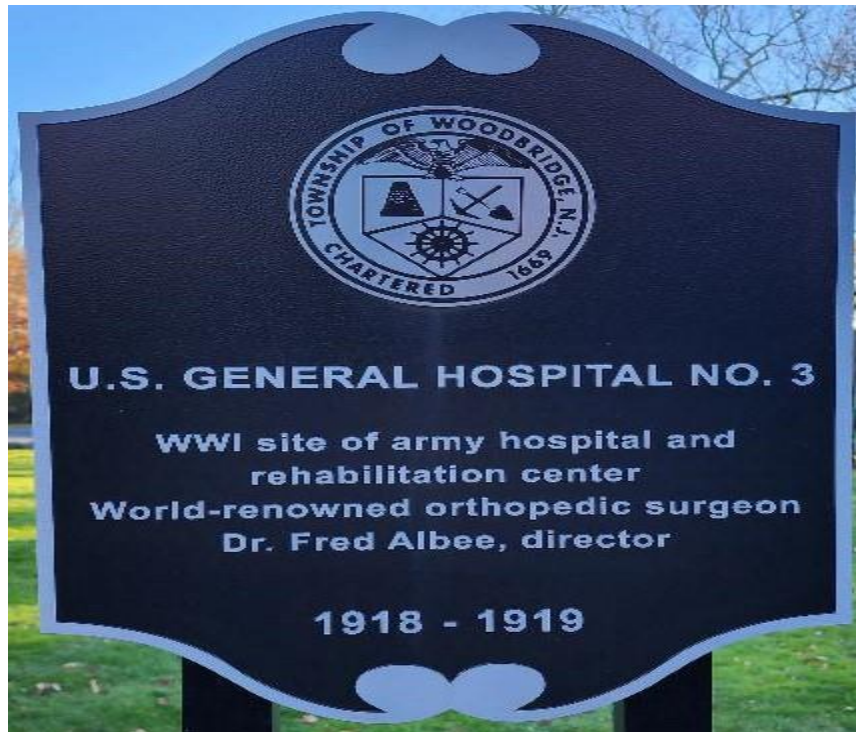
“As Organizing Director and Chief Surgeon, Dr. Albee implemented a holistic program for physical, psychological and occupational rehabilitation of wounded soldiers. Of the soldiers treated, only 17 deaths occurred. After the hospital closed in 1919, Dr. Albee lobbied for creation of the New Jersey Commission for Rehabilitation and served as chairman for 28 years. In 1939, he was awarded the New Jersey Distinguished Service Cross.”¹⁷³



Panoramic view of General Hospital #3 (Source: National Library of Medicine)

The sign below is the only thing that reminds people of the history of this location and its once important hospital, which now hosts multimillion dollar houses on the site.

¹⁷³ "Dr Fred Albee & U.S. General Hospital No. 3," The Historical Marker Database, HMdb.org updated November 27, 2018, 2018, <https://www.hmdb.org/m.asp?m=126770>.



Author collection

U.S. General Hospital #3 was the most renowned in its day, but is now mostly forgotten. It was not the only military hospital initiated in New Jersey for WWI. There were two others. The next was U.S. ARMY GENERAL HOSPITAL #9. This hospital was from a converted hotel.



Lakewood Hotel (Source:Authors Collection)

The Lakewood Hotel was the largest hotel in Lakewood, with 700 rooms. It was once the winter headquarters of Tammany Hall. Grover Cleveland stayed here while he was ill, shortly before he passed away. The Lakewood hotel was built and owned by Nathan Straus, and it was the first Jewish-owned hotel in Lakewood. During World War I, the hotel was converted into a military hospital called, US Army General Hospital #9. The Florence in the Pines hotel was used as the nurse's quarters.¹⁷⁴

¹⁷⁴ "Historic Hotels of Lakewood," (Website),
<https://storymaps.arcgis.com/stories/208acf0511024d9686f5fa812fbf535d>.



The Florence in the Pines Hotel (Nurses Quarters) Source: Authors Collection



<https://commons.wikimedia.org/wiki/Category:U.S. Army General Hospital No. 9#/media/File:Medical Department - Hospitals - Lakewood, New Jersey - Soldiers at Lakewood hospital - NARA - 45495638.jpg>, Photo: Underwood and Underwood



[https://commons.wikimedia.org/wiki/Category:U.S. Army General Hospital No. 9#/media/File:Medical Department - Hospitals - Lakewood, New Jersey - Soldiers at Lakewood hospital - NARA - 45495638.jpg](https://commons.wikimedia.org/wiki/Category:U.S._Army_General_Hospital_No._9#/media/File:Medical_Department_-_Hospitals_-_Lakewood,_New_Jersey_-_Soldiers_at_Lakewood_hospital_-_NARA_-_45495638.jpg) Photo: Underwood and Underwood



Source: Authors Collection

U.S. ARMY GENERAL HOSPITAL #11 Cape May Hotel, Cape May, NJ



Author Collection

Hotel Cape May was developed as the centerpiece for 3600 acres of land. The hotel opened in 1908, yet closed a mere six months later after Corporation President Peter Shields resigned. The second owner would file bankruptcy a few years later.¹⁷⁵

During World War I, the hotel was used as a hospital. The eastern one-third of this tract of land was acquired by the Navy for a base. This base was taken over by the Coast Guard in 1925. The hotel reopened in 1920 and was sold and operated as the Admiral Hotel in 1931, until the city bought it at Sheriff's sale nine years later for \$900.

Plans for a ferry across the Delaware Bay led to another land boom. Unfortunately, the WWI concrete ship meant to become part of a dock was sunk in a violent storm in 1926,

¹⁷⁵ "History of Cape May ".

“crushing the hopes for another economic recovery.” Today, the remains of the ship are still visible at Sunset Beach.¹⁷⁶



Source: Authors Collection

¹⁷⁶ May, "History of Cape May".

CHAPTER TEN

MEMORIALIZATION

The First World War produced many memorials all across the country. These memorials were financed and erected by local civic groups. They vary in size and scope and run the gamut from large stones with plaques on them, statuary (both large and small), gardens, obelisks, victory arches, and large monuments.¹⁷⁷

“There was great pride in the United States after the war. Returning servicemen and women were lauded as heroes and the outpouring of pride and patriotism was unrivaled at that time and might have only been outpaced by that same sentiment post World War 2. Towns and cities all over the country were willing to donate money to honor their heroes and it showed in the memorials and honors bestowed upon them.”¹⁷⁸

The United States World War I Centennial Commission and The Memorial Hunters Club estimate that there is over, 3,500 memorials across the county. Unfortunately, there is not a more accurate count to be found. In addition, the Commission assumes that over 2,300 are missing. There are only three states with an accurate count, and they are New Jersey, Georgia and Alabama. There are several states that do not even have their own websites. (United States World War I Centennial Commission)

The federal government was not heavily involved in the domestic memorialization, other than the Tomb of The Unknown Soldier in 1921 and The National World War I Memorial’s

¹⁷⁷ Steven Trout, *On the Battlefield of Memory : The First World War and American Remembrance, 1919-1941* (Tuscaloosa: University of Alabama Press, 2010).

¹⁷⁸ Trout, *On the Battlefield of Memory : The First World War and American Remembrance, 1919-1941*.

opening in 2021 in Washington, D.C. Prior to that, The Liberty Memorial was officially dedicated as The National World War I Museum and Memorial in Kansas City, Missouri in 2004, after many years as only a state memorial. There are only two U.S. state memorials in France, and they were sponsored by Missouri and Pennsylvania. Both memorials were built over the objections of General Pershing. (Centennial Commission)

The Federal Government created the American Battle Monument Commission in 1923 to preserve their memory and the remains of servicemen and women who died in the service of their country in The First World War. There are ten cemeteries in Europe of the WWI dead. The largest being the Meuse-Argonne American Cemetery. It contains the graves of 14,246 and a memorial wall with the names of another 954 missing in action. The smallest number of WWI dead is located at the Normandy American Cemetery. The body of WWI pilot, 1LT Quentin Roosevelt, youngest son of President Theodore Roosevelt, is the only one buried there. (ABMC)



German Post Card Source: Authors Collection

The United States constructed one large monument, which can be seen from a great distance at night. This light shows the importance of the town of Montfaucon and its strategic geographic position. Due to this location, the town itself was totally destroyed and relocated after

the war. The remains of the church are the only reminder of the village that once stood.



Source: Author Collection



The Germans built this observation post from the remains. Source: Authors Collection



The observation post can be seen to the left side of the picture Source: Tripadvisor



Montfaucon Tower at Night Source: Authors Collection

The tower was built and unveiled on August 1, 1937, to honor the US victory in the Meuse-Argonne Campaign from Sept 26-Nov 11, 1918. (ABMC)

CHAPTER ELEVEN

INDIVIDUAL MEMORIALIZATION

The Young Dead Soldiers Do Not Speak

By Archibald MacLeish

Nevertheless they are heard in the still houses: who has not heard them?

They have a silence that speaks for them at night and when the clock counts.

They say. We were young- We have died. Remember us.

They say, We have done what we could but until it is finished it is not done.

They say, We have given our lives but until it is finished no one can know what our lives gave.

They say, Our deaths are not ours: they are yours: they will mean what you make them.

They say, Whether our lives and our deaths were for peace and a new hope or for nothing we cannot say: it is you who must say this.

They say, We leave you our deaths: give them their meaning: give them an end to the war and a true peace: give them a victory that ends the war and a peace afterwards: give them their meaning.

We were young, they say. We have died. Remember us.

Note: After the United States entered World War I, MacLeish enlisted as a private in the army, served in the artillery in France, and was discharged with the rank of captain.¹⁷⁹ World War I was called “The War to End All Wars,” so it was memorialized like there was not going to

¹⁷⁹ "Macleish, Archibald, 1892-1982," Archives at Yale, Yale University, <https://archives.yale.edu/agents/people/90745>.

be another of its magnitude. Memorials both large and small were funded and built by local communities to honor the men and women that gave their lives and served the cause of freedom. These memorials were built all through the 1920s and into the 30s. And for the only time in American history, the U.S. Government funded trips for the Gold Star Mothers to visit the battlefields and cemeteries of their fallen sons. During and after the war, the government offered next-of-kin the option to have the remains of the fallen be interred in France at United States National Cemeteries. These cemeteries are on or near the battlefields and considered U.S. property. The other alternative was to have the remains repatriated to the U.S. for internment in either a national or private cemetery.

New Jersey has over 160 Memorials dedicated to World War I, all of which were built with locally generated funds by individual towns to honor their WWI heroes. More than 3,400 New Jersey men were killed in action or otherwise died while in United States service during World War I from 1917-1918. In late 1919, the U.S. War Department issued, sample cards for the recording of service information for deceased soldiers, sailors, and marines to the adjutant generals of each state. This database includes 3,427 named entries (NJ State Archives). This database is not perfect, since my research found information that was either missing or wrong that the state representative was either unwilling or unable to discuss and I was referred to the Army War College at Carlyle, Pennsylvania. It is a resource that I will utilize in the future. but not currently.

There is a debate as to who was the first New Jersey resident to fall in the Great War. One possibility is Guy R. Bosworth of Millburn, NJ. "On October 17, 1917, the first loss of an American transport, the *Antilles*, was torpedoed by a submarine (U-105)¹⁸⁰ about 300 miles west

¹⁸⁰ Staff, "Trench Lingo."

of Quiberon Bay off the coast of France. The ship sank four minutes after she was struck. Sixty-seven lives were lost – 16 soldiers, 45 of the merchant crew, 4 of the naval gun crew, a civilian ambulance driver, and a negro stevedore.”¹⁸¹ For further details of the sinking of the Antilles from Commander Daniel T. Ghent, the Senior Naval Officer on board, please refer to the report in Appendix A.



X Bosworth, Guy R. *White *Colored

Residence: Ocean St., Millburn, N.J.

*Enlisted *R. A. *N.G.*R. Co. ~~Inducted~~ at Ft. Slocum on May 30 1917

Place of birth: Morristown, N.J. Age or date of birth: 24 6/12 yrs

Organizations served in, with dates of assignments and transfers:

Post Hosp Ft Walsworth NY to June 9/17; Med Dept Port
of Embarkation, Hoboken, N.J. to Oct 17/17

Grades, with date of appointment:

Pvt

Engagements: _____

Served overseas from ~~to~~ 10/17/17 from to

*Killed in action *Died ~~at~~ October 17/17 in sinking of Antilles.

Other wounds or injuries received in action: _____

Persons notified of death: Mrs. Sophie Bosworth, Mother,
Ocean St., Millburn, N.J.

Remarks: _____

*Strike out words not applicable. †Dates of departure from and arrival in the U. S.

¹⁸¹ John Wilber Jenkins, *Our Navy's Part in the Great War* (New York, N.Y: J.H. Eggers Co., Inc, 1919).

Millburn N. J. 2, 25/21

Mr. John P. Hallard -
Dear Sir.

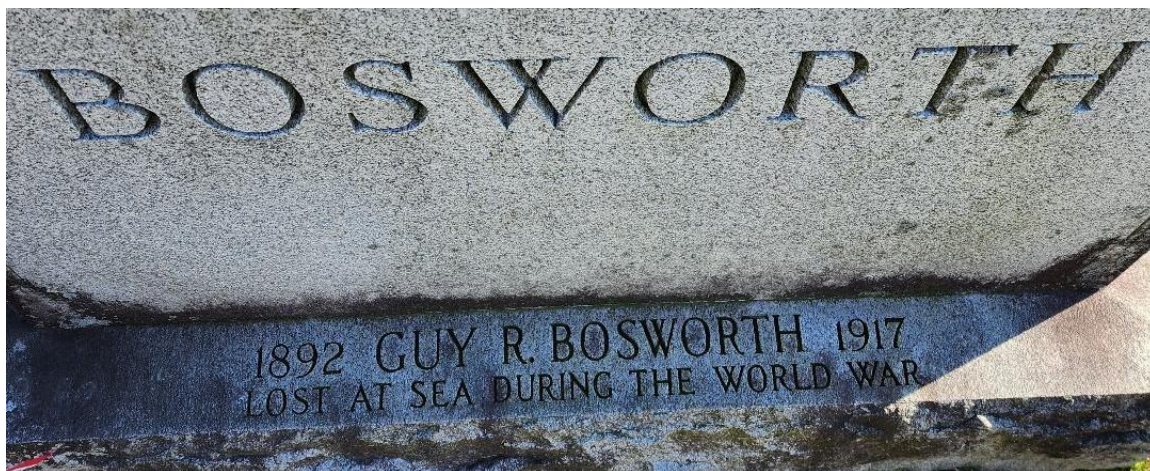
Guy Rexford Bosworth -
(Son of Ethan S. and Sophie
Nadin Bosworth) enlisted in the
U. S. Army May 29, 1917 in the Medical
Dept, was detailed on the U. S.
Transport Antilles. made three
uneventful trips to France,
was torpedoed on third return
trip. It has been ascertained
that Guy was the first New
Jersey Soldier to make the
Supreme sacrifice in our War

with Germany.

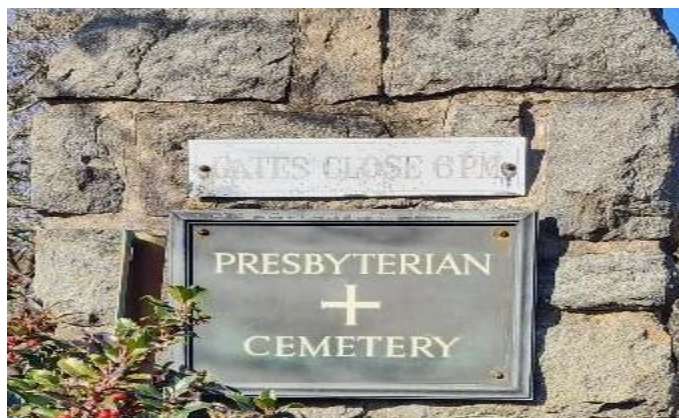
from Guy's Mother
Mrs. Sophie Bosworth
Ocean St
Millburn
N. J.

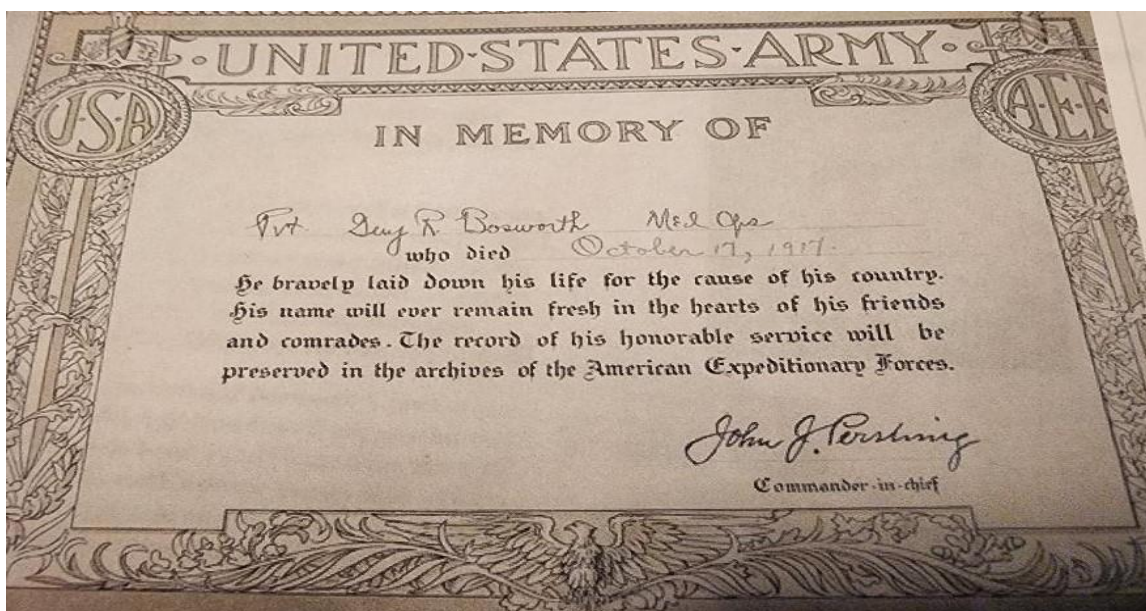
Photograph, enlistment card and letter published by New Jersey State Archives, World War I Deaths: Descriptive Cards, Photographs, and Correspondence

American Legion Post #140 in Millburn is named in honor of PVT Bosworth. PVT Bosworth died in the sinking as the *Antilles* was returning from France.



Bosworth Monument, Presbyterian Cemetery, Springfield, NJ (Author Collection)





AEF Memorial Certificate Courtesy American Legion Post 140, Milburn, NJ



American Legion Post #140—Millburn, NJ

The first American soldier to die in France during WWI was from South Amboy. Luke A. Lovely was killed in action (KIA) on November 30, 1917. PVT Lovely was an engineer with Co E of the 11th Engineers. These men were assigned to work with British forces. They were assigned the task of strengthening and improving the standard gauge railways in that section, and particularly the task of putting in good condition the main line of the Nord railway, The Eleventh Engineers proceeded to Gouzeaucourt on November 30th with orders to “begin the

reestablishment of the rail yard at that point,” because the transportation department decided to place a transfer railhead there. The existing layout of highroads made this location highly convenient.

It was known that no British offensive movement was intended, and it was believed that nothing was imminent that would call for defense. As the officers desired the men to be free from any unnecessary encumbrance, only tools were carried, orders having been given arms should be left in camp. As the train carrying the men ran over the newly made track, some heavy shelling was heard to the eastward. A few shells burst on the top of the ridge, running parallel with the track where the British batteries were posted, but this excited no special comment. Suddenly, at 8 o'clock the firing increased in intensity and became concentrated into a barrage across the track, close to where the men were working. Then some British troops were seen falling back through. The open fields and the engineers recognized that an attack in force was being pressed by the enemy.¹⁸²

A newspaper article described the efforts of the American Legion to have a new bridge named in his honor. “The fact that the local man was the first New Jersey soldier to meet his death in battle during World War I, was the basis upon which the members of the Legion were based their contention that he should be preferred for recognition. Lovely was among the first local men to enlist, when war with Germany broke out, and he began his army career on March 21, 1917, when he enlisted with the 11th Engineers, an outfit that was one of the first to arrive on French soil from this county, having been selected to, construct the military railroads over which American troops and supplies would be moved to the front lines. He sailed for France on July 14, 1917, and in the following November part of regiment was assigned to the construction of the

¹⁸² William Barclay Parsons, *The American Engineers in France* (New York, London,: D. Appleton, 1920).

system, of railroads which was later to carry American and English troops into the first big battle of the war, in which the American troops participated. According to the accounts of some of the members of the outfit who were at Lovely's side when the railroad was being constructed in the territory that was then the front lines in a section that was particularly active, the detail was surprised by the Germans on November 30th 1917, near Cambrai. And before they could organize themselves for defense, the enemy opened fire, and a number of the American Engineers, among them Lovely, were shot down."¹⁸³

It was in this action that PVT Lovely was killed. More information on this action can be found in Appendix X.



¹⁸³ Staff, "Legion's Campaign to Name Turnpike Bridge in Honor of Luke Lovely Is Successful," *News, South Amboy Citizen* (South Amboy, NJ), August 26, 1954 1954, 34, Title Page.

Luke A. Lovely

Luke A. Lovely was born Nov 26th 1892
 was the son of Thomas & Abby A. Lovely
 of #101 North Street as South Amboy
 New Jersey, was a plumber by trade
 & worked for his father Thomas Lovely
 in the plumbing business. He enlisted
 in the 11th Engineers on May 21st 1917
 went into service June 1st 1917 at Fort
 Totten Long Island, sailed for France on
 July 14th 1917 was killed Nov 30th 1917
 in the battle of Cambria, was the first
 boy from New Jersey to die in the
 late world war

Mr. John T. Dullard

Dear Sir

Enclosed you will find photo of my
 late son Luke A. Lovely who was killed
 in action Nov 30/17 Battle of Cambria &
 also sketch of his life as per your request

Hoping this will be satisfactory

Yours truly
 Thomas Lovely

Photograph, enlistment card and letter (Source: New Jersey State Archives, World War I Deaths: Descriptive Cards, Photographs, and Correspondence)



Source: Authors Collection

Major William J. Reddan survived the war and was able to author and self-publish his memories of his military experiences prior to and through the end of World War I. It was the most comprehensive firsthand individual account that I could find of a New Jersey unit. His manuscript has been reprinted but I was able to find an original copy and it is a prized possession. The reprint contains an introduction by his granddaughter Lynn (Reddan) Petrovich, from Oakhurst, NJ dated: April 2017. A portion of it is reproduced below:

“For twenty years after the war, in addition to writing *Other Men’s Lives*, my grandfather (he was mustered out of service in 1919 as a major) told his story throughout New Jersey in public platforms, newspaper articles, interviews, and letters to the editor. In his letter to the editor published in the *Newark Sunday Call* on October 20, 1941, Major Reddan recalled the

bitter experiences of the 29th Division during the war “thrown into battle under inefficient and timid officers” ¹⁸⁴

Halfway through the scrapbook, (pieces dating from August 28, 1939) is an article called “Watching the Crowds, Weeding Misfit officers, Good News to Veterans,” published in the Network Sunday Call on July 13, 1941. The author, Edward Sothern Hipp, admits reading *Other Men’s Lives* “several times despite the fact that it abounds in split infinitives and offers French words which are correct only phonetically...” He also notes that “it would be a blessing to Uncle Sam’s new Army if every officer and every non-com who aspires to be an officer, we required to read *Other Men’s Lives*. They would profit from the confession of an officer, who led his men to slaughter in the Bois d’Ormont, back in October 1918, because incompetent superiors willed it.” Of the Meuse Argonne offensive, Hipp wrote: “There may have been similar tragic incidents during that fierce campaign; but Captain Reddan alone had the courage to write a book about it.” ¹⁸⁵

Next to this article, her grandfather hand wrote the following inscription:

“At last, the men of Company B, 114th U.S. Inf, who were sacrificed to political greed and inefficiency are remembered. I have kept my promise to these men and their sacrifices have helped to straighten out a rotten mess. My men have not died in vain. WMJ Reddan.” ¹⁸⁶

¹⁸⁴ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.

¹⁸⁵ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.

¹⁸⁶ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.



William J Reddan Monuments-Military and Civilian, Immaculate Conception Cemetery
Montclair, NJ (Source-Authors Collection)

CHAPTER 12

COLLECTIVE MEMORIALIZATION

No story of New Jersey in the First World War would be complete without an examination of the memorialization of the Gold Star Mothers. They represent the human cost of the war for the people of the Garden State. According to New Jersey, there are over 160 monuments and memorials across the state.¹⁸⁷

South Orange, NJ is my hometown, and it has several memorials scattered around the village. The major memorial is the base of the town square flagpole. These soldiers were memorialized when the monument was dedicated in 1926.



Source:

Authors Collection

¹⁸⁷ "New Jersey's Wwi Monuments & Memorials," NJ Tourism, New Jersey Department of Tourism, 2017, <https://visitnj.org/new-jerseys-wwi-monuments-memorials>.



Source: Authors Collection

The local reference librarian was unable to find a record of the process that directed the construction of the Memorial Flagpole. The four plaques above can be found at various locations around town. I could not find a plaque for Ronald Wood Hoskier or James Kyle. Although not all these men were born or from South Orange, they all had family connections to the town through their families. The memorial is missing two soldiers listed in the World War I-New Jersey Database that show as having their residence in South Orange; Ralph JG Lane (DoW-Nov 1, 1918) and Harry (Herbert) Smith (DoD-March 1918).

George Baldwin McCoy was added in 2010 after a lengthy search by local residents.¹⁸⁸ An online search of the World War I Deaths through descriptive cards, photographs, and correspondence did not have a record of his death in combat as a 1st Lieutenant, Headquarters

¹⁸⁸ "South Orange Honors Forgotten Veteran," Advance Local Media, 2010, https://www.nj.com/news/local/2010/06/south_orange_honors_forgotten.html.

Company, 18th Infantry Regiment, 1st Division, US Army. The results of the research showed that he entered the army from New Jersey and died of wounds sustained in action at Soissons, France on July 20, 1918. He is buried in Arlington National Cemetery. (findagrave.com).



Source: Author Collection



Source: Findagrave.com

During the investigation of Private James Kyle, it was revealed that he entered the U.S. Army from New York. Records from the American Battle Monuments Commission showed that he served with the 53rd Pioneer Infantry Regiment and was killed on September 10, 1918. He is buried at the St. Mihiel American Cemetery, and this is substantiated by the Honorstates.org website. The Honorstates.org site originally had him as buried in New Jersey, but this information has since been updated.

The plaque with the name Chesepero DeCarlo is close, but the name he used when he joined the Army was Chesepero Carlo. He is buried in New Jersey, but was originally from

Pennsylvania, as stated on his headstone. A search of his record at the National Personnel Records Center in St. Louis, Missouri turned up only information on a \$10,000 insurance policy he bought before entering the Army. All other records were lost in the fire of July 12, 1973.



Source: Find A Grave.com

WAR DEPARTMENT
Q. M. C. Form No. 14
Revised Oct. 6, 1928

REPLACEMENT
SEP 19 1944

Interment in the BEVERLY **National Cemetery**
To—The Quartermaster General, Washington, D. C.

NAME			RANK	COMPANY	REGIMENT OR VESSEL			DIVISION, IF WORLD WAR SOLDIER
					Number	State	Arm	
XXXX (Carlo, Chesepepe) Carlo, Chesepepe PVT., 38th			PVT.	38th	10th BN.	163rd D. BRIG.		
DATE OF DEATH			DATE OF INTERMENT			GRAVE MARK		REMARKS Date of discharge and number of Pension Certificate, Disinterments, etc.
Month	Day	Year	Month	Day	Year	Section	Grave No.	
OCT	1	1918					212	Enl. - 26 July 1918 Died - 1 Oct 1918.

SEP 22 1944 PROCTOR, VT.
Shipping point for headstones

3453224

H. GREEN MOUNTAIN JUN 6 1944

(See Instructions on Reverse Side)

Superintendent.

8

Carlo Chesepeito 4 101 186 * White * ~~Colored~~

(Surname) (Christian name) (Army serial number)

Residence: 5 Lingel St Pittston LUZERNE PENNSYLVANIA

(Street and house number) (Town or city) (County) (State)

~~Enlisted R. A. N. G. E. R. G.~~ Inducted at Caldwell NJ on Jul 26, 1918

Place of birth: Compobos Italy Age or date of birth: 22 10/12 yrs

Organizations served in, with dates of assignments and transfers:
Co 38 10 Bn 153 Dep Brig to death

Grades, with date of appointment:
Pvt

Engagements:
XXX

Wounds or other injuries received in action: * None.

Served overseas from †XXX to †, from † to †

Died of broncho pneumonia (Cause and date of death) Oct 1, 1918

Person notified of death: Pietro Carlo (Name) father

23 Church St (No. and street or rural route) South Orange (City, town, or post office) NJ (Degree of relationship) (State or country)

Remarks:
Form NO. 724-S, A. G. O. Nov. 22, 1919. * Strike out words not applicable. † Dates of departure from and arrival in the U. S.

3-7389

Source of both cards: Ancestry.com



Source: Charlie Diaz, Superintendent ABMC

The remaining name on the South Orange Memorial flagpole, Ronald Wood Hoskier, proved to be much easier to find information on. He flew with the Lafayette Escadrille and was shot down and killed in combat on April 23, 1917.

The story of the how the famous Lafayette Escadrille was invented is that “N124 (French unit number) found itself regarded as a cause of national embarrassment when the US Secretary of State, yielding to German Diplomatic protests, urged the French to cease referring to the squadron as *l’Escadrille Americaine*. On 16 November the French acquiesced, ordering the unit to use the more generic sobriquet of *l’Escadrille de Volontaires*. The Americans found that the name too dull, but Dr Gros (Dr. Edmund L. Gros, a founder of the American Hospital of Paris and organizer of the American Ambulance Field Service) came up with a more emotive one. On 6 December N124 was officially *l’Escadrille Lafayette*.”¹⁸⁹ Ronald Hoskier was the second pilot to be killed in action after the United States entered the war.



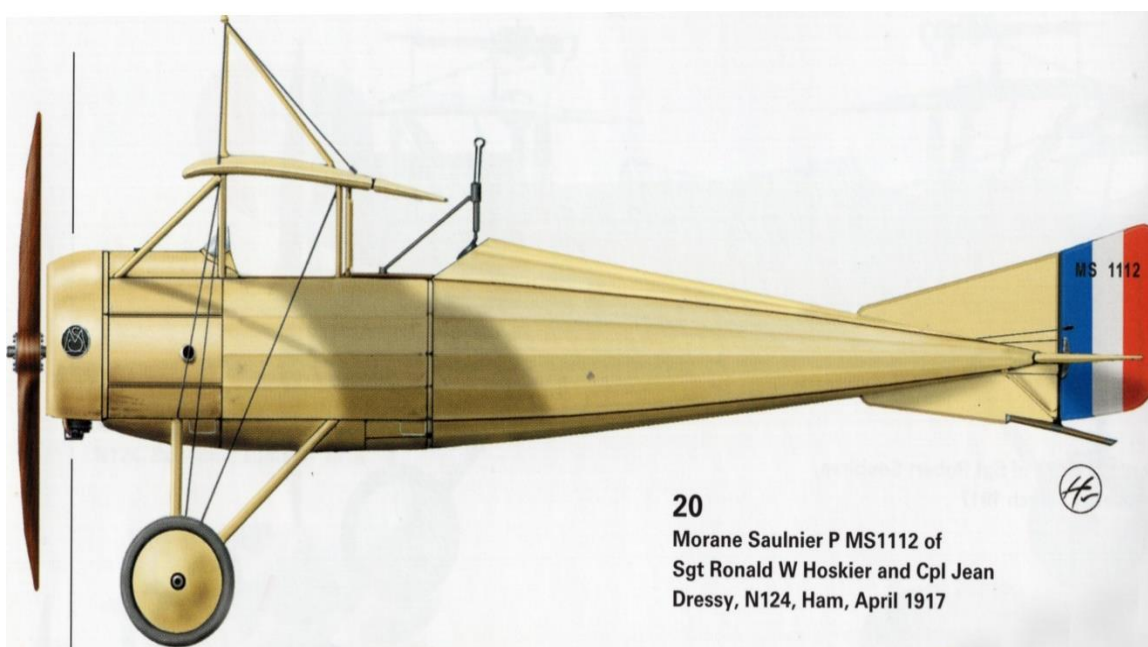
¹⁸⁹ Jon Guttman and Harry Dempsey, *Spa124 Lafayette Escadrille : American Volunteer Airmen in World War I*, Aviation Elite Units 17, (Oxford: Osprey, 2004).

“Ronald Wood Hoskier stands in front of the recently acquired Morane-Saulnier monoplane, MSP.1112, in which he would die a few days later.”¹⁹⁰



Moran-Saulnier P----This type of aircraft was used in Hoskier's final flight
Gregory VanWyngarden

Source:



¹⁹⁰ Steven A. Ruffin, *The Lafayette Escadrille : A Photo History of the First American Fighter Squadron* (Philadelphia: Casemate ;, 2016), still image.

Source: Guttman¹⁹¹



Here is a screen capture from the motion picture of aircraft of the Escadrille, taken from within a hangar. The nose of Hoskier's Morane-Saulnier MoS 21 Type P is seen second from the right, next to the Spad VII. Source: Gregory VanWyngarden

¹⁹¹ Guttman and Dempsey, *Spa124 Lafayette Escadrille : American Volunteer Airmen in World War I*.



Hoskier/Dressy Memorial in Etalon Cemetery, France (Source: Authors Collection)



Remains of Hoskier/Dressy Morane Parasol P (Source: Ruffin)¹⁹²

¹⁹² Ruffin, *The Lafayette Escadrille : A Photo History of the First American Fighter Squadron*.

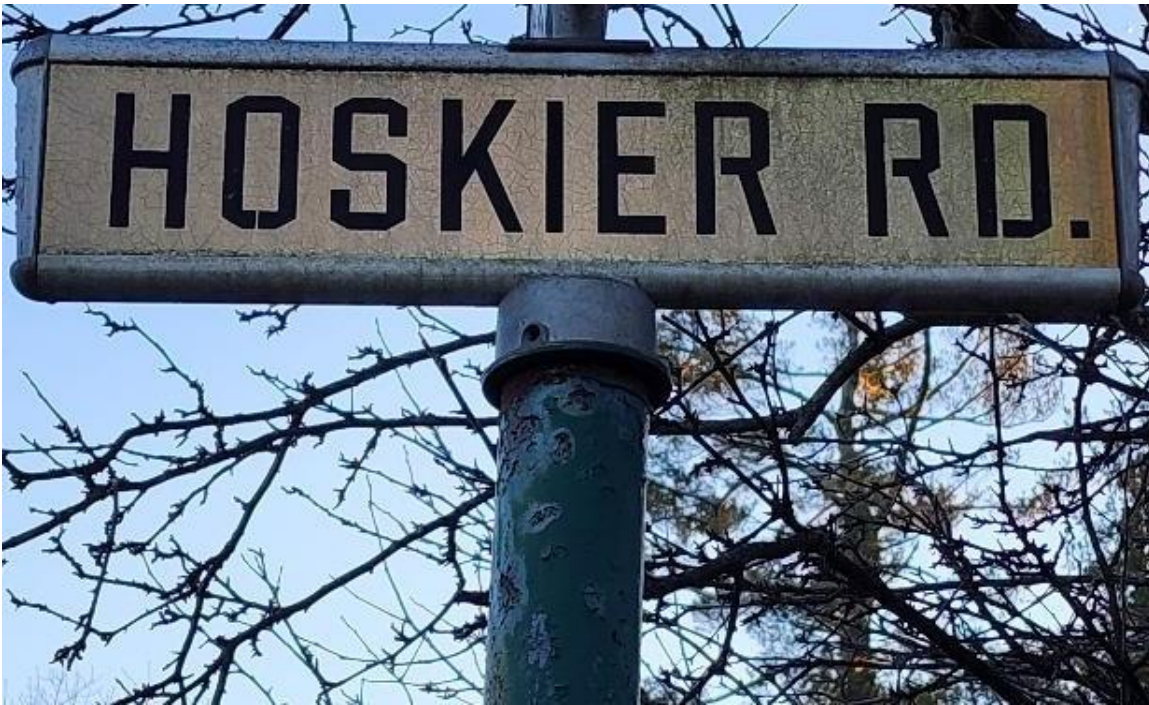


Hoskier Tomb at the Lafayette Escadrille Memorial, Paris France (Source: Authors Collection)



Lafayette Escadrille Memorial, Paris France (Source: Authors Collection)

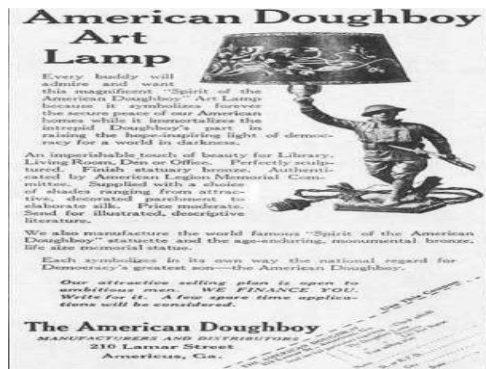
In addition to the memorial on the flagpole, Ronald Wood Hoskier and the Hoskier family have a street named for them in South Orange.



Source: Author Collection

Among the more than 160 memorials in New Jersey, four additional memorials will be briefly described here. The statue known as *Spirit of the American Doughboy* is “one of the most reproduced life-size sculptures in the United States” and is a memorial statue of a World War I American soldier. Soldiers in the war were popularly called “Doughboys,” and the statue’s proper name is “Spirit of The American Doughboy.” Its sculptor was Ernest Moore “Dick” Viquesney (August 5, 1876 – October 4, 1946), a son and grandson of French immigrant sculptors. In total, including originals made in Viquesney’s lifetime, replacements of originals, copies, those in storage, and more, about 140 are known to be standing in courthouse lawns, town squares, parks, cemeteries, and other locations, across America. Very few residents in most of its locations have ever known its full proper name or the name of its sculptor. In most locations, it’s merely called “The Doughboy” or “Our Doughboy.” Still, it is the focal point of over ten percent of the World War I memorials in the U. S., exclusive of memorials that are

limited to merely being plaques. Some people even believe that, except for the Statue of Liberty, its publicly displayed replications are collectively the “most seen” sculpture in the country.¹⁹³



194



Source: Item is in Authors Personal Collection

The statue was also sold in miniature:

¹⁹³ Les Kopel, "Em Viquesney Doughboy Database," (Oxnard, California: Weebly.com, 2022).

¹⁹⁴ Kopel, "Em Viquesney Doughboy Database."



Source: Item is in Authors Personal Collection

The popularity of this sculpture seems to represent the feelings of the American public after World War I was brought to its conclusion with the introduction of American service men and women into the war effort. The American citizenry wanted to share in this victory by bringing this spirit into their homes, if even in a small way.

In New Jersey, the following towns have the 6 feet, 200 pound statue: Belmar, Dover, Fair Haven, Frenchtown, Matawan, Perth Amboy, Roselle Park, and Secaucus.¹⁹⁵

¹⁹⁵ Kopel, "Em Viquesney Doughboy Database."



Dover Doughboy Statue: Author collection

IN MEMORY OF THE
VETERANS OF THE WORLD WAR
AND THE MEN
WHO GAVE THEIR LIVES
FOR THEIR COUNTRY
FROM THIS DISTRICT
WHOSE NAMES
APPEAR ON THE STONES BELOW
ERECTED 1922

The plaque was donated by Charles N. Polasky. 38 of the stones in the base bear bronze plates, each one with the name of a soldier from the Second District of Morris County who died in the war.

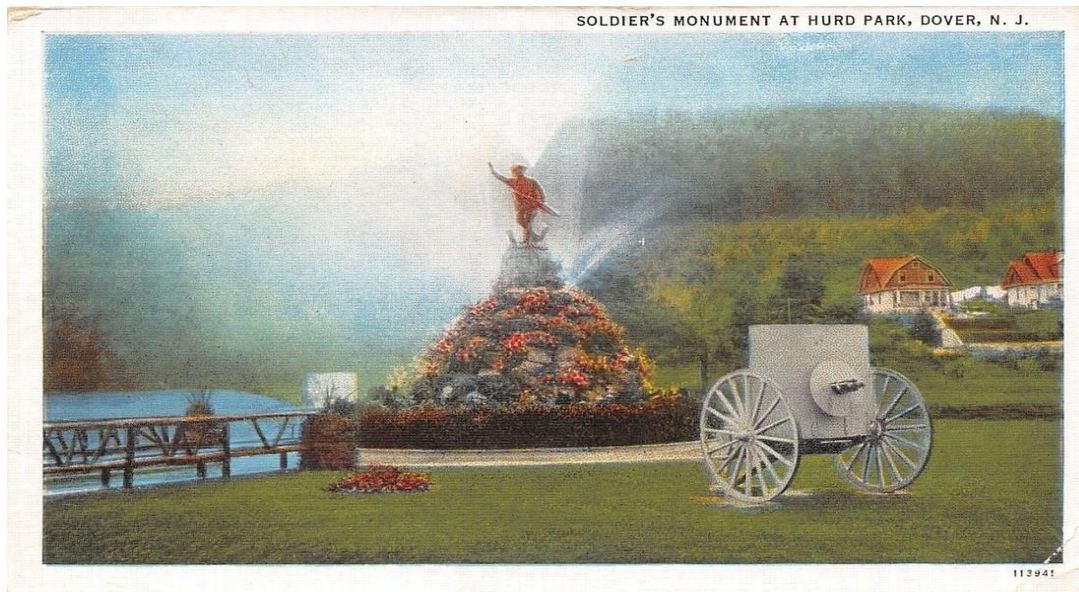
A plaque on the rear of the top stone of the base reads:

THIS MONUMENT
DESIGNED BY AND CONSTRUCTED
UNDER SUPERVISION OF OUR
ESTEEMED TOWNSMAN
PETER C. BUCK
1922

The May 30, 1922, dedication ceremony included participation by representatives of the Grand Army of the Republic, Spanish American War Veterans, and American Legion. Major efforts and cost were devoted to location, selection, transportation, and arrangement of stones from a large surrounding area.

The monument project was conceived by Dover Water Commissioner and President of the Shade Tree Commission Peter C. Buck. The Doughboy suffered vandalism over the years, even being torn from the monument and thrown into a nearby creek on one occasion. It was put back on the monument and temporarily repaired several times. In 1982, on the 60th anniversary

of its original dedication, the statue was rededicated after repairs to the rifle.¹⁹⁶



Source: Authors Collection

Possibly the largest is in Newark, and it is aptly named *Wars of America* by Gutzon Borglum. The name of the sculptor might seem familiar because he was the same sculptor as Mount Rushmore.

It was commissioned several years after the end of the World War, but its intent was not solely to honor the courageous men who fought in that war but to honor all of America's war dead and those that supported their efforts.

This Newark gem is one of the public works of Gutzon Borglum, the extraordinary sculptor whose most famous work, of course, is Mount Rushmore. In Newark, far from South Dakota, and situated downtown, just across from the New Jersey Performing Arts Center, sits "Wars of America." Borglum created this magnificent sculpture over the course of six years,

¹⁹⁶ Goldsmith, "Em Viquesney Doughboy Database."

completing it in 1926. It memorializes all the major conflicts in which Americans participated up to and including the First World War.”¹⁹⁷

“It sits in Military Park, which dates back to 1667 – when the park was a training ground for soldiers and, later, a drill field for the Colonial and Continental armies—where the colossal “Wars of America” statue stands in striking relief. It is the centerpiece of the park. In describing it to the New York Times in 1926, Borglum said “The design represents a great spearhead. Upon the green field of this spearhead we have placed a Tudor sword, the hilt of which represents the American nation at a crisis, answering the call to arms.” The bronze masterpiece consists of forty-two human beings and two horses and commemorates America’s participation in the Revolution, the War of 1812; the Indian Wars; the Mexican War, the Civil War, the Spanish American War and World War I. The statue is fronted by four nameless officers, one dressed in the uniform of the Revolution, one from the union army, one from World War I, and a fourth figure representing the navy. Behind them come thirty-eight more full-size figures, plus two very restive horses. Only a half dozen of the men carries weapons and the Revolutionary officer carries a sword, yet the composition still manages to evoke, in Borglum’s words, ‘an entire nation mobilizing under great pressure of war.’ The group is leaning forward en masse, a concerted thrust of citizen soldiers. Borglum wanted to express the ‘indignation, fear.... physical distress, and pathos ‘of war. He achieves all of these and more.”¹⁹⁸

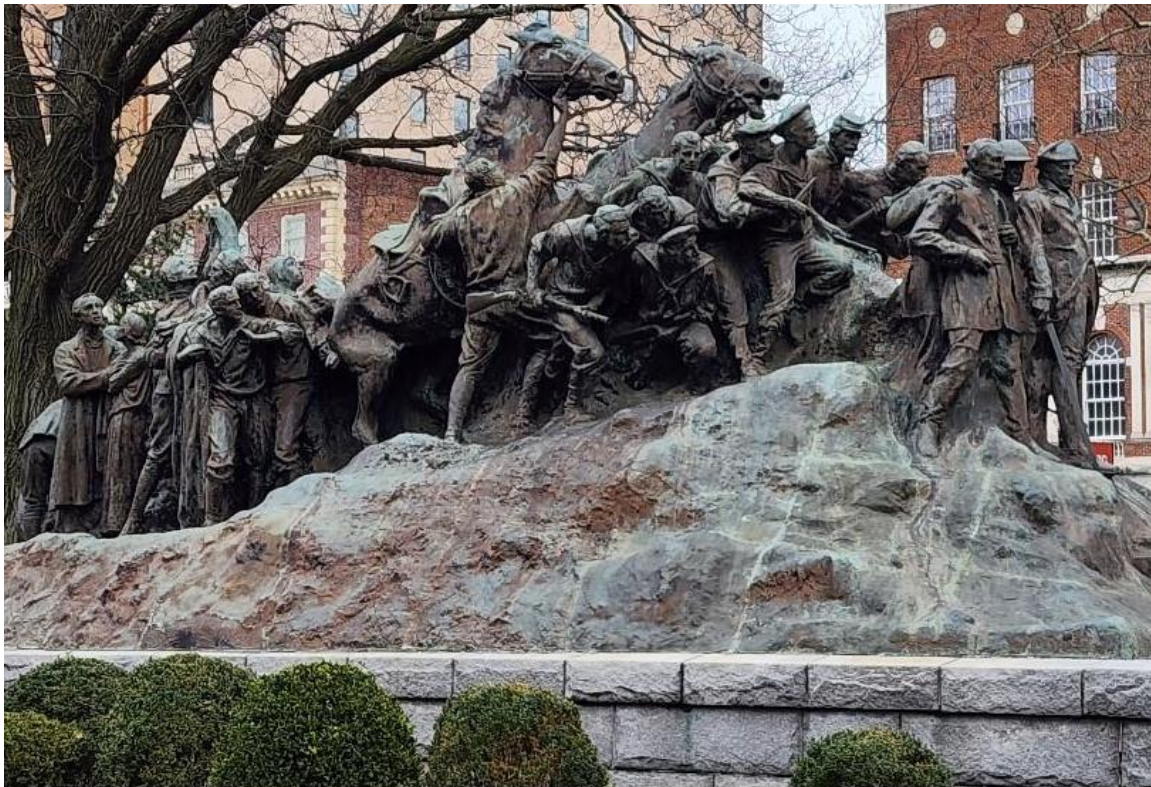
“Many of the warriors were actually Borglum’s friends and acquaintances. Easiest to spot are the sculptor himself and his son, Lincoln, depicted halfway down the left flank of the

¹⁹⁷ "Reflecting on Memorial Day at N.J.'S Most Iconic War Sculpture | Opinion," Advanced Local Media, 2016, https://www.nj.com/opinion/2016/05/reflecting_on_memorial_day_in_military_park.html.

¹⁹⁸ Linda Stamato, "Reflecting on Memorial Day at N.J.'S Most Iconic War Sculpture | Opinion."

sculpture as the anxious father sends his young son off to battle. His wife, Mary, also appears. The sculpture represents a “sincere nationalism, with great faith in the United States,” according to Rosa Portell, the curator of the Stamford Museum & Nature Center in Connecticut: “Borglum was living in the era of American manifest destiny, when the United States was becoming a world power, and he felt awe for the men who created, preserved and expanded the country.”

“The sculpture was added to the National Register of Historic Places on October 28, 1994. As historian Ben Barber put it “Place, Symbol and Utilitarian Functions in War Memorials,” it’s in art that we capture best the spirit and courage of the brave people who fought, and those who supported them. “It is war memorials that provide symbolic, social and historical experiences that give them meaning, so compelling that they can impose meaning and order beyond the temporal and chaotic experiences of life.”¹⁹⁹



¹⁹⁹ Linda Stamato, "Reflecting on Memorial Day at N.J.'S Most Iconic War Sculpture | Opinion."

Wars of America-Borglum

Source: Authors Collection



Wars of America Statue Post Card

Source: Authors Collection



Wars of America-Rear left of the statue

Source: Authors Collection



View of Military Park from above. The Borglum Wars of America statue is the hilt of the sword
Source: Wikipedia

This dissertation's main focus is on what was to become World War I and New Jersey's involvement only, but this sculpture and its symbolism embodies the spirit of America. This sculpture in its art best captured the spirit and courage of the brave people who fought, and those who supported them. It is war memorials that provide symbolic, social, and historical experiences with meaning, beyond the temporal and chaotic experiences of life. World War I was a large part of that spirit.

The last one to be discussed can be found in Montclair and I find it to be amazing. It is called the Soldiers & Sailors Memorial in Edgemont Park at 274 Valley Road.

“Winged Victory was designed by sculptor Charles Keck and constructed in 1925. The tall granite obelisk is topped with a bronze figure of Liberty, standing on a globe upheld by eagles. A grouping of bronze figures stands at the base and includes a figure of Columbia, wearing a helmet

and holding a round shield, standing protectively behind and above a uniformed sailor and a soldier carrying a rifle. The base of the tower is engraved with the insignia of various military units. This memorial is now integrated into official logo for the Township of Montclair.”²⁰⁰



Source: Authors Collection

²⁰⁰ MHC Trustee Helen Fallon, "Montclair's Wwi Memorials," *Montclair History Center*, 2020, <https://www.montclairhistory.org/new-blog/2020/5/21/montclairs-wwi-memorials>.



Edgemont Park WWI Memorial Figures Source: Authors Collection



Edgemont Park War Memorial Groundbreaking 1924. Photo courtesy of the Montclair Public Library Local History Collection – MPL P3517-0001.



CHAPTER THIRTEEN

GOLD STAR MOTHERS

The exact origin of the Gold Star is lost to history. The flag is usually displayed by family members who had children in the armed forces. The flag had a red border with blue star in the center of a white field. A silver star could be placed over the blue star to indicate a wounded soldier, and if necessary, a gold one could take the place of a blue star to indicate the service member had died. The army attributed the flag's original design to Capt. Robert L. Queisser of Cleveland, Ohio, who received a design patent for his creation on November 6, 1917. It was an instant success.



Source: Army Air Force Exchange Service (AAFES)

The Gold Star Mothers Organization was founded by Grace Darling Siebold, who lost her son, Lieutenant George Vaughn Seibold:

“Lieut. George Vaughn Seibold, battling aviator, cited for bravery in action some time ago, lost his life in a fight in the air August 26, last. His father, George G. Seibold... has been officially notified of his son's death by the War Department. Lieut. Seibold was a member of the

148th U. S. Aero Squadron. He was first reported missing in action, though a number of circumstances led to the fear that he had been killed. Hope was sustained until now, however, by the failure to receive definite word.”²⁰¹

Grace later organized a group of these special mothers to care for each other, also caring hospitalized veterans everywhere. Her organization became the Gold Star Mothers based on the flag that families hung in their windows in honor of the deceased veteran. The political/societal ramifications of the Gold Star Mothers Pilgrimage are well beyond the scope of this paper but G. Kurt Piehler summarizes the Pilgrimage this way:

“The Gold Star pilgrimages provide a remarkable insight into the way many mothers and the larger society attempted to portray and define the relationship that existed between mother and son and the war dead of the nation. The Gold Star pilgrimages declared that a woman’s greatest role in life remained that of mother and nurturer. It maintained, moreover, that the maternal bond surpassed the paternal one. Although there had been some talk of including fathers in the pilgrimage, in the end Congress decided that only women could take part. Interestingly, widows received invitations almost as an afterthought.”²⁰²

My research produced information from the American Battle Monuments Commission that provided the following pictures of the post-death process. Private Raymond Strauss was not from New Jersey but from New York but he served with B Company of the 114th Infantry Regiment, which was primarily from the New Jersey National Guard with CPT Reddan (as described previously in this paper) and killed in action on that fateful date, October 12, 1918.

²⁰¹ "Gold Star Mothers History," <https://www.americangoldstarmothers.org/history.html>.

²⁰² G. Kurt Piehler, *Remembering War the American Way* (Washington, D.C.: Smithsonian Institution Press, 1995).

WAR DEPARTMENT

THE ADJUTANT GENERAL'S OFFICE

WASHINGTON July 10, 1919.

IN REPLY
REFER TO 201 (Straus, Raymond) CD

Mrs. Rebecca Straus,
1908 Crotona Ave.,
New York, N. Y.

Madam:

A reply has been received from the Commanding General, American Expeditionary Force, to your recent inquiry concerning Private Raymond Straus, #368062, Company B, 114th Infantry, which reply confirms the report that he was killed in action on October 12, 1918. He was buried in Grave #51, American Cemetery #750, at Noirey, Meuse, and his grave is marked with a name peg and identification tag.

Very respectfully,

P. C. Harris,
The Adjutant General,

Per: *J*AD
S. J. W.

Initial temporary grave letter for Raymond Straus from the War Department.
National World War I Museum, Kansas City)

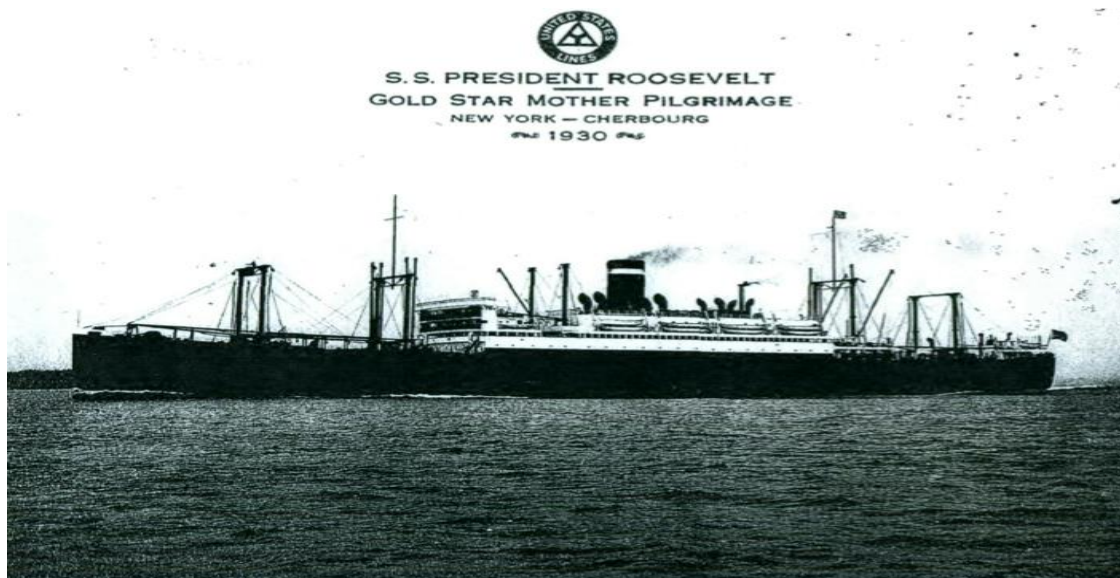
(Source:



Subsequent Notification and picture of Raymond Straus' re-interment at the Meuse-Argonne cemetery at Romagne. Grave site of Raymond Straus in 1930
(Source: National World War I Museum, Kansas City)



Memorial Marker for PVT Straus, Meuse-Argonne American Cemetery
Plot H, Row 4, Number 13 (Source: Author Collection)



Details of his mother Rebecca's pilgrimage in 1930: transatlantic crossing in style on the SS Roosevelt. (Source: National World War One Museum, Kansas City)



Details of his mother Rebecca's pilgrimage in 1930: Gold Star Mothers Group on the deck on the ship that brought them to France. (Source: National World War One Museum, Kansas City)



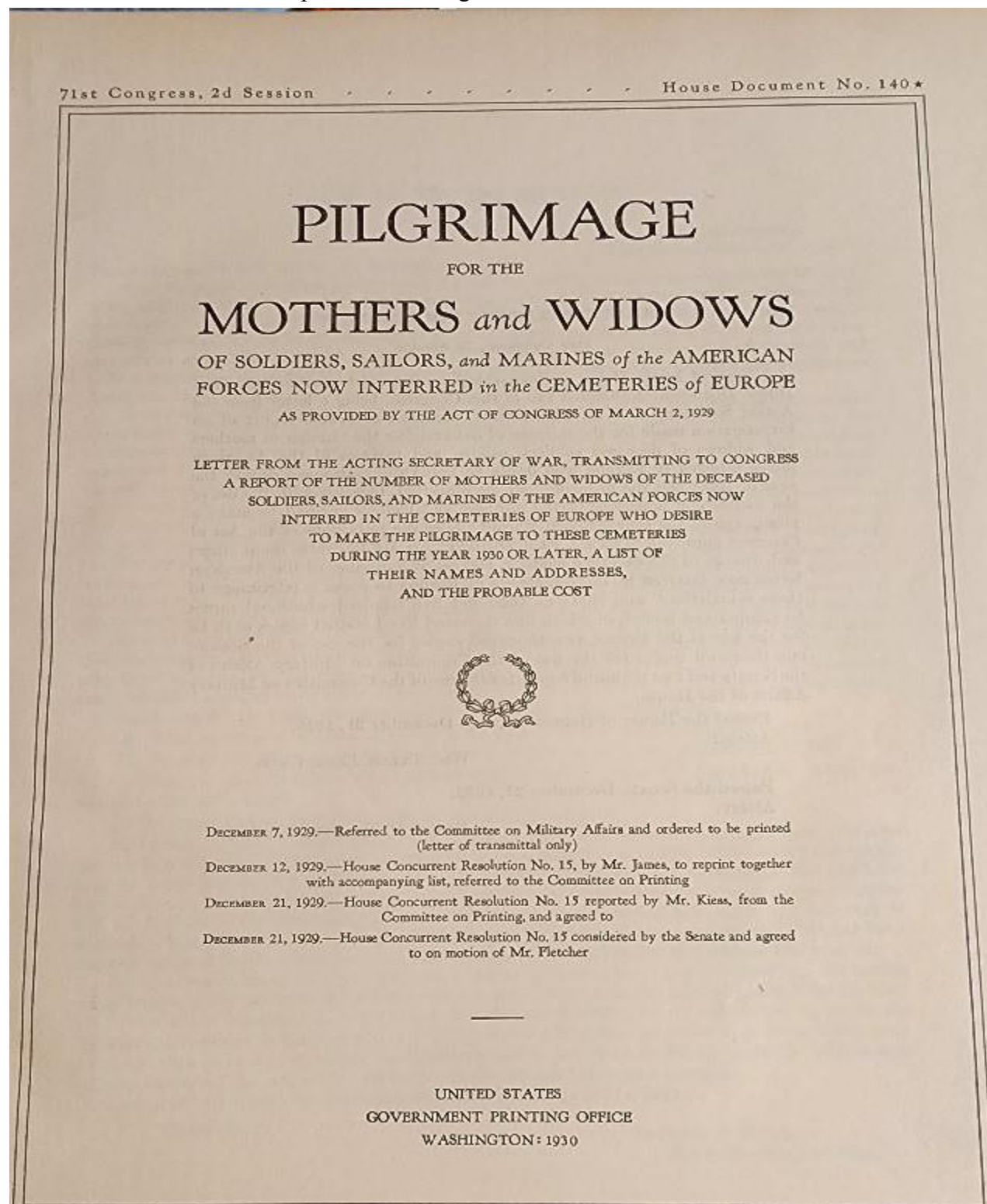
United States Lines gave this medal as part of a package to each woman that was a part of the Pilgrimage.



The Hotel the Gold Star Mothers stayed at in Paris. (Source: National WWI Museum, Kansas City) ²⁰³

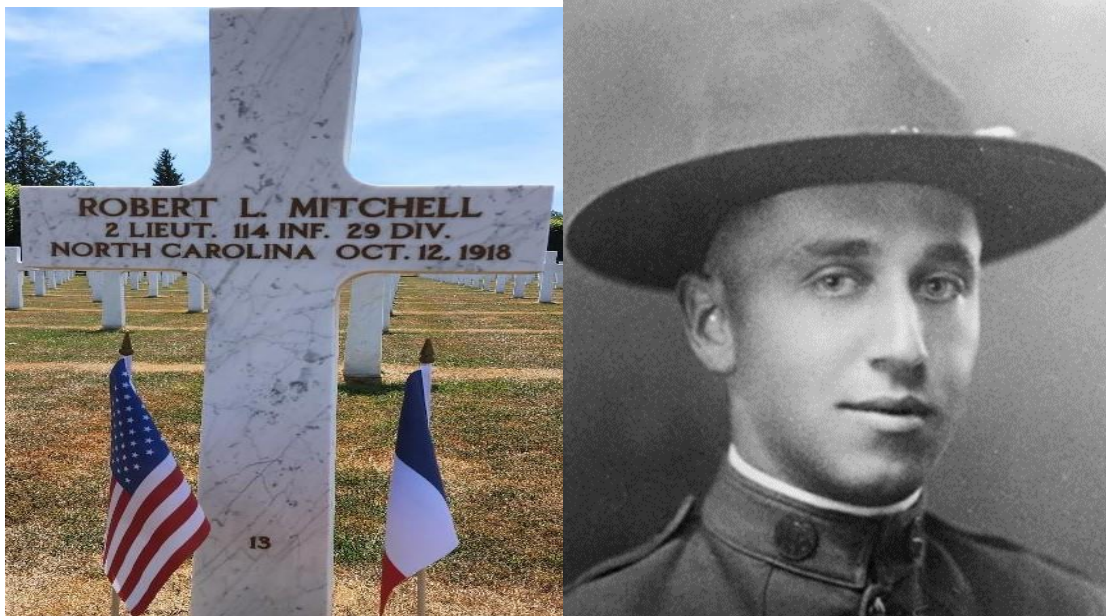
²⁰³ "Meuse-Argonne Cemetery," American Batttle Monuments Commission, <https://www.abmc.gov/Meuse-Argonne>.

The soldiers in the following section had mothers who were entitled to make a pilgrimage to the war cemeteries in Europe. The Title Page is shown below:



Source: Authors Collection

Additional Markers of the KIA's from 114th Infantry Regiment, Meuse-Argonne Cemetery
(Source: Authors Collection and NJ World War I Casualties: Descriptive Cards and Photographs and Correspondence²⁰⁴ unless otherwise noted)



2Lt Mitchell, the only B Company Officer to be KIA on 10/12/18.²⁰⁵

Portrait Source: North Carolina Collection, Durham County Library

MARTIN, MRS. MAMIE, FORMERLY		DURHAM COUNTY					
ASHWORTH, MRS. EDITH S., 52 Willard St., Durham...	Mother.....	ASHWORTH, JUNIUS G.....	Pvt.....	Med. Det., 317th Inf.....	Somme.....	No.	
FULLER, MRS. KATIE H., East Durham.....	Mother.....	FULLER, ROY H.....	Pvt.....	Co. B, 165th Inf.....	Meuse-Argonne.....	No.	
MITCHELL, MRS. D. C., 2015 Club Blvd., Durham...	Mother.....	MITCHELL, ROBERT L.....	2d lt.....	Co. K, 114th Inf.....	Meuse-Argonne.....	(?)	
TRICE, MRS. LEAH H., Route 4, Box 150, Durham...	Mother.....	WEAVER, DEE.....	Pvt.....	Co. M, 369th Inf.....	Meuse-Argonne.....	No.	
1 Unknown.							

It is unknown if his mother participated in the program.²⁰⁶

²⁰⁴ Governor, "World War I Deaths: Descriptive Cards, Photographs, and Correspondence."

²⁰⁵ Reddan, *Other Men's Lives (Experiences of a Doughboy) 1917-1919*.

²⁰⁶ Department, *Pilgrimage for the Mothers and Widows of Soldiers, Sailors, and Mariners of the American Forces Now Interred in the Cemeteries of Europe as Provided by the Act of Congress of March 2, 1929*.



Source: Authors Collection

Ellison, James	1,279,836	*White *Colored
Residence: 150 Main St., Orange, N. J.		
*Enlisted Box *N. G. *Ex- Co *Inducted at Orange, N.J.	on Mar. 27, 1917.	
Place of birth: Scotland	Age or date of birth: 18 yrs.	
Organizations served in, with dates of assignments and transfers:		
Co. H. 5. Inf. N.J. HG. (Co. B. 114. Inf.) to death		
Grades, with date of appointment:		
Pvt.; Pvt. 1st July 1/18		
Engagements: Bois d'Ormont		
Served overseas from June 15/18 to death	from	to
*Killed in action *Died Oct. 12/18		
Other wounds or injuries received in action:		
Persons notified of death: Mrs. Mary Ellison, Mother		
150 Main St., Orange, N. J.		
Remarks:		

*Strike out words not applicable. †Dates of departure from and arrival in the U. S.

Source: NJ World War I Casualties: Descriptive Cards and Photographs and Correspondence Gold Star Program²⁰⁷

²⁰⁷ Department, *Pilgrimage for the Mothers and Widows of Soldiers, Sailors, and Mariners of the American Forces Now Interred in the Cemeteries of Europe as Provided by the Act of Congress of March 2, 1929.*



Source: Authors Collection

Umbreit, Lawrence J.	1,279, 807	*White *Colored
Residence:	57 Franklin St. East Orange New Jersey	
*Enlisted *RFA *N. G. *Ex-R. C. *Inducted at	Orange NJ	on Nov 23 1917
Place of birth:	East Orange, NJ	Age or date of birth: 19 yrs
Organizations served in, with dates of assignments and transfers:		
3d H B Inf M. (2d B 114 Inf) to death		
Grades, with date of appointment:		
Pvt Nov 23/17		
Pvt 1st Sept 4/17		
Pvt Nov 1/18		
Engagements: Bois d'Ormont; Bois Belleau; Malbrouck Hill		
Molleville Farm; Grand Montagne; Miraya Ridge		
Served overseas from June 15/18 to death from to		
*Killed in action *Died Oct 29, 1918		
Other wounds or injuries received in action:		
Persons notified of death: William Umbreit Father		
57 Franklin Street East Orange NJ		
Remarks:		
*Strike out words not applicable.		
*Dates of departure from and arrival in the U. S.		

Source: NJ World War I Casualties: Descriptive Cards and Photographs and Correspondence

East Orange N.J.
 1/31 1921

Dear Sir

I am sorry I kept you waiting this long Enclosed find Photo of my son Lawrence C. Umbreit who sacrificed his life on the 29th day of October 1918. He enlisted in Co H. N. G. N. J. of Orange N. J. He went overseas as a Mechanic in 114th Co B. 29th Division as far as his service overseas and battles he took

part I know he gave his life at Bellian Woods. He also received a Citation for bravery for the 12th of October when he gathered up a shattered platoon single handed and brought them safe through a counter attack of the enemy. At the time of his death he was just past 21 years. Height - 6'-1" Weight - 198 lbs

Kindly return this Photo.

Yours Truly

Wm. C. Umbreit -
 #57 Franklin St.
 East Orange N. J.



Source: Authors Collection

McChesney, Edward D. 1,279,666 *White *Caucasian
 Residence: 34 Valley Way, West Orange, N. J.
 *Enlisted *Port *N. C. *Ft. C. *Henderson *Montclair on June 5 1917
 Place of birth: West Livingston, N. J. Age or date of birth: 25 4/12 yrs
 Organizations served in, with dates of assignments and transfers:
 Co K 5 Inf NJ NG Oct 13/17; Co B 114 Inf to death.
 Grades, with date of appointment:
 Pvt
 Engagements: Bois de Ormonde
 Served overseas from June 15/18 to death from to
 *Killed in action *Died of Oct 12/18
 Other wounds or injuries received in action:
 Persons notified of death: Mrs. Frances McChesney, Mother,
 34 Valley Way, West Orange, N. J.
 Remarks:
 *Strike out words not applicable. *Dates of departure from and arrival in the U. S.

Source: NJ World War I Casualties: Descriptive Cards and Photographs and Correspondence

34 Valley Way
West Orange.
7/16/21 Rf.

Mr. John. P. Ballard.

Dear Sir -

I am answering your request for a picture and record of my son's services in the World War.

Edward D. McChesney.

He enlisted on the 4th of June 1917, in Co K, 5th Reg Inf of Montclair and went to Camp McChesney, Ala; in Sept. 1917, where his regiment was organized in Co B 114th Inf 29th Blue & Grey Division and placed under the command of Major General Charles G. Norton and went through nine months of intensive training at Camp McChesney, Ala, emerging one of the finest trained of Uncle Sam's fighting combat divisions.

Directly slipping from the Harbor of Newport News on June 1st 1918 and landing in St Nazaire and Brest, France, of June 20th 1918. The men of the Blue and Grey took over the front line of Marais, Alsace, in less than four weeks.

After two months of subjection to some of the enemy's heaviest artillery, gas, machine guns, and a taste of liquid fire the boys of the 29th were finally released by the French Colonial Troops after covering themselves with glory; without rest after their two months grueling experience they again got into the thick of the Argonne and Verdun fighting which was the heaviest of the all American engagements taking part in the struggle of Moulbois Hill on Oct 8th the battle of Meuse River on October the 10th the famous attack on the almost impregnable Bois de Mont on Oct 12th when he was killed in action. In a letter to us from his Captain, Wm J. Riddan, he said he was an excellent soldier and willingly made the supreme sacrifice.

Yours Very Respectfully
Wm Francis McChesney.

Source: NJ World War I Casualties: Descriptive Cards and Photographs and Correspondence



Source: Authors Collection

Windecker, Charles 1.280.943 *White *Colored
 Residence: 217 Day St., Orange, N. J.
 *Enlisted *RA *N. C. *Ex-Pr *Inducted at Orange, NJ on Mar 31 1917
 Place of birth: Madison, N. J. Age or date of birth: 20 yrs
 Organizations served in, with dates of assignments and transfers:
 Co. I 5 Inf. NJ NG to Oct 13/17; Hq. Co 114 Inf to
 Jan 27/18; Co F 114 Inf to death
 Grades, with date of appointment:
 Pvt.
 Engagements: Bois de Ormont
 Served overseas from: June 14/18, death from to
 *Killed in action *DECEASED Oct 12/18
 Other wounds or injuries received in action:
 Persons notified of death: William Windecker, Father
 217 Day St., Orange, N. J.
 Remarks:

*Strike out words not applicable. *Dates of departure from and arrival in the U. S.

Source: NJ World War I Casualties: Descriptive Cards and Photographs and Correspondence

VREELAND, Mrs. TERESA M., 60 William St., Belleville.	Mother.....	SALEM, LAFERTY, EARL.....	Sgt.....	Co. B, 11th M. G. Bn.....	Oise-Aisne.....	Yes.
WALK, Mrs. HARRIET, 16 Grain St., Newark.....	Mother.....	WILKINS, WM. H. G.....	Pvt.....	Co. B, 4th Inf.....	Oise-Aisne.....	Yes.
WILKINS, Mrs. MARGARET, 19 Mead St., Newark.....	Mother.....	WINDECKER, CHARLES.....	Pvt.....	Co. F, 114th Inf.....	Meuse-Argonne.....	Yes.
WINDECKER, Mrs. WILLIAM, 10 McKinley Ave., West Orange.	Mother.....	ZELLERS, RALPH.....	Pvt.....	Co. B, 312th Inf.....	Meuse-Argonne.....	No.
ZELLERS, Mrs. SARAH, 220 High St., Nutley.....	Mother.....					

208

April 28, 1921.

Sgt. Howard Shoemaker,
Salem,
New Jersey.

Dear Sir:-

Some time ago this Bureau received from Mrs. Mary A. Colwell of Ocean View, New Jersey, a book entitled "History of Company F, 114th Infantry, U.S.A. and contains photographs of boys who died while in the service. She forwarded the same to us in order that we might copy a photograph of her son, Theodore R. Colwell for the Gold Star Volume, which this organization is preparing for publication. However, there are twenty-nine other photographs of men who made the Supreme sacrifice in this History, and out of these twenty-nine there are sixteen we are unable to obtain their addresses. The following is a list of these men:

Frank B. Bartlett, Henry E. Burgess, William Feustel, Arthur Farmer, Jack Ferrell Gaskill, Linton L. Harger, Joseph E. Hamilton, Thomas Jamson, Fred E. Wildemann, Charles A. Windecker, Walter Reisenleiter, Philo H. Richards, Thomas M. Johnson, Dominick Masone, Emil G. Nelson, and Jaromir Michal.

If you can furnish us the desired information, it will enlighten us in this matter.

Thanking you in advance, we remain

Yours very respectfully,

Director.

Source: NJ World War I Casualties: Descriptive Cards and Photographs and Correspondence

Additional Information regarding Luke Lovely that was uncovered during my research at the National Archives in St Louis:

²⁰⁸ Department, *Pilgrimage for the Mothers and Widows of Soldiers, Sailors, and Mariners of the American Forces Now Interred in the Cemeteries of Europe as Provided by the Act of Congress of March 2, 1929.*

COPI
In future correspondence on this subject refer to AGO201 (Lovely, Luke A) SD

War Department
The Adjutant General's Office
Washington.

March 29, 1918.

Mr. Thomas Lovely,
101 Stevens Avenue,
South Amboy, N.J.

Dear Sir:-

With further reference to the telegram of the Adjutant General, February 21, 1918, announcing the death and burial of your son, Private Luke A. Lovely, Company E, 11th Engineers, I deeply regret to inform you that it is believed that he was killed in action November 30, 1917.

His body was found by a detachment of the 3rd Battery Grenadier Guards, B.E.F., on December 3, 1917 and was buried by Chaplain S.A. Phillmion near the sunken (Conseacort-E'peby) road near Conseacort, France.

Herewith is a report of the burial by Chaplain Phillmion in which he gives the location of the grave.

With deepest sympathy, I beg to remain

Very sincerely yours,

Austin A. Parker
Adjutant General.

AR.

Epeby - 5 kils South Conseacort

366-367

170-171

Map 13 NW & SW

Incl 1

Government Response regarding the Death of Private Lovely
Source: National Achieves

WAR DEPARTMENT
OFFICE OF THE QUARTERMASTER GENERAL
WASHINGTON

IN REPLY REFER TO QM 293 A-M
Lovely Luke A Som U

July 12 1932

Mrs Thomas Lovely
103 N Stevens Ave
South Amboy NJ

Dear Madam:

The Act of Congress of March 2, 1929, as amended May 15, 1930, authorizes pilgrimages to the cemeteries of Europe during the years 1930, 1931, 1932 and 1933 for the mothers and widows of deceased members of the American forces who were lost or buried at sea or whose remains are interred in Europe.

Your attention is particularly invited to the fact that this is the last opportunity you will have to make the pilgrimage under the provisions of the above mentioned Act. Unless you take advantage of this LAST chance to make a trip in 1933 you will receive no benefit from the Act. There is no provision of law which will permit the Government to make a money allowance to any mother or widow who does not choose to make the pilgrimage.

IT IS REQUESTED THAT YOU GIVE THE MATTER YOUR MOST CAREFUL CONSIDERATION BEFORE REACHING A DECISION, BEARING IN MIND THAT THIS IS THE LAST OPPORTUNITY YOU WILL HAVE TO MAKE THE TRIP AT GOVERNMENT EXPENSE.

In order to assure proper and satisfactory accommodations for the mothers and widows making the journey in 1933, reservations for steamship transportation must be made by this office several months in advance. It is requested that you answer the questions below by writing "Yes" or "No" or "Undecided" in the blank space following the question. When you have answered the question, sign your name and return this sheet in the enclosed addressed envelope which requires no postage. PLEASE DO NOT DELAY, as it is essential that the information be in this office promptly.

This letter is being sent to all eligible mothers and widows who did not make the pilgrimage during the years 1930, 1931 or 1932. There is enclosed a circular of information WHICH YOU SHOULD READ VERY CAREFULLY BEFORE MAKING YOUR DECISION.

For The Quartermaster General,

Very truly yours,

Chas. W. Dietz
CHAS. W. DIETZ
Captain, Q. M. Corps
Assistant.

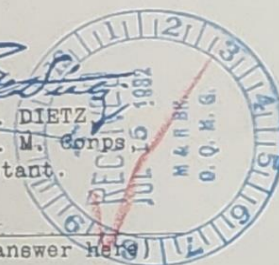
2 Encls.

DO YOU DESIRE TO MAKE A PILGRIMAGE DURING THE YEAR 1933?

(Write answer here)

(Sign here)

Mrs. Thomas A. Lovely



Government Request to Pilgrimage Offer Source: National Achieves

Quartermaster General

Very sorry to have delayed
 this answer so long.
 I shall be unable to make the
 pilgrimage this time on account
 of sickness. I am not very well
 and my husband, after an
 operation, has been confined to
 his room & bed since Dec. 31.
 If possible I would like to take
 one of these trips while they are
 being made. would like you to let
 me know what the trip for my
 daughter would be if I should go.
 she being a graduate nurse
 and, also in the Service in 1918.

declined Mr.
 Roosevelt
 5-25-32
 Sister
 for
 1933

Very Sincerely,

Mrs. Sophie B. Rosworth,
 Ocean 2
 Millburn N. J.

\$550.00
 from N.Y.
 (Capt. Shannon)

L.A.S

Mrs. Bosworth declination letter due to illness. Source: National Achieves



Source: Author Collection

I could only find one Gold Star Mother's Monument in New Jersey. The post card on the previous page is postmarked 1940. The World War I Centennial Website shows that the monument was dedicated two years earlier in 1938. There is not a National Gold Star Mothers

Monument, but the Gold Star Mothers National Monument Foundation in Moorestown, NJ is trying to have one erected in Arlington National Cemetery utilizing private funds.



Current Photo courtesy of: NJ State Historic Preservation Office

CONCLUSION

When I started, I had no idea of how involved New Jersey was in the Great War. There are battlefield markers and church graveyards attesting to the involvement of New Jersey as “The Crossroads of the Revolution” with the state license plate below from 1976:



Source: Authors Collection

In fact, there are several within a few miles of my house in South Orange. The battles of Springfield and Connecticut Farms and the winter encampment of Morristown/Jockey Hollow, for example. Most people are familiar with the major battles of World War II from the movies, at least. But very few people are aware how New Jersey supported the war effort during the First World War. Perhaps, if a person were to investigate their ancestry, they might find that their grandfather or great uncle actually served in the army or navy during that time. They may even have relatives that worked in factories or shipyards that produced war material. No one I spoke with had any idea that the swamp near the Medieval Times Dinner and Tournament in Lyndhurst (near Giants Football Stadium) used to be a munitions factory. Very few had heard about Black Tom Island or knew why no one was allowed up into the torch of the Statue of Liberty for so many years. People drive in traffic circles daily around memorials to the soldiers and sailors that served and some that gave their lives in service to their country. In fact, very few books have

been written about the military history of New Jersey, and I could only find one that addressed World War One, specifically.

In addition to the human toll, the geographic location of New Jersey proved to be an asset that cannot be duplicated. At the beginning of the 20th century, it was not nearly as populated as it is now, which allowed for military expansion across the state. According to Wikipedia's list of U.S. states and territories by historical population, the population of New Jersey in 1920 was 3,155,900 and the 2020 shows the population at 9,288,994. The population tripled in 100 years.

Its shoreline and proximity to New York Harbor and its own Hoboken harbor on the East side, along with its proximity to the Delaware River on the West, have proven to be perfect for supporting the war effort as has been substantiated by this paper.

Geography might have been a major reason for the involvement of New Jersey in the World War. Entrepreneurship at all levels was also involved. Whether it was companies that made sewing machines, turning to the production of gun carriage components, automobile engines turning into aircraft engines, companies producing one type of ammunition components, increasing their production and adding additional lines of products, construction companies building houses for workers, or individual entrepreneurs seeing a way to make money by fulfilling government contracts, every facet of war production occurred in NJ. Male and female workers also manned these new plants in all sorts of capacities. In particular, the contributions of New Jersey women to the war effort have been overlooked.

The popularity of the United States involvement in World War I increased exponentially in 2018 during the 100-year anniversary of the end of the war and the involvement of the United

States. But that popularity has since waned, and six years later it seems to me that it has been forgotten, almost like it never happened.

As discussed in this paper, New Jersey was involved: *LOCK, STOCK AND BARREL* in the Great War. The people of this state may or may not have supported the US involvement in the war, but everyone was affected by it in one way or another.

This paper only begins to cover New Jersey's involvement before, during, and after the war. The effects of that war can still be felt today, as seen by the military bases that continue to exist after the war and the memorials that can be found across the state.

BIBLIOGRAPHY

- (Paddock), Grace Banker. "I Was a "Hello Girl"." *Yankee* 38, no. 3 (March 1974 1974): 176.
- "Navy History and Tradition Lives on at Joint Base Mcguire-Dix-Lakehurst." Department of Defense, 2013, <https://www.navair.navy.mil/node/20306>.
- Albee, Fred H. *A Surgeon's Fight to Rebuild Men, an Autobiography*. New York,: E.P. Dutton & co., inc., 1943.
- American Battle Monuments, Commission. *78th Division, Summary of Operations in the World War*. Washington: U.S. Govt. Printing Office, 1944.
- American Battle Monuments Commission. *29th Division, Summary of Operations in the World War*. Washington: U.S. Govt. Print. Off., 1944.
- "Douaumont National Cemetery and Ossuary." Chemins de Memoire, Ministere des Armees. Association, Camp Merritt Memorial. *Dedication of Camp Merritt Memorial 5/13/1924*. 1924.
- Ballard, Jack S., and James John Parks. *The 147th Aero Squadron in World War I : A Training and Combat History of the "Who Said Rats" Squadron*. Atglen, PA: Schiffer Military History, 2013.
- Bartholf, Howard E. *Camp Merritt*. Images of America. Charleston, South Carolina: Arcadia Publishing, 2017.
- "Mcguire Afb." <https://www.militarybases.us/air-force/mcguire-afb/>.
- Batchelder, Roger. *Camp Dix*. Boston,: Small, Maynard & Company, 1918. .
- "1968 Wanaque Golden Jubilee Booklet." Wanaque Borough, 1968, <http://www.unofficial.net/wanaque/duponthist.html> (Wanaque Borough History).
- Bilby, Joseph G. *New Jersey : A Military History : The Third State of the Union*. Westholme State Military Series 3. Yardley: Westholme, 2017.
- Brown, Janice, "100 Years Ago: "Gold Star Women" Nurses of Wwi," *New Hampshire History Blog. UnPublished*, 2017, <https://www.cowhampshireblog.com/2017/05/04/100-years-ago-the-gold-star-women-nurses-of-world-war-i/>.
- Budreau, Lisa M., and Richard M. Prior. *Answering the Call : The U.S. Army Nurse Corps, 1917-1919 : A Commemorative Tribute to Military Nursing in World War I*. Washinton, DC: Office of the Surgeon General, Borden Institute, Walter Reed Army Medical Center, 2008.
- Cole, David. *Survey of U.S. Army Uniforms, Weapons and Accoutrements*. Basic Curatorial Methods Training Course held at the U.S. Army Medical Museum (Ft Sam Houston, Texas: 2007).
- "80-G-416384 Uss Utah (Ag-16)." Battleships » Utah (BB 31) » 80-G-416384, <https://www.history.navy.mil/content/history/nhhc/our-collections/photography/us-navy-ships/battleships/utah-bb-31/80-G-416384.html> (Anchored off Long Beach, California, 18 April 1935, while serving as a target ship. Three heavy cruisers are in the middle distance, with the city of Long Beach beyond them. Official U.S. Navy Photograph, now in the collections of the National Archives.
- Catalog #: 80-G-416384).
- "Nh64996 Uss Oklahoma (Bb-37)." Post-Attack Ship Salvage » Salvage of USS Oklahoma, 1942-1944 » NH 64496 USS Oklahoma (BB-37), US Navy, <https://www.history.navy.mil/our-collections/photography/wars-and-events/world-war->

- [ii/pearl-harbor-raid/post-attack-ship-salvage/salvage-of-uss-oklahoma--1942-1944/NH-64496.html](https://www.abmc.gov/Meuse-Argonne).
- "Meuse-Argonne Cemetery." American Battttle Monuments Commission, <https://www.abmc.gov/Meuse-Argonne>.
- "Dupont Powder Company-Carney's Point"<https://www.worldwar1centennial.org/index.php/component/gmapfp/666:Dupont-Ammunation-Plant-Carney-S-Point.Html?Tmpl=Component>." WWI Centennial Commission, 2016, <https://www.worldwar1centennial.org/index.php/component/gmapfp/666:dupont-ammunation-plant-carney-s-point.html?tmpl=component>.
- Company, The Members of the. *History of Company F, 114th Infantry U.S.A.* Edited by Corporal Morris Gottesman Sergeant Howard Shoemaker and Sergeant Howard E. Barraclough. New York: Press of Isaac Goldman Company, 1919. Original. Yes.
- Corp, New York Shipbuilding. *50 Years New York Shipbuilding Corporation*. Camden, NJ: New York Shipbuilding Corporation, 1949.
- Corporation, American International. *History and Development of New York Shipbuilding Corporation*. New York: Self Published, 1920.
- "The History of Cresskill-Camp Merritt."
- Crowell, Benedict. *America's Munitions 1917-1918*. Government Printing Office (Washington. D.C.: Government Printing Office, 1919).
- Department, US War. *Pilgrimage for the Mothers and Widows of Soldiers, Sailors, and Mariners of the American Forces Now Interred in the Cemeteries of Europe as Provided by the Act of Congress of March 2, 1929*. Washington,: U. S. Govt. print. off., 1930.
- "Amatol: Atlantic County's Boom Town." Atlanic Cape Community College, 2022.
- Division, United States 29th Infantry. *Source Book: Operations of the 29th Division; East of the Meuse River, October 8th to 30th, 1918*. Classic Reprint Series. London, England: Forgotten Books, 2018. First. Printing Plant Coast Artillery School, Fort Monroe, Virginia.
- Doty, Madeline Zabriskie. *Short Rations an American Woman in Germany, 1915-1916*. New York: The Century Company, 1917.
- Dubbs, Chris, and Steven Trout. *American Women Report: World War I, an Anthology of Their Journalism*. Denton, Texas: University of North Texas Press, 2021.
- "“...Her Loss Remains Unknown...” : The Mysterious Disappearance of the Uss Cyclops (Ac-4)." The Unwritten Record, “...her loss remains unknown...” : The Mysterious Disappearance of the USS Cyclops (AC-4)Architectural And Engineering Drawings, Cartographic Records, Military, Ship Plans, U.S. Navy, Uncategorized, World War I, World War II, 2021, <https://unwritten-record.blogs.archives.gov/2021/10/28/her-loss-remains-unknown-the-mysterious-disappearance-of-the-uss-cyclops-ac-4/>.
- Fax, Gene, and Publishing Osprey. *With Their Bare Hands : General Pershing, the 79th Division, and the Battle for Montfaucon*. Oxford, England: Osprey Publishing, 2017.
- Federanko-Stout, Donna, and Historical Society of Penns Grove & Carneys Point. *Penns Grove and Carneys Point*. Postcard History Series. Charleston, SC: Arcadia Publishing, 2005. Publisher description <http://www.loc.gov/catdir/enhancements/fy0650/2005931668-d.html>.

- Ferrell, Robert H. *America's Deadliest Battle : Meuse-Argonne, 1918*. Modern War Studies. Lawrence, Kan.: University Press of Kansas, 2007. Table of contents only
<http://www.loc.gov/catdir/toc/ecip0620/2006029077.html>
- Book review (H-Net) <http://www.h-net.org/reviews/showrev.php?id=14141>.
- . *Woodrow Wilson and World War I, 1917-1921*. The New American Nation Series. 1st ed. New York: Harper & Row, 1985.
- Fleming, Thomas J. *The Illusion of Victory : America in World War I*. New York: Basic Books, 2004. .
- Friddell, Claudia, and Elizabeth Baddeley. *Grace Banker and Her Hello Girls Answer the Call : The Heroic Story of World War One Telephone Operators*. First edition. ed. New York: Calkins Creek, an imprint of Boyds Mills & Kane, 2021.
- Gabrielan, Randall. *Explosion at Morgan : The World War I Middlesex Munitions Disaster*. Charleston, SC: The History Press, 2012. .
- Garamone, Jim. "World War I: Building the American Military." *DOD News* (Washington, D.C.), 2017, 9.
- "Dr Fred Albee & U.S. General Hospital No. 3." The Historical Marker Database, HMdb.org Updated November 27, 2018, 2018, <https://www.hmdb.org/m.asp?m=126770>.
- Gilkeyson, BG Frederick *Reports of the Adjutant General, 1918-1920*. (Trenton: The State of New Jersey, 1920).
- "Em Viquesney Doughboy Database." Weebly.com, 2022.
- "World War I Deaths: Descriptive Cards, Photographs, and Correspondence." New Jersey State Archives, Searchable Databases and Records Request Forms, https://wwwnet-dos.state.nj.us/DOS_ArchivesDBPortal/WWICards.aspx.
- Graham, John W. *The Gold Star Mother Pilgrimages of the 1930s : Overseas Grave Visitations by Mothers and Widows of Fallen U.S. World War I Soldiers*. Jefferson, N.C.: McFarland & Co., 2005.
- Guttman, Jon, and Harry Dempsey. *Spa124 Lafayette Escadrille : American Volunteer Airmen in World War I*. Aviation Elite Units 17. Oxford: Osprey, 2004.
- Hansen, Arlen J. *Gentlemen Volunteers : The Story of the American Ambulance Drivers in the Great War, August 1914-September 1918*. 1st ed. New York: Arcade Pub., 1996.
- Helen Fallon, MHC Trustee, "Montclair's Wwi Memorials." *Montclair History Center*, 2020, <https://www.montclairhistory.org/new-blog/2020/5/21/montclairs-wwi-memorials>.
- "Alabama's Own: Camp McClellan." The Alabama World War I Centennial Committee, 2016, <https://www.worldwar1centennial.org/index.php/alabama-wwi-blog/1413-camp-mcclellan.html>.
- Insurance, Reliable Life. *Our Army*. UNK, UNK.
- Jenkins, John Wilber. *Our Navy's Part in the Great War*. New York, N.Y: J.H. Eggers Co., Inc, 1919. .
- "Bloomfield Bomb-Fuse Factory Propelled Explosive Politics." northjersey.com, 2018, accessed 11 June 2023, 2023.
- King, Gilbert. "Remembering Henry Jonson, the Soldier Called "Black Death"." *Smithsonian Magazine* (October 25, 2011): 8.
- Kopel, Les. "Em Viquesney Doughboy Database." Oxnard, California: Weebly.com, 2022.
- "The Disappearance of the U. S. S. Cyclops March 4, 1918." Genealogy Trails, 2023, <https://genealogytrails.com/main/events/usscyclops.html>.

- Landau, Henry. *The Enemy within; the inside Story of German Sabotage in America* New York: G. P. Putnam's Sons, 1937.
- Laplander, Robert J. *Finding the Lost Battalion*. Waterford, Wisconsin: Lulu.com; US WW1 Centennial Edition, 2006.
- "South Orange Honors Forgotten Veteran." Advance Local Media, 2010, https://www.nj.com/news/local/2010/06/south_orange_honors_forgotten.html.
- Lender, Mark Edward, and New Jersey Historical Commission. *One State in Arms : A Short Military History of New Jersey*. New Jersey History Series. Trenton: New Jersey Historical Commission, Dept. of State, 1991.
- Lengel, Edward G. *To Conquer Hell : The Meuse-Argonne, 1918*. 1st ed. New York: H. Holt, 2008. Scholar Select.
- "Reflecting on Memorial Day at N.J.'S Most Iconic War Sculpture | Opinion." Advanced Local Media, 2016, https://www.nj.com/opinion/2016/05/reflecting_on_memorial_day_in_military_park.html.
- Lurie, Maxine N., and Marc Mappen. *Encyclopedia of New Jersey*. New Brunswick, N.J.: Rutgers University Press, 2004.
- "Madison in Mourning for Loss of Amabel Scharff Roberts by Death." *The Madison Eagle* (Madison), 1918, 10.
- Mastriano, Douglas V. *Thunder in the Argonne : A New History of America's Greatest Battle. Battles and Campaigns*. Lexington, Kentucky: University Press of Kentucky, 2018.
- "History of Cape May ".
- "Camp Dix: 95 Years of Army Heritage." Army Support Activity Fort Dix, 2014.
- "Artillery: Modern Weaponry of Wwi." Military History, Science and Technology, <https://www.theworldwar.org/learn/about-wwi/artillery>.
- "Historic Documents Help Reveal Back Story of the 29th Id Patch, Creator." Defense Media Activity-WEB.mil, 2021.
- "Gold Star Mothers History." <https://www.americangoldstarmothers.org/history.html>.
- "Whizz Bangs and Wind-Ups: 10 Tommy Slang Terms." Imperial War Museum, <https://www.iwm.org.uk/history/whizz-bangs-and-wind-ups-10-tommy-slang-terms>.
- Neiberg, Michael S. *The Path to War : How the First World War Created Modern America*. New York, NY: Oxford University Press, 2016.
- "History of Sea Girt National Guard Training Center." State of New Jersey, Updated 9/19/2022, 2022.
- Officials, American Association of State Highway and Transportation, "Women in Transportation History: The American Red Cross Motor Corps," *Transportation History. American Association of State Highway and Transportation Officials*, 2017, <https://transportationhistory.org/2017/03/29/women-in-transportation-history-the-american-red-cross-motor-corps/>.
- "Recovered and Identified on the Uss Oklahoma." 2021, <https://www.nationalww2museum.org/war/articles/recovered-and-identified-soldiers-uss-oklahoma>.
- Parsons, William Barclay. *The American Engineers in France*. New York, London,: D. Appleton, 1920.
- Payne, Dr Davis. "The Most Successful British Bomber Aircraft of the First World War."

- Piehler, G. Kurt. *Remembering War the American Way*. Washington, D.C.: Smithsonian Institution Press, 1995.
- Rainville, Colin Baker and Lynn. "The Role and Power of the Meuse-Argonne American Cemetery in Honoring Sacrifice and Service." Chap. 4 In *Bringing the Great War Home: Teaching with the Meuse-Argonne American Cemetery*, edited by ABMC in partnership with Learn NC and Virginia Tech. A Living Memorial, 39: American Battlefield Monument Commission, 2015.
- Reddan, William J. *Other Men's Lives (Experiences of a Doughboy) 1917-1919*. Bloomfield, N.J.,: The author, 1936.
- Roberts, Sam. "An Attack That Turned out to Be German Terrorism Has a Modest Legacy 100 Years Later." Obituaries, *New York Times* (New York), 2016
- Rose, Howard W. *Camp Merritt*. (Harrinton Park, NJ: Harrinton Park Historical Society, 1984).
- Ruffin, Steven A. *The Lafayette Escadrille : A Photo History of the First American Fighter Squadron*. Philadelphia: Casemate ;, 2016. still image.
- SGT Frank Herrick, COL Leonard Luzky, CPT Amelia Thatcher. *The Adjutants General of New Jersey, 1776-Present*. 3rd. Trenton, 1992.
- "New York Shipbuilding, the Early Years." HOLTEC International, <https://newyorkship.org/history/the-early-years/>.
- "Historic Hotels of Lakewood." <https://storymaps.arcgis.com/stories/208acf0511024d9686f5fa812fbf535d>.
- Staff. "Deeds Given to Trinity." *Montclair Times* (Montclair, NJ), March 15, 1962 1962.
- . "Legion's Campaign to Name Turnpike Bridge in Honor of Luke Lovely Is Successful." News, *South Amboy Citizen* (South Amboy, NJ), August 26, 1954 1954, 34, Title Page, 1,9.
- "Macleish, Archibald, 1892-1982." Archives at Yale, Yale University, <https://archives.yale.edu/agents/people/90745>.
- Staff. "Memorial List Shows 161 "Gold Star Women" Gave Their Lives in World War." *Asbury Park Press and Evening News* (Asbury Park, NJ), Friday Nov 10, 1922 1922, 24.
- . "Trench Lingo." *Trench and Camp* (Birmingham, Alabama), March 28, 1918 1918, 8. .
- "Belco: (Not) a Blast from the Past in the Pinelands." Hidden New Jersey, 2014.
- Swazey, Edward Scott. *The New York Shipbuilding Corporation, a Record of Ships Built New York, The New York Shipbuilding Corporation, 1921*.
- "100 Years Ago "Hello Girl" Grace Banker Receives Distinguished Service Medal." World War I Centennial Commission, 2017.
- "100 Years Ago "Hello Girl" Grace Banker Receives Distinguished Service Medal " WWI Centennial Commission, 2019, <https://www.worldwar1centennial.org/index.php/communicate/press-media/wwi-centennial-news/6250-100-years-ago-hello-girl-grace-banker-receives-distinguished-service-medal.html>.
- "New Jersey's Wwi Monuments & Memorials." NJ Tourism, New Jersey Department of Tourism, 2017, <https://visitnj.org/new-jerseys-wwi-monuments-memorials>.
- Trout, Steven. *On the Battlefield of Memory : The First World War and American Remembrance, 1919-1941*. Tuscaloosa: University of Alabama Press, 2010.
- "Dupont Powder Works." <http://www.unofficial.net/wanaque/duponthist.html>.
- "New Jersey and the Great War, World War One Centennial Home." United States World War Centennial Commission, 2013-2021, 2023 ().

"Support a Congressional Gold Medal for the Wwi Hello Girls!" United States Foundation for the Commemoration of the World Wars 2013-2021.

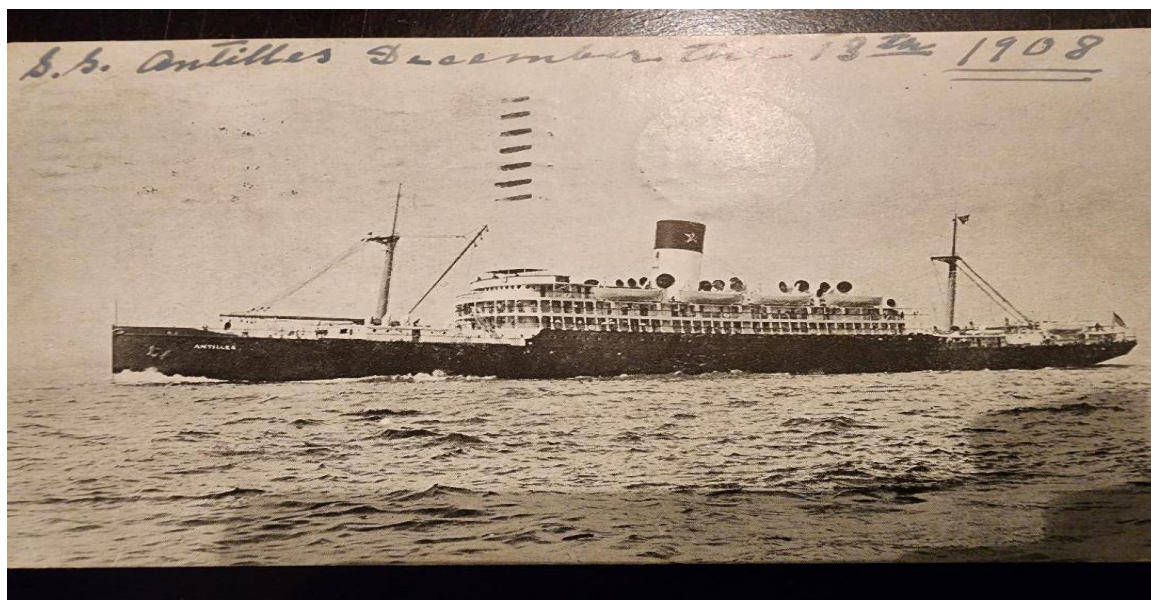
"Federal Shipbuilding Incorporated Former Site." Wikimapia.org, 2013 ().

Witcover, Jules. *Sabotage at Black Tom : Imperial Germany's Secret War in America, 1914-1917*. Chapel Hill, N.C.: Algonquin Books of Chapel Hill, 1989.

Woofenden, Todd A. *Hunters of the Steel Sharks : The Submarine Chasers of Wwi*. Bowdoinham, ME: Signal Light Books, 2006.

"Elco Is One of the Most Storied Brands in American Boating History." elcomotoryachts.com, 2023, <https://www.elcomotoryachts.com/our-story/> 2023 Elco Motor Yachts (Our Story).

APPENDIX A



SS Antilles Civilian Clothes (Post Card-Author Collection)



SS Antilles Military Uniform (Authors Collection)

From the collection of Princeton University Library-Steamship Historical Society of America, Inc.

The Sinking of the SS Antilles

On October 17, 1917 the first loss of an American transport, the *Antilles*, was torpedoed by a submarine about 300 miles west of Quiberon Bay. The ship sank four minutes after she was struck.

Sixty-seven lives were lost – 16 soldiers, 45 of the merchant crew, 4 of the naval gun crew, a civilian ambulance driver, and a negro stevedore.

“The *Antilles* had sailed from Quiberon with the *Henderson* and *Willehad*, the *Corsair*, *Kanawha*, and *Alcedo* acting as escort. Commander Daniel T. Ghent, the Senior Naval Officer on board, in a report gives this description of the sinking of the vessel:

“Just after daylight, a torpedo was sighted heading for us about two points abaft the port beam on a course of 45° with the keel. The torpedo was seen by the second officer on the bridge, the quartermaster and signalman on watch; by the first officer and first assistant engineer from the port side of the promenade deck, and by one of the gun crews on watch aft.

They estimated the distance from 400 feet to as many yards. Immediately on sighting the torpedo, the helm was put ‘hard over’ in an attempt to dodge it, but before the ship began to swing, the torpedo struck us near the after engine-room bulkhead on the port side.

“Just after daylight, a torpedo was sighted heading for us about two points abaft the port beam on a course of 45° with the keel. The torpedo was seen by the second officer on the bridge, the quartermaster and signalman on watch; by the first officer and first assistant engineer from the port side of the promenade deck, and by one of the gun crews on watch aft.

They estimated the distance from 400 feet to as many yards. Immediately on sighting the torpedo, the helm was put ‘hard over’ in an attempt to dodge it, but before the ship began to swing, the torpedo struck us near the after engine-room bulkhead on the port side.

The explosion was terrific; the ship shivered from stem to stern, listing immediately to port. One of the lookouts in the main top, though protected by a canvas screen about 5 feet high, was thrown clear of this screen and killed on striking the hatch. This case is sighted as indicating the power of the ‘whip’ caused by the explosion. Guns were manned instantly in the hope of getting a shot at the enemy, but no submarine was seen.

Men in Engine-room Killed

“The explosion wrecked everything in the engine room, including the ice machine and dynamo, and almost instantly flooded the engine room, fireroom, and No. 3 hold, which is just abaft the engine-room bulkhead.

The engine room was filled with ammonia fumes and with high-pressure gases from the torpedo, and it is believed that everyone on duty in the engine room was either instantly killed or disabled except one oiler. This man happened to be on the upper gratings at the time.

He tried to escape through the engine-room door near the level of the upper grating but found the door jammed and the knob on his side blown off.

Unable to force the door and to find the gases and ammonia fumes were overcoming him, he managed to escape through the engine-room skylight just as the ship was going under.

Within a few seconds after the explosion, the water was over the crossheads of the main engines, which were still turning over slowly.

Of the 21 men on duty in the engine room and firerooms, only three managed to escape. Besides the oiler, two firemen managed to escape through a fireroom ventilator.

The fact that the engines could not be maneuvered, and the headway of the ship checked added to the difficulty of abandoning ship.

“Just as the torpedo struck us, I was on the way to the pilothouse from the scene of fire. Before I could reach the bridge, the deck officer had sounded the submarine alarm, and I immediately sounded the signal for ‘Abandon ship.

“The officer on watch, quartermaster, and signalman went to their boats. Radio Electrician Watson, being relieved by Radio Electrician Ausburne in the radio room, reported on the bridge for instructions.

I sent an order to get out an S. O. S signal. Radio Electrician Watson, who was lost, remained with me on the bridge until the gun crews forward were ordered to save themselves. He was wearing a life jacket and was on his way to his boat when I last saw him.

Good Order and Discipline Prevailed

“Before leaving port, all boats had been rigged out except the two after boats, which, owing to their low davits, could not with safety be rigged out except in favorable weather.

All other boats had been lowered to the level of the promenade deck. All hands had been carefully instructed and carefully drilled in the details of abandoning ship.

The best seamen in the ship’s crew had been detailed and stationed by the falls; the gripes of each boat had stationed men, and all boats had been equipped with sea painters.

Two axes had been placed in each boat, one forward and one aft, for the purpose of cutting the falls or sea painters in case they should get jammed, and men had been detailed to cast them off.

That only 4 boats out of 10 succeeded in getting clear of the ship were due to several causes—the short time the ship remained afloat after being torpedoed.

The headway left on the ship, due to the fact that the engine-room personnel was put out of action by the explosion; the rough sea at the time; the fact that the ship listed heavily; and that the explosion destroyed one boat.

“When there was no one left in sight on the decks, I went aft on the saloon deck, where several men were struggling in the water in the vicinity of No. 5 boat and making no attempt to swim away from the side of the ship. I thought perhaps these men could be induced to get clear of the ship, as it was feared the suction would carry them down.

By the time that point was reached, however, the ship, being at an angle with the horizontal of about 45 degrees, started to upend and go down, listing heavily to port.

This motion threw me across the deck, where I was washed overboard. The ship went down vertically. The suction effect was hardly noticeable.

Gunners and Radio Men Stayed at Their Posts



Survivors from SS Antilles. A Boat Load of Survivors from the U.S. Army Chartered Transport Antilles, Photographed While Approaching Another Ship to Be Picked up. Their Ship Had Been Torpedoed and Sunk by the German Submarine U-62 on 17 October 1917,

with the Loss of 67 Lives. Photo courtesy of Captain L.R. Leahy, USN. Naval History and Heritage Command NH 41744. GGA Image ID # 180acd4237

“The behavior of the naval personnel throughout was equal to the best traditions of the service. In charge of Lieutenant Tisdale, the two forward gun crews remained at their gun stations while the ship went down and made no move to leave their stations until ordered to save themselves.

Radio Electrician Ausburne went down with the ship while at his station in the radio room. When the ship was struck, Ausburn and McMahon were asleep in adjacent bunks opposite the radio room.

Ausburn, realizing the seriousness of the situation, told McMahon to get his life preserver on, saying, as he left to take his station at the radio key, ‘Good-bye, Mac.’ Later finding the radio room locked and seeing the ship was sinking, McMahon tried to get Ausburne out but failed.

“As soon as the *Henderson* saw what was wrong, she turned to starboard and made a thick smokescreen which completely hid her from view.

The *Willehad* turned to port and made off at her best speed. The *Corsair* and *Alcedo* returned to the accident scene and circled for about two hours when the *Alcedo* began the rescue of the survivors, the *Corsair* continuing to look for the submarine.

The total number of persons on board the *Antilles* was 234, the *Corsair* rescuing 50 and the *Alcedo* 117. Too much credit cannot be given to the officers and men of the *Corsair* and *Alcedo* for their rescue work and for their whole-heartedness and generosity in succoring the needs of the survivors. The work of the medical officers attached to the above vessels was worthy of the highest praise.

“An instance comes back, which indicates the coolness of the gun crews. One member was rescued from the top of an ammunition box, which by some means had floated clear and in an upright position.

“When this young man saw the *Corsair* standing down to pick him up, he semaphored not to come too close, as the box on which he was sitting contained live ammunition.”

<p>John Wilber Jenkins, “Transport ‘Antilles’ Sunk by Submarine,” in <i>Our Navy’s Part in the Great War</i>, New York: John J. Eggers Company, Inc., 1919, pp. 14-15.</p>
--

APPENDIX B

PVT Luke Lovely and the 11th Engineers

“To the Engineers, the situation as it affected them was painfully clear. They were unarmed and, therefore unprepared for any offense. The senior officer present recognizing that his men were uselessly sacrificed, very properly ordered a withdrawal. This was attempted at first by train but the barrage was so intense that the train had to be abandoned, the locomotive only being saved. The men consequently became somewhat scattered, though not disorganized. Some succeeded in making their way under the command of their officers through Gouzeaucourt, some sought refuge in dugouts from the downpour of high, explosive and gas shells, while some downpour of high explosive and gas shells, while some were rallied by British and Canadians soldiers separated from their commands into an improvised unit and offered resistance. They seized any weapons at hand although some fought effectively with their picks and shovels until overcome. It is related that one fellow was seen to lay low five of the enemy with only a shovel before he fell. This irregular body undoubtedly delayed: the advance along the main Cambrai-Gouzeaucourt Road until the troops in reserve could be posted to make an organized stand. Casualties were occurring fast, while the men who were in the dugouts many were captured although one party remained in safety in a shelter for forty hours, succeeding in returning to their camp during the darkness on the second night, by which time a British counter attack had forced back the attacking line beyond the village of Gouzeaucourt. During the first day of their voluntary imprisonment a German soldier appeared at the entrance and calling into the darkness, asked who was there. One of the men replied in German that they were wounded Germans, an answer that apparently satisfied the enquirer, because he went away and did not return.

While the attack was in progress German airplanes flew low, sweeping the ground with machine-gun bullets. They did not spare even ambulances loaded with wounded, -whose character was plainly indicated by large red crosses painted on the sides and roofs, several Americans already wounded, "being hit again while being transported. The barrage composed of both, high explosives and gas shells was very severe, so much so in fact, that an investigation made a few days later when the railway line had been recaptured, showed that a direct hit on the track had been scored every thirty-three feet on the average.

Such was the first participation of American troops in Europe in major engagement. The picturesqueness of men fighting successfully, hand to hand, armed only with their tools against rifles and bayonets, undoubtedly enhanced the effect and went a longer way than perhaps enhanced the effect a longer way than perhaps the incident justified, towards establishing American prestige. For up to that time the fighting quality of Americans was quite unknown to the other armies- Official recognition of what was done on this occasion is shown by the award of two Military Crosses and one Military Medal by the British, followed by three Distinguished Service Crosses by the Commander-in-Chief, A.E.F."²⁰⁹

²⁰⁹ Parsons, *The American Engineers in France*.

APPENDIX C

29th Division Organization Chart**29TH DIVISION**

Major General C. G. Morton, Commanding; Colonel George S. Goodale, Chief-of- Staff; Major James A. Ulio, Adjutant-General

- 57th Brigade Infantry – Brigadier General Charles W. Barber
 - 113th Infantry Regiment
 - 114th Infantry Regiment
 - 111th Machine Gun Battalion
- 58th Brigade Infantry – Brigadier General H. H. Bandholtz
 - 115th Infantry Regiment
 - 116th Infantry Regiment
 - 12th Machine Gun Battalion
- 54th Brigade, Field Artillery –
 - 110th Field Artillery Regiment
 - 111th Field Artillery Regiment
 - 112th Field Artillery Regiment
 - 104th Trench Mortar Battery
- Engineer Troops – 104th Regiment
- Signal Troops – 104th Battalion
- Division Units – 29th Division Headquarters Troop; 110th Machine Gun Battalion
(Source: <https://www.newriversnotes.com/order-of-battle-unit-structure-american-forces-world-war-i/>)

54th Field Artillery Brigade

110th Field Artillery Regiment (75-mm guns)	11th Field Artillery Regiment (75-mm guns)	
112th Field Artillery Regiment howitzers)	104th Trench-Mortar Battery 6" Trench Mortar	(155-mm

Divisional Troops

110th Machine-Gun Battalion Field Signal Battalion	104th Engineer Regiment Headquarters Troop	104th
---	---	-------



A PARK OF AMERICAN-BUILT 155-MILLIMETER HOWITZERS AT ABERDEEN PROVING GROUND²¹⁰



Picture attribution as pictured. 6" Trench Mortar--Wikipedia

Trains (support units)

“The details of organization of the American infantry division were changed from time to time during the World War. Under the tables of organization which were in use in the American Expeditionary forces on November 11, 1918 and which, in general were in force during 1918, the maximum authorized strength of an infantry division was 991 officers and 27,144 men. The principal armament was 24 155-mm guns, 48 75-mm guns, 12 6-inch trench mortars, 260 machine guns and 16,193 rifles.”²¹¹

²¹⁰ Crowell, *America's Munitions 1917-1918*.

²¹¹ American Battle Monuments Commission., *29th Division, Summary of Operations in the World War* (Washington: U.S. Govt. Print. Off., 1944).

APPENDIX D

29th Division Mobilization Assignments

3d Infantry-Headquarters, Headquarters Company Company (less band) Supply Company, Companies A, B, C and J, Camden; Company E, Mount Holly; Company F, Salem; Company G, Ocean City; Company H, Asbury Park; Company K. Bridgeton and Company M. Burlington, assigned to 114th Infantry, 29th Division-demobilized at Camp Dix, New Jersey, May 14, 1919.

Machine Gun Company, Camden, assigned to 111th Machine Gun Battalion, 29th Division-demobilized at Camp Dix, New Jersey, May 21, 1919.

Company I, Woodbury, and Company L, Atlantic City, assigned to 104th Engineers, 29th Division-demobilized at Camp Dix, New Jersey, May 27, 1919.

Band, Camden, assigned to Camp Upton, New York.

4th Infantry- Supply Company (part), companies A, B, C, D, E, F, G and H Jersey City: Company I, Bayonne, and Companies K and M, Hoboken, assigned to 113th Infantry Division-demobilized at Camp Dix, New Jersey, May 28, 1919.

Headquarters Company (less band) and Supply Company (part), Jersey City distributed throughout 29th Division-demobilized at Camp Dix, New Jersey.

Machine Gun Company, Jersey City, assigned to 111th Machine Gun Battalion, 29th Division-demobilized at Camp Dix, New Jersey, May 21, 1919.

Company L Jersey City, assigned to 104th Engineers, 29th Division-demobilized at Camp Dix, New Jersey, May 21, 1919.

Band, Jersey City, assigned to Camp Dix, New Jersey.

5th Infantry-Headquarters, Headquarters Company, Machine Gun Company, Supply Company, Company B, C, D, E and M, Paterson; Company A, Passaic; Company G, Hackensack; Companies H and I, Orange; Company K, Montclair, and Company L, Ridgewood, assigned to 114th Infantry, 29th Division-demobilized at Camp Dix, New Jersey, May 14, 1919.

Company F Englewood, assigned to 104th Engineers, 29th Division-demobilized at Camp Dix. New Jersey. May 27. 1919.

1st Squadron Cavalry-Headquarters, Troops A and C, Newark, assigned 104th Train Headquarters and Military Police. 29th Division-demobilized at Camp Dix, New Jersey. May 31 1919.

Headquarters Detachment, Newark, assigned to Division Headquarters Troop, 29th Division---demobilized at Camp Dix, New Jersey, May 30, 1919.

Troop B, Red Bank, and Troop D, Plainfield, assigned to 112th Field Artillery, 29th Division—demobilized at Camp Dix, New Jersey, May 31, 1919.

1st Field Artillery-Headquarters, Headquarters Company, Supply Company and Batteries A and C, East Orange; Battery B, Camden; Battery D, Atlantic City, and Battery E, Montclair, assigned to 112th Field Artillery, 29th Division-demobilized at Camp, New Jersey, May 31, 1919. Battery F, Morristown assigned to 104th Trench Mortar Battery, 29th Division-demobilized at Camp Dix, New Jersey, March 17, 1919.

1st Battalion Engineers-Headquarters and Company A, Newark; Company B Camden and Company C, Trenton, assigned to 104th Engineers, 29th Division--demobilized at Camp Dix, New Jersey, May 27, 1919.

Companies A and C, Signal Corps, Jersey City, assigned to 104th Field Signal Battalion, 29th Division-demobilized at Camp Dix, New Jersey, May 20. 1919.

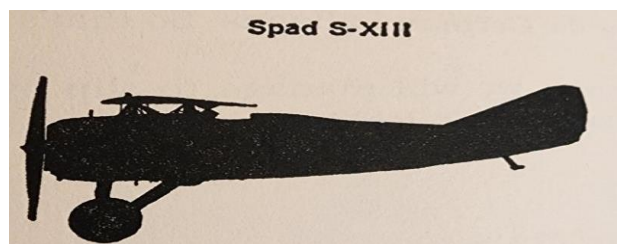
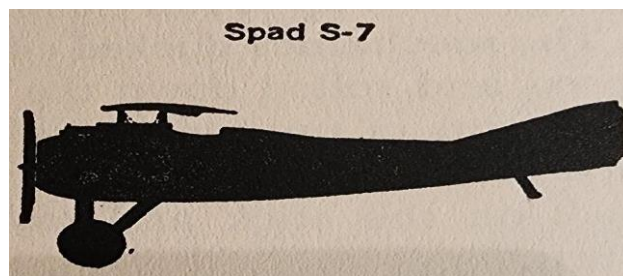
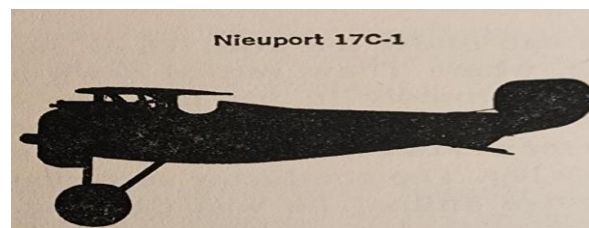
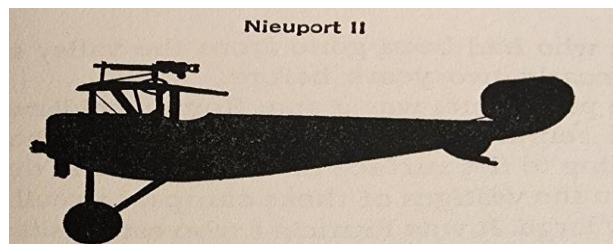
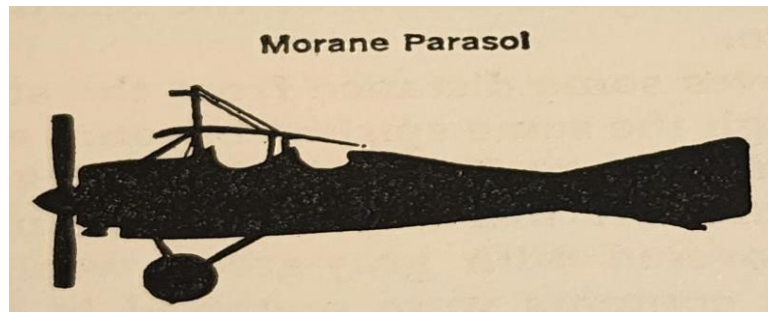
Field Hospital Company, No. 1, Elizabeth assigned to 104th Sanitary Train, 29th Division-demobilized at Camp Meade Maryland, June 4, 1919.

Ambulance Company No. 1. Red Bank, assigned to 165th Ambulance Company, 117th Sanitary Train, 42d Division-demobilized Camp Dix, May 15, 1919.

1st Company, Coast Artillery, Hoboken, assigned to 11th Company Coast Artillery-demobilized at Fort Mott, New Jersey, December 1, 1919.

2d Company, Coast Artillery, Wildwood, assigned Wildwood, assigned to 2d Trench Mortar Battery--demobilized at Camp Dix, New Jersey, April 27, 1919.

APPENDIX E
US Flown Lafayette Escadrille Aircraft



APPENDIX F

Wasserman battlefield tours

Today (July 22, 2023), we just finished up our tour of Bastogne, Belgium (Saturday) after having walked the ground of Bois Ormont and Ormont Ferme (farm remains), France on

Thursday. The difference between could not have been more striking. In France, we walked the battlefield alone in and out of the WWI German trenches that were still multi-feet deep, that contained several rifle steps, machine gun emplacements and both complete and destroyed bunkers. The trench line on top of the hill (#304?) stretched for miles on both sides of the lumber truck trails. Since logging of the area has increased over time, the undergrowth has taken over a majority of the area and trekking through the area has become a mess of thistles, all sorts of sticker bushes and the ticks can make for a hazardous walk through the woods. We were still able to find the war remains of the battles that took so many lives over a very short period of time. We found spent cartridges, pieces of shells on the ground in the woods and plowed farmers' fields. We also found the remains of Lewis gun magazine (captured from the British) and a French bayonet scabbard in the Austrian trench. Yes, it is true, we found two live artillery shells; one even had the fuse still attached. It was a lovely adventure that needs to be repeated again next summer.

In Bastogne, the museums we went too, were fantastic. The displays are beautiful and show a very sanitized version of the battle that is suitable for young and old alike, especially the Bastogne War Museum. The 101st Airborne Museum is the most realistic. It has many life size dioramas that accurately depict the sights and sounds of battle, several of which are not for the squeamish or very young children. The faces of the soldiers are so life-like, it feels like they want you to lean closer so they can tell you, their story. Both from the German and American point of view.

The issue is there is really very little battlefield to actually see. There is Bois Jacques, the area made famous from the Mini-Series Band of Brothers and the town of Foy and that was about it. We drove through the towns of Bastogne and St Vith, and both are now bustling little

towns with lots of traffic and good luck finding a parking spot. We also drove to the site of the Malmedy Massacre as it is marked by a small monument that lists the names of the murdered soldiers on a wall. But, it is on the side of a busy roadway along the side of a round-about. If you weren't looking for it, it is easily missed. We drove right by it the first time and had to turn around.

The difference between the two is striking. The older of the two battlefields is relatively untouched and is covered by thick forest, overgrown with various underbrush and sticker bushes where the trees have been cut down, while the WWII battleground has been fully developed with several memorials and monuments and the actual battle has had the full George Lucas/Tom Hanks treatment. I prefer the untouched, unspoiled version, any day of the week.

Appendix G

Central Powers Memorials

This is the only monument in the Meuse-Argonne Forest area dedicated to the Austrian-Hungarian Army in the battle. There are several cemeteries in this area.



Source: Authors Collection





One of the many German Cemeteries in the area Source: Authors Collection



Older German Marker before Standardization Source: Authors Collection

These were found placed on the outskirts of the main cemetery area.

Appendix H

French Memorials



French Soldier Memorial on the outskirts of Verdun

Source: Authors Collection



One of the many smaller French Cemeteries in the Meuse-Argonne/Verdun Area

Source: Authors Collection



Verdun Ossuary and unidentified remains

Source: Authors Collection



“With its grandness and clean lines, this imposing structure was designed by Léon Azéma, Max Edrei and Jacques Hardy. The main body of the monument consists of a 137-metre-long cloister, with recesses housing the 46 tombs (one for each main sector of the battlefield, from Avocourt to Les Éparges) containing the remains of 130 000 French and German soldiers.

In line with the cloister, above the main porch, stands a “Tower of the Dead” in the form of a lighthouse whose rotating beam illuminates the former battlefield.”²¹²

²¹² "Douaumont National Cemetery and Ossuary," *Chemins de Memoire*, Ministere des Armees.

Appendix I
WWI Medals

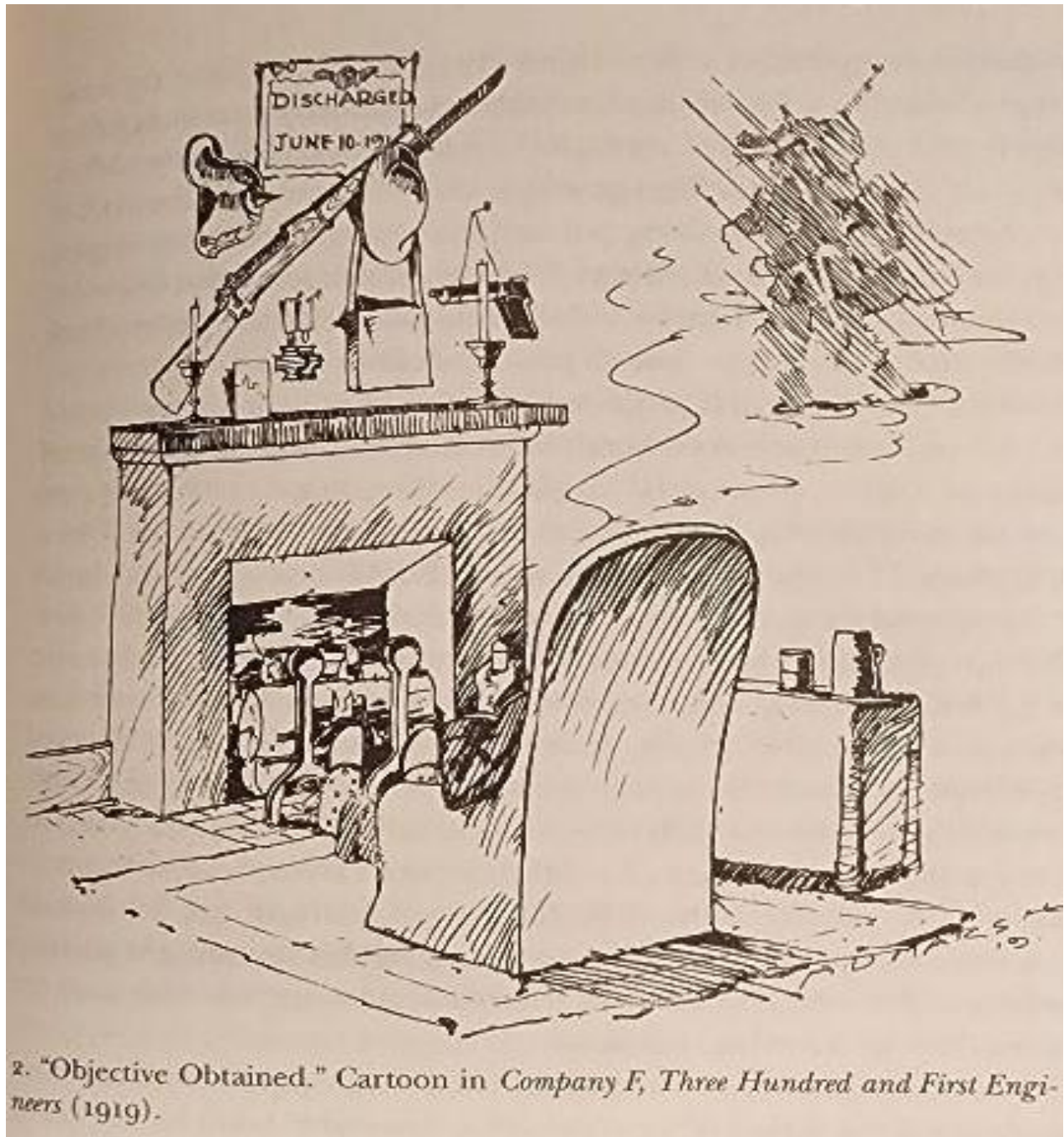


New Jersey WWI Victory Medal

US WWI Victory Medal w/battle bars

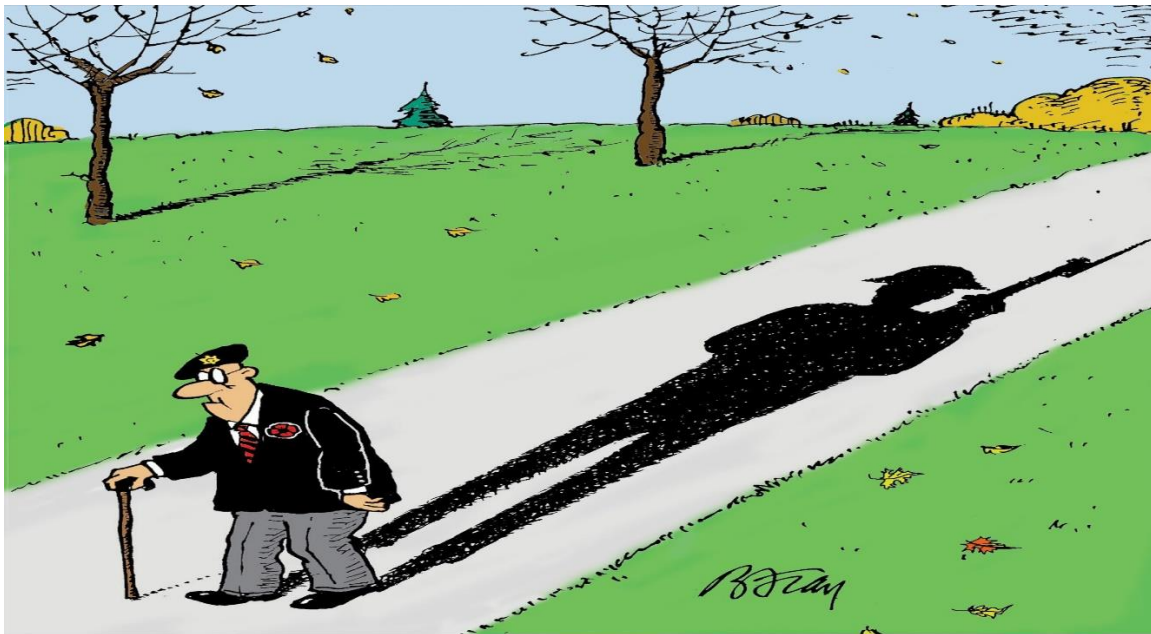
Source: Authors Collection

Epilogue



213

²¹³ Trout, *On the Battlefield of Memory: The First World War and American Remembrance, 1919-1941*.



CartoonStock.com

TULSA WORLD 11-8-2019
CAGLE CARTOONS.COM

CartoonStock.com