

**MY FOURTEEN MONTHS
AT THE FRONT**
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vious war the regiment became surrounded by the enemy, and, turning back to back, they fought until relief reached them.

Another regiment has the nickname of the "Cherry Pickers." In some war of long ago this regiment was ordered to make a charge through a cherry orchard, and while passing through they forgot their duty and stopped to pick the cherries. From that day to this they have been known as the "Cherry Pickers," and the trousers of their dress uniform are of cherry colored material.

There is a certain Scotch regiment which for some reason had its kilts taken away and now has to wear trousers made of the same kind of plaid that the kilts were made of. The men are working like Trojans in this war to win their kilts back again, and they will very probably be successful, as they have done some wonderful work.

Each regiment finds something to boast about, and the men never miss an opportunity. The Seventeenth Lancers are known as the "Death or Glory Boys," as their regimental badge is the skull and crossed bones and "Death or Glory" is their motto.

The Royal Engineers have more Victoria crosses than any other regiment in the British army, and it is no wonder, for theirs is a very dangerous work and affords plenty of opportunities for men to distinguish themselves. The first Victoria cross awarded in the present war was won by a driver of an automobile, a member of the Army Service corps.

Two days later word came around that the regiment was going to the front within the week. By that time I was covered with saddle sores and was in agony the whole time. Although it requires nine months' training to turn out a full fledged cavalryman, I decided to try to go with the regiment somehow, and I didn't care how I went. Anything to get out of that riding school. So I went to a captain and told him the whole story, and I begged him to take me. He was certainly mighty nice about it, and in the end he attached me to his personal staff and took me that way.

Up to this time I hadn't thought much about what was going to happen when we reached the front, but what we got just before we sailed certainly made me do some tall thinking. We were issued identity disks first. These are hung around the neck, and on them are stamped the soldier's name, regimental number and his religion. Then we were given our pay books and told to make our wills in the back of them. The chaplain next addressed us and prayed over us.



The Germans Were In There at 6 the Same Night.

When this was all over I was so scared I was beginning to think that the riding school might have its advantages. And all the way over on the transport I was feeling mighty blue, and I was certain that I was never going to see England again, let alone the old U. S. A.

Crossing the channel, we landed at Ostend at 4 o'clock in the morning on the eighth day of October, 1914. We had had nothing but bullybeef and hard biscuits all the way over, so the first place we sought when off duty was a restaurant.

I had chummed up with a fellow named Harry McGarrow and also with the heavyweight. The latter was an old soldier and had served more than twenty years in the army. Nine years of his service had been done in India, so he knew the ropes pretty well.

As soon as we were off duty we three made for the nearest estaminet (or small cafe) in the Flemish town. We were just putting away some bread and eggs and coffee when the general commanding the division walked in with two of his officers. Of course we jumped to attention and were about to withdraw, but he told us to finish our meal.

We were the only British troops to land at Ostend, and, being the first the Belgians in that part had ever seen, we attracted a great deal of attention. Our horses and equipment seemed to amaze them. They would come up and handle the saddlery and ask, "officer?" When we would tell them that it was just a trooper's equipment and that all the others were the same they could not seem to get over it.

Although it was after 4 o'clock in the morning, everybody seemed to be up and at work. The Belgian peasant has no interest in the eight hour law. He works from before daylight until long after dark. The peasants seem to be very poor, and a franc means more to them than several dollars would to our farmers.

We left Ostend about 9 o'clock in a hurry. No one seemed to know where we were going, and all sorts of wild rumors were flying. As a matter of fact, we left at 9 and the Germans were in there at 6 the same night, but we didn't know this until long afterward. The Belgians were most kind to us. They would bring us bread, eggs, wine, etc., and would not take any pay for the things. They were kindness itself and couldn't seem to do enough for us.

We did most of our traveling at night, and it wasn't much fun. We were not allowed to show a light of any kind and were even forbidden to smoke. As I said before, we hadn't any idea where we were going, but we were all sure we were on our way to meet the Germans, and there was a great deal of speculation as to when the meeting would come.

On the morning of the third day we came to the town of Roulers. A halt was called, and we went about making ourselves comfortable. The people were extremely cordial, too, and there was nothing that was too much trouble for them to do for us. I got into a house where the man spoke English. He had been in the shipping business in Antwerp and knew a great many of the firms my father had dealt with. I really felt quite at home.

They asked me if I thought they had better move or whether the Germans would ever get as far as Roulers. I'll never forget how I scorned the idea and assured them that they were as safe there as they would be in England.

Continued Next Week.

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