

91st of World War I Fame Formed by Men of Northwest

Division Among First To Assemble for Duty In Emergency of 1917

The grave emergency of 1917 early made its demands upon every section of the United States. Among the areas of the nation making early and wholehearted response to this great challenge was a vast section of the Great Northwest, comprising California, Washington, Oregon, Nevada, Utah, Idaho, Montana and Wyoming. In addition to the Territory of Alaska, the 91st Division was among the first to be formed in America and, for its initial personnel, drew most heavily from the aforementioned states.

The Division was activated at Camp Lewis, Wash., under the command of General Henry A. Greene, whose staff consisted of Lt. Colonel H. J. Brees as chief of staff, Major F. W. Manley as adjutant general and Major F. W. Clark as assistant chief of staff. Under the able direction of these officers, organization and training began on September 5, 1917, and thus was marked the beginning of a division which was later to reflect credit and honor to the nation and to the states which contributed their choice sons for service in this great fighting team.

The Division was composed

generally of the following: The 181st Infantry Brigade under Brigadier General Henry B. Styer, comprising the 361st and the 362nd Infantry Regiments, and the 347th Machine Gun Battalion; the 182nd Infantry Brigade under Brigadier Frederick S. Foltz, comprising the 363rd and 364th Infantry Regiments, and the 348th Machine Gun Battalion; the 316th Engineers organized under Colonel Henry C. Jewett and the 316th Trains and Military Police under Colonel M. E. Saville, while the divisional Surgical and Sanitary service was under the direction and command of Colonel Peter C. Field.

General Edward Burr commanded the 166th Field Artillery Brigade which was composed of the 346th, 347th, 348th Artillery Regiments and the 316th Trench Mortar Battery.

The three Machine Gun Battalions comprising the 346th under Major Francis C. Endicott, the 347th under Major Arthur W. Hanson and the 348th under Major T. N. Gimpeling, were formed, in addition to the 316th Field Signal Battalion, under Major C. L.

Wyman, as Division Signal Officer.

166th Depot Brigade For Personnel Supply

In course of time the growing flow of men could not be absorbed wisely and profitably by the Division, so the 166th Depot Brigade was formed, which supplied personnel to the various units of the Division as they were needed as well as supplying abundant troops for other divisions and camps throughout the land. These early days of training found men willing to give all, and so, undaunted by the lack of appropriate uniforms, the men began drilling in their civilian clothes.

Pursuant to his ambition to form a staff which he hoped would be permanent, General Greene placed Lt. Colonel Frederick W. Coleman in charge of administration; as quartermaster officer, Lt. Colonel L. C. Bennett succeeded Colonel Coleman, and Captain Thomas A. Driscoll was appointed in charge of Division intelligence.

On November 24, 1917, General Greene and the chief of staff left Camp Lewis to study battle conditions in France. Brigadier General J. A. Irons became commanding general for a short time in the absence of General Greene, and was succeeded by General Frederick S. Foltz, who retained the command until the return of General Greene in March of 1918.

Training Intensified Before Embarkation

During the few short months intervening between his return and the actual day of departure for ports of embarkation, General Greene intensified training and preparation based upon the knowledge gained during his reconnaissance in France. This training was designed to equip his troops for the exact conditions which they were to encounter at the battle front.

As constituted when it left Camp Lewis, the staff of the 91st was composed of the following: Colonel H. J. Brees was chief of staff, administration was in charge of Colonel Frederick W. Coleman, operations was under Major Clark Lynn, Captain Thomas A. Driscoll was intelligence officer, Major F. W. Manley was adjutant, quartermaster was in charge of Lt. Colonel L. C. Bennett, Lt. Colonel George Herring was ordnance officer, Major C. L. Wyman the division signal officer, and the division surgeon continued to be Lt. Colonel Peter C. Field and Major A. D. Cummings was division inspector. Brigadier General J. B. McDonald succeeded Brigadier General Styer as commanding general of the 181st on May 6, 1918.

On the eve of the departure of the Division General Greene was relieved and ordered to the Philippine Islands, and the 91st went overseas with Brigadier General Foltz as commanding general. It was just 10 months follow-

ing its activation that the Division was making preparations to depart to take its place at the front. Two days following the departure of the first troops for embarkation points on June 19 General Foltz, his Staff and the Headquarters Troop and detachment departed, followed within a very short time by the whole Division, all proceeding to points of embarkation.

MEN OF DIVISION RETAIN INTEREST BY ORGANIZATION

The old 91st Infantry division has been kept alive in the period from 1919 to the present by the 91st Infantry Division association, which was organized at La Ferte Bernard, France, before the division re-embarked for home.

Through annual reunions, annual picnics, patriotic celebrations and civic functions, the men of the division have kept in touch with each other and have served their communities. At the present time there are active chapters of the association in Tacoma and Seattle, Wash.; in Portland, Ore.; in Los Angeles, Sacramento and San Francisco, Calif., and also in several other places throughout the territory from which the men of the old division came originally.

FLYING BOXCARS TO APPEAR SOON

Los Angeles—(U.P.)—Hundreds of cargo-carrying gliders soon will be rolling from California factories to ferry supplies to the armed forces, according to a survey by the aviation department of the Los Angeles County Chamber of Commerce.

Large and small aircraft manufacturers shortly will turn out motorless "box cars" of the air costing up to \$35,000 each, the chamber said, adding that 10 to 20-place gliders may be used in California training centers.

A Los Angeles firm already is scheduled to build 100 one and two place craft for training in New York high schools, it was pointed out.

HAS FIRST NICKEL
Pittsfield, Mass. (U.P.)—The first nickel paid by a passenger on the Berkshire Street railway when the first streetcar made its initial run 40 years ago is owned by Walter S. Dickie, Berkshire county register of deeds. Dickie, who then was motorman, substituted another nickel for the one paid him by the first passenger.

91ST BATTLE CRY BORN IN COUNTRY ROUGH AND TOUGH

Powder River Flows Through Badlands Known to Indians as "Hell Cooled Off."

War Cry's Origin

The origin and significance of the war-cry of the old 91st Division is set forth in the following paragraph quoted from "600 Day's Service", a history of the 351st Infantry Regiment:

"In these early times 'Powder River', destined to be the war cry of the division, made its first bid for fame. One day, as the 'old men', of a month, a week or even a days experience, called to the 'recruits': 'Where 're you from?'—a Montana detachment replied in a manner that was never forgotten: 'Powder River—Let 'er Buck!' From Camp Lewis this answer was carried with the early replacements to the American Expeditionary Forces—and there it grew to the full story taught as follows at the 1st Corps School at Gondrecourt: 'What is the longest river in the world?'—'Powder River—it's a mile wide and an inch deep and it flows uphill all the way to Texas—Let 'er Buck!'"

"Powder River—Let 'er Buck!"

Twenty-four years ago the grey-clad German aggressors, thrusting powerfully through the underbrush of the Argonne, reeled back from men whose battle cry had been born on wide plains and vast open spaces half the earth distant. "Powder River—Let 'er Buck!" screamed the soldiers of the 91st division, fighting as desperately as their fathers and grandfathers had fought years ago on the Indian-dominated plains of Wyoming and Montana.

They conquered, as their fathers and grandfathers had conquered. They earned battle honors not alone on the Argonne but also St. Mihiel and Ypres.

They left their mark on history as a division composed of brave and intelligent men. As much as any division participating in the First World War, perhaps more than most, the 91st possessed a personality all its own.

Slogan No Accident

"Powder River—Let 'er Buck!" The slogan is no accident. Powder river flows through some of the roughest terrain on the North American continent—through deepest badlands, that region which the Indians in tribute and fear called in their language, "Hell Cooled Off." Angling up through Wyoming into southeastern Montana, pouring eventually into the mighty Missouri river, the Powder from earliest times has made men, and the men have made history. The 91st was bred in the toughest land on earth.

Back in the 1860's the then Secretary of War Stanton, irritated by the attentions of an officer who wished a transfer from his present position, snapped to his secretary, "Where is the worst place, next to hell, to send a regiment?"

The secretary thought a moment, then replied, "to the Powder river, sir!"

Powder river flows "a mile wide and a foot deep," its banks at certain points sanded with black sand in a manner to make the first French adventurers think of gunpowder. In the Powder river country Lieut. Col. George A. Custer and his command died against odds of a hundred to one. Tatanka-E-Yotanka, whom the white men called Sitting Bull, made his bid against defeat in the Powder river land. A certain Pvt. Dennis Driscoll, traveling between Forts C. F. Smith and Phil Kearney, built to protect emigrant trails, raced on a blind mule through a thousand Sioux, eluded them by strategy, endurance and his skill with a pair of borrowed pistols, and reached Fort C. F. Smith in time to send relief to his beleaguered companions.

Cow Country

The tough men of Powder river did not cease with the passing of the Indian menace. Powder river became cow country—domain of the great cattle barons, where they grew steers with the longest horns and horses with the toughest legs. And men able to fork those horses, with no daylight between rider and saddle. To come from Powder river became a mark of honor. It meant you were more than the average cowboy. You could ride anything—you could "Let 'Er Buck!" and people

knew you were of the superman breed.

The First World War thundered. In from Powder river came the cowboys and the sons of the old cattle barons and the buckaroos and rannycavoes and all members of the tough breed of Powder river. They did not hesitate, and the 91st division was organized largely from volunteers. Men used to sleeping under stars and to riding the depths of the badlands where all water was bad and furnace heat smoked eternally found army life light compared with their past labors.

They Gather Again.

Their task done, the 91st returned home. Twenty-four years later the 91st is being reactivated, this time at Camp White, Ore. There are once more men

of the high border country and the northwest in the 91st. The battle cry of the new 91st is the same as the old: "Powder River—Let 'Er Buck!"

Camp White lies in the southern part of the state near the city of Medford. Constructed recently at a cost of many millions of dollars on flat Agate desert, the grey buildings are flanked by mountains through which flows the Rogue river, rough as its name.

Here, "Let 'Er Buck!" is coming to life for the Second World War.—Montana Standard, Butte, Mont.

Ware, Mass. (U.P.)—A clergyman, answering a draft board questionnaire, described his work as "teach, preach, marry and bury."



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