

Letters To Ethel

(PART 2)

AFTER CAMP WADSWORTH, SC

TO

ARMISTICE IN FRANCE

Postcard Postmark: September 24, 1918 Philadelphia, PA.



"Bayonet Exercise Greetings from Camp Wadsworth, Spartanburg, S.C."

*"Dear Ethel,
Am well. Will write again soon.
Yours,
B.D."*

Another of the Photochrom colorized generic Army camp scene postcards obtained by B.D. while at Camp Wadsworth, but mailed from Philadelphia, PA while the regiment was enroute by train to Camp Merritt in New Jersey.

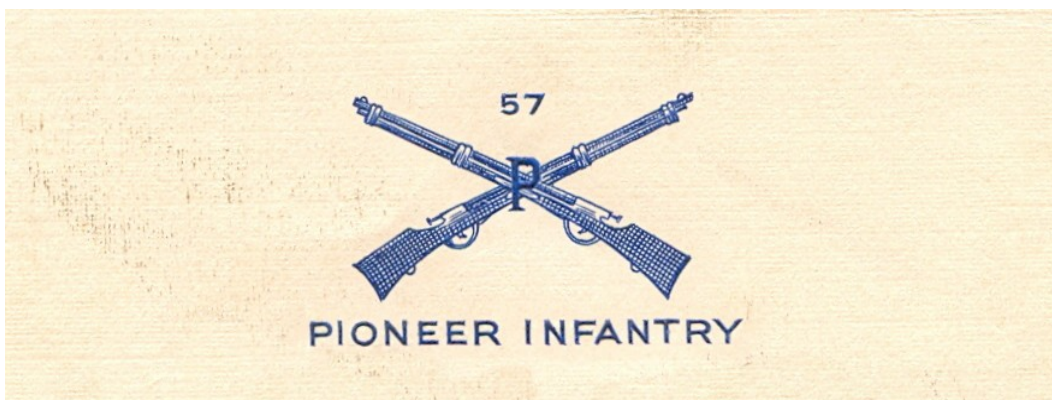
September 25, 1918

A memo to the Acting Surgeon General of the Army in Washington, D.C. from Headquarters, Service Of Supply, A.E.F. reported that an influenza complicated by a septic, rapidly fatal type of pneumonia, was epidemic throughout France and that severely strained medical facilities were being overwhelmed by the addition of troops arriving ill with influenza on overcrowded troop ships from the United States. The memo recommended restricting movement of troops overseas and the use of less crowded ships. [150]

September 26, 1918

The prevalence of influenza in 10 of 16 large Army cantonments, as well as the port of Hoboken, New Jersey and two camps in the south led the Acting Surgeon General of the Army to recommend to the War Department that the selective service draft of new men be suspended. [151] The next two scheduled selective service drafts were then canceled by Army Provost Marshall Enoch Crowder despite significant pressure to train replacement troops. These new troops were needed due to high attrition rates then occurring within the forces of the A.E.F. caused by the combination of battle deaths, injuries and illness as the U.S. Army fought a major offensive against German forces in the Meuse-Argonne region of France. [152]

September 27, 1918 10AM JERSEY CITY, N.J. MERRITT BRANCH



*“My Dear Ethel,
Will write a few lines as I have gotten to Camp Merett in N.J., but won't be here more than 73 hours, if we are here that long. Have had a nice trip, left Monday morning and got here this morning and this is Wednesday. Came through*

Washington and saw Uncle Sam's home. Came through Philadelphia, it is some city. The girls sure was glad to see us, but that don't keep me from wanting to come home, but it don't look like I will get to see my Ethel any more, but hope I will any way. Don't know when we will be examined, if I pass, I will be sailing Sunday. Ethel, I can't hardly write this is something to think about, while I haven't gotton blue yet and hope I wont, for it is bad enough. When I am not blue, well I don't gess there is any use, if you ans[wer], for I wont be here. This is all the paper I have and I thot I would write to you and a card to my folks. I think more of you than anybody in the world and I don't want you to for get me while I am gone and pray that I will get back some day and we will be happy together in Tennessee, the best place in the world. Wont that be funny? It is a little cool here and we haven't any fire yet and I am getting cold. Haven't seen Lonnie but once since we left Camp Wadsworth. Lonnie just came in. He liked his trip just fine. I din't get to have my pictures made, will have some made when I get a cross and send you some. The boys are having a good time, think I'll have to run around and get warm. Be good and don't forget your soldier boy.

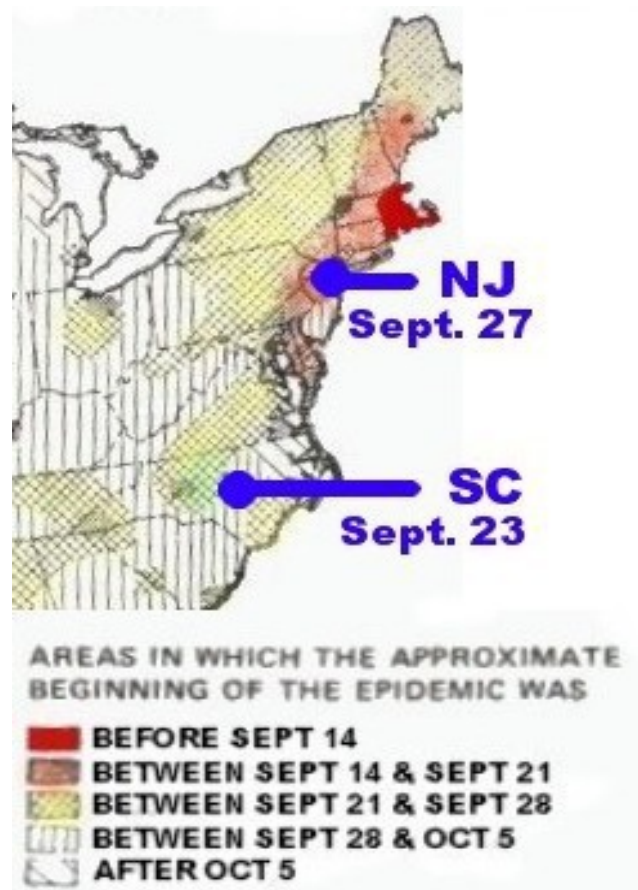
Yours,

B.D.

p.s. When I go to fighting, I will sine my name Bevly Dave"

This letter was written by B.D. on official 57th Pioneer Infantry letterhead paper. The use of "sine my name Bevly Dave" was to be a simple code phrase that B.D. planned to use as a means to get around the military censorship of all soldier correspondence.

September 27, 1918



SPREAD OF THE SPANISH FLU 1918 [153]

The 57th Pioneer Infantry arrived at Camp Merritt to find the camp under strict quarantine due to influenza, which had first broken out there earlier on the 16th. The number of influenza related pneumonia cases and deaths had increased rapidly and peaked there on the previous day of the 26th with 23 deaths out of 188 pneumonia cases. [154,155] Despite the 57th Pioneer Infantry being segregated to their barracks, there was contact with others already exposed to the virus and assumed to be infectious, included the camp medical authorities tasked with daily examinations of the men for signs of infection, as well as the mess staff responsible for feeding the troops. Organizations were allowed to embark for France from camp, as long as their sick rate was low and not increasing. [156] On this same date, the U.S. Public Health Service began the first mandatory reporting of influenza cases as a public health disease. There were 100 cases of influenza were reported from South Carolina, but these were only civilian cases, not those occurring within the military forces stationed across the state. [157]

September 28, 1918

Col. Kean, Deputy Chief Army Surgeon, A.E.F., reported that “influenza was increasing and spreading rapidly, 1,700 cases reported at Brest, total in A.E.F. from September 1-25:11,910 cases.” [158]

The 1st Battalion of the 57th Pioneer Infantry had been assigned to guard duty aboard the troop transport ship *U.S.S. Leviathan* and began their move out from Camp Merritt around 1 A.M. in the morning. From the camp, the troops marched down an steeply inclined road to Alpine Landing on the North Hudson River and caught ferries which transported them down river to the port at Hoboken, New Jersey where they boarded the ship. [159] Image #14 shows a different group of troops marching down this same road, but during daylight hours, with Image #15 showing the same groups of troops as they boarded a ferry after reaching Alpine Landing..

Image #14: Marching From Camp Merritt to Alpine Landing (July 1918) [160]

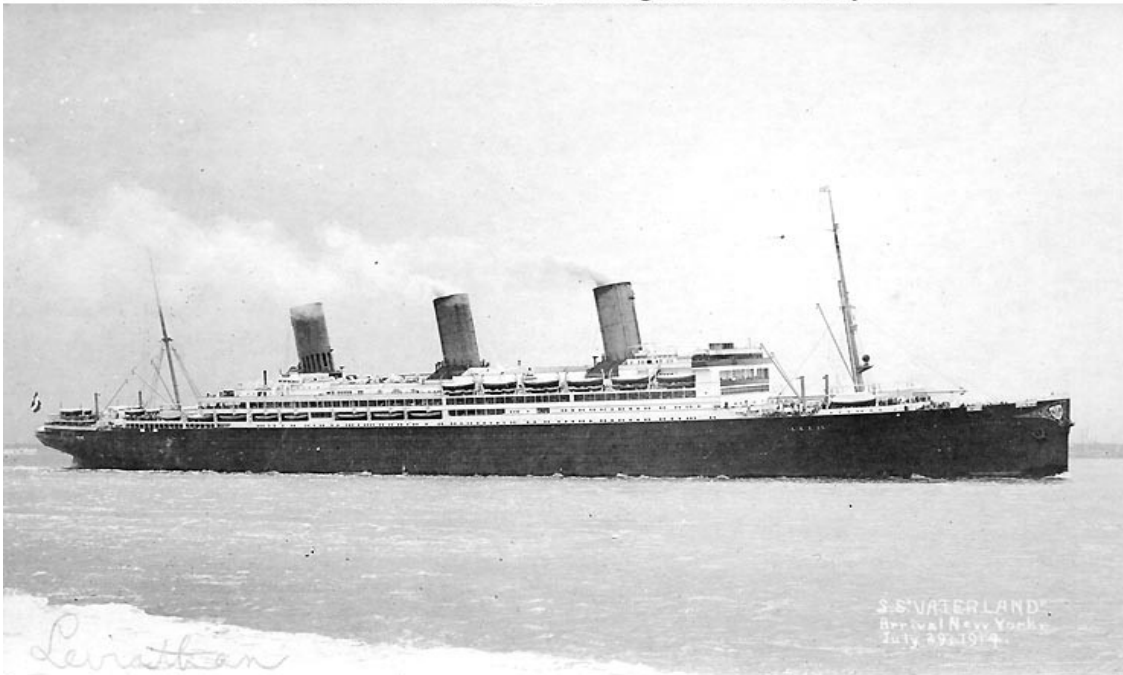


Image #15: Troops Marching To Board Ferry At Alpine Landing [161]



Image #16: *S.S. Vaterland* (July 29, 1914) [162]

Photo # NH 103156 S.S. Vaterland arriving at New York, 29 July 1914

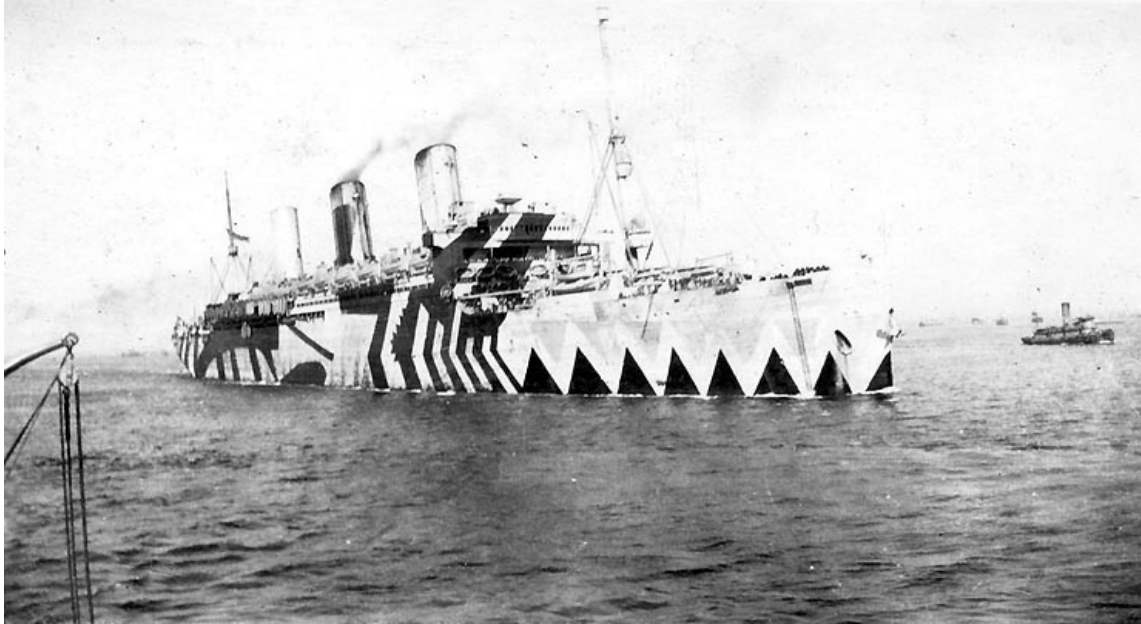


The *U.S.S. Leviathan* was a renamed seized German cruise liner, originally the *S.S. Vaterland*. As the largest passenger ship in the world when she entered into passenger service for the Hamburg-Amerika line in 1914, the *S.S. Vaterland* had completed only seven transatlantic crossings before war was formally declared

between Great Britain and Germany later that same year. The ship was in dock at Hoboken, New Jersey when hostilities broke out and was unable to leave the neutral American port without risk of capture by the British Navy. [163]

Image #17: *U.S.S. Leviathan*, The Queen of Them All (1918) [164]

Photo # NH 103165 USS Leviathan -- "The Queen of Them All", 1918



When war was declared by the United States against Germany later in 1917, the *S.S. Vaterland* was seized by American authorities, renamed the *U.S.S. Leviathan* and converted into a troop transport ship. [165] More than 100,000 soldiers would be carried over 19 transatlantic voyages, most done without naval escort due to the ship's high rate of speed. The *U.S.S. Leviathan* would set a world record on one of her crossings by carrying 14,416 military personnel, the largest number of passengers ever transported by a ship up to that time, on a ship originally designed to carry only 3,909 crew and passengers. [166] Image #17 shows the *U.S.S. Leviathan* in harbor at Brest, France and painted in her wartime dazzle pattern camouflage designed to distort the ship's silhouette when seen through the periscopes of German submarines and optical sights of German naval warships.

September 29, 1918 (Boarding The Ship)

The march of the 2nd and 3rd Battalions of the 57th Pioneer Infantry Regiment down toward the ferries at Alpine Landing was described in detail by Capt. Ernest W. Gibson, an Adjutant with the 57th Pioneer Regiment's Field and Staff Officers, who had previously commanded Co. "I", 1st Vermont National

Guard before it was federalized to form the 57th Pioneer Infantry. [167,168]

Capt. E.W. Gibson: *"The 2nd and 3rd Battalions marched out from their barracks about 1 AM in the morning. We had proceeded a short distance, when it was discovered that the men were falling out of ranks unable to keep up. The attention of the commanding officer was called to the situation. The column was halted and the camp surgeon was summoned. The examination showed that dreaded influenza had hit us. Although many men had fallen out, we were ordered to resume the march. We went forward up, up and up over the moonlit road leading to Alpine Landing on the Hudson, where ferry boats were waiting to take us to Hoboken. The victims of the epidemic fell on either side of the road unable to carry their heavy packs. Some threw their equipment away and with determination tried to keep up with their comrades. Army trucks and ambulances following, picked up those who had fallen and took them back to the camp hospital. How many men or how much equipment was lost on the march has never been determined. On board the transport men continued to be stricken and 100 of these were taken off and returned to shore before sailing."* [169]

Another report about the boarding of the ship was made by Lieutenant-Commander, Henry A. May, U.S.N.M.C., a U.S.S. *Leviathan* Senior Medical Officer. [170]

Lt. Cmdr. H.A. May: *"During the hours of embarkation, Army medical officers removed from the ship approximately 100 men and 4 nurses as being infected with influenza. I have been told by an Army officer (Capt. Cheney), attached to the headquarters staff on board, that the 302nd Water Tank Train left 178 men behind at camp because of influenza. In this connection, the following copy of a telegram sent from Headquarters, Port of Embarkation, Hoboken, N.J. to the Commanding Officers, Camp Holabird, MD., September 23, 1918 is submitted: 'T765. Send Water Tank Train 302 to Camp Union as scheduled, regardless prevalence influenza. Please acknowledge receipt. Signed, Judson. 1159a.'" By the same officer, I was told that a large number of the 57th Pioneer Infantry were left behind in camp because of illness with influenza. This statement was confirmed by the Chief Army Surgeon on board."* [171]

Later in 1919, a History Committee aboard the S.S. *Leviathan* would compile and publish a history of the ship that included information regarding the influenza outbreak aboard the ship earlier in 1918.

S.S. *Leviathan* History Committee: *"Many men and several nurses were obliged to leave the ship just before we cast off our lines and everyone felt that we would have a distressing time going over. While the embarkation troops were lined up on the big pier, some of the men dropped helpless on the dock. We were informed that a number of men had fallen by the wayside, limp and listless, on their march from the camp to the scene of transportation."* [172]

Ethel Fly Mills would record in a post-war lawsuit filed against the Veterans Administration after the death of her husband that B.D. stated he was ill with influenza when he boarded the ship to sail for France. He told her that he

could hardly stand in the line of duty and had begged to be hospitalized in New York, but as the need for men for the war was at a critical point, he was taken to France. [173]

While the men of the 57th Pioneer Infantry might have been exposed to some railroad personnel infected with influenza during the troop train transport from Camp Wadsworth to Camp Merritt, there is no question that the largest exposure of most of the soldiers occurred during the regiment's short 2 day stay at Camp Merritt. This is evident on review of the September 29, 1918 passenger manifest for the *U.S.S. Leviathan*, which recorded the names and organizations of all of the troops and civilians scheduled to board the ship for France, and was amended with written notations made to the typed names of those soldiers who did not embark on the ship as planned. While some soldiers had transferred to other Army organizations or were recorded as "AWOL" (Absent Without Leave), 99 soldiers from the 57th Pioneer Infantry were struck off the passenger manifest for reasons which implied or specifically indicated that these men had not boarded the ship or had been taken off because of illness.

Absent Without Leave: 3 soldiers were noted as "AWOL P of E" (Absent Without Leave Port of Entry). The Port of Entry would have been the pier at Hoboken, NJ where the troops boarded the *U.S.S. Leviathan*. Since records document that all three individuals remained in Army service, it would appear that they were recorded A.W.O.L. in error, a reflection of what must have been a confused and chaotic scene there on the docks as troops were boarding the ship at the same time as others symptomatic with influenza were being removed.

General Order #84: It is unclear why 44 soldiers were struck off the passenger manifest under "G.O. #84", as this order referenced the prosecution of deserters. In the context that it was used on the passenger list, it might have identified those who had missed boarding the ship and could not be accounted for, probably due to illness, but were not yet officially deemed A.W.O.L. These might include those soldiers whom had boarded the ship, but were then removed before embarkation. Of the three soldiers from Lonnie's and B.D.'s Co. "C" who were noted as "G.O. 84", two later boarded other transport ships for France, while the third was found recorded as being in Camp Merritt Base Hospital on a later transport ship's passenger list.

Detention Camp: 33 soldiers, of which 29 came from Co. "H", were noted as having been transferred to "Detention Camp, Camp Merritt". The Detention Camp at Camp Merritt had originally been set up as a segregation unit for those soldiers being treated for venereal diseases prior to deployment overseas, so unless there were a lot of bad boys in just this single company, it is apparent that the camp was also used during the influenza outbreak to segregate those sick with the flu, but not ill enough to be hospitalized. This is confirmed by the fact that most of the recorded transfers to the Camp Merritt Base Hospital were also from the same Co. "H".

Base Hospital: 18 soldiers, of which 13 were from Co. "H", were noted as

having transferred to "Base Hospital, Camp Merritt".

Fell out Sick: 4 soldiers from Co. "G" were specifically noted as "sick fell out enroute", which supports the story of soldiers falling sick out of the regiment's line of march from Camp Merritt down to Alpine Landing. [174]

9,326 total passengers were recorded on the September 29, 1918 passenger manifest of the *U.S.S. Leviathan*. Of the listed organizations, the largest single complement of troops was from the 57th Pioneer Infantry with 101 officers and 3,194 enlisted men. The other organizations aboard included: September Auto Replacements Drafts from Camps Greenleaf, McArthur, Humphreys, Hancock and Jackson; Medical Replacement, No. 73; 401st Pontoon Train; 467th Pontoon Train; 468th Pontoon Train; Water Tank Train No. 302; 323rd Field Signal Battalion; Base Hospitals No. 60 and 62 Nurses; and Advance Debarking and Billet Party 31st Division. [175] The *S.S. Leviathan* History Committee recorded that in addition to the 9,334 Army passengers (12 more than the passenger manifest), there were 254 naval personnel aboard the ship along with the ship's crew of 2,221 officers and sailors, a total of 11,809 passengers and crew aboard when the ship left port on September 29th. [176]

September 29, 1918 (Ship Departure)

After the obviously ill soldiers had been removed from the *U.S.S. Leviathan* prior to embarkation, it was decided to quarantine the remaining assumedly healthy troops within their assigned quarters. 432 armed Military Police were on board to enforce this quarantine. [177] There was no identified military police organization on the ship's passenger manifest, so this police duty was probably the guard duty which had been assigned to the 1st Battalion of the 57th Pioneer Infantry.

Capt. E.W. Gibson: "*On Sunday afternoon the 29th, the tugs pulled the great ship into midstream, turned her prow in the direction of the great ocean, the great propellers began to turn and we were off to the Great Adventure.*" [178]

S.S. Leviathan History Committee: "*Under clear skies we steamed slowly through the big harbor filled with shipping and proceeded straight to sea. This trip overseas was to be made memorable by reason of the Army epidemic of influenza on board.*" [179]

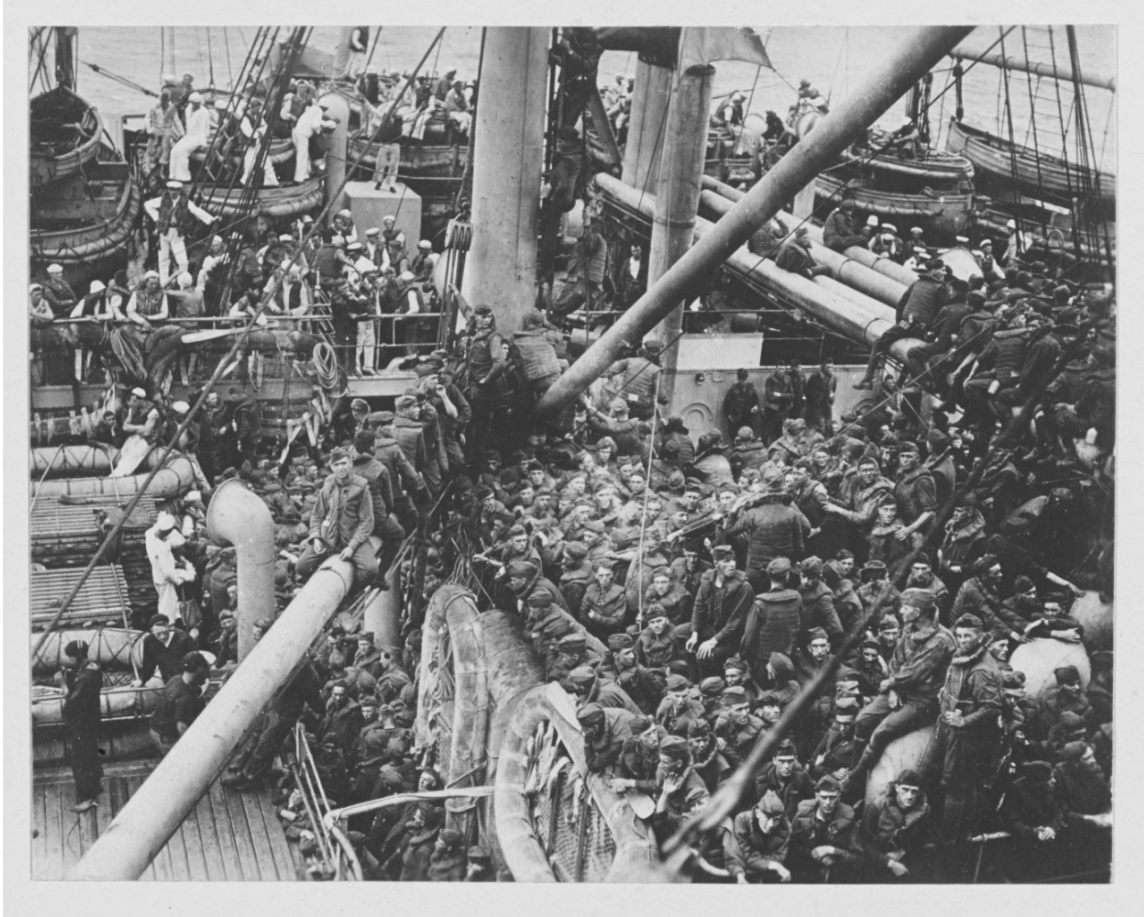
The same day that the 57th Pioneer Infantry departed from the port of Hoboken aboard the troop transport ship *U.S.S. Leviathan*, the first case of influenza was reported at Camp Wadsworth in South Carolina. [180]

Image #18: Port Side Bow *U.S.S. Leviathan* (1918) [181]



To escape the crowded and poorly ventilated holds of the *U.S.S. Leviathan*, the troops and sailors would gather on the decks of the ship to relax and breathe fresh air. This picture was photographed while the ship was enroute from the United States to France in 1918. Photographed from the port [left side] bridge, the view looks forward along the port side toward the bow. Soldiers in life vests are seen sitting on the cargo boom in the center with canvas windsail ventilators, life rafts and life boats also seen.

Image #19: Forward Bow *U.S.S. Leviathan* (1918) [182]



This is the same group of troops and sailors seen in the first scene on the forward decks of the *U.S.S. Leviathan*, but photographed to the right toward the center of the bow.

Image #20: Starboard Bow *U.S.S. Leviathan* (1918). [183]



Another view of the same group of troops and sailors on the decks of the *U.S.S. Leviathan*, but looking further to starboard from the ship's port bridge wing. Note how the soldiers were using any available space to sit or stand, including the ship's booms.

September 29 - October 7, 1918 (Voyage to France)

Various descriptions of the influenza outbreak which occurred aboard the *U.S.S. Leviathan* have been reported in different published works using edited official and personal accounts. One such describes the experience of Sarah Bond, one of the Army nurses from Base Hospital #60 who survived the nightmarish conditions and chaos aboard the *U.S.S. Leviathan*. A few days into the voyage, she began to feel ill with influenza during a life boat drill, but her condition rapidly worsened with her developing bleeding from the ears, nose and throat, along with purple cyanotic discoloration of her skin. With her in such a serious condition and fearing her immediate death, her fellow nurses asked if she had any last messages for her family and called a physician to examine her. He lamented that only if he had adrenaline he could save her, but did give her an injection and some pills of unidentified medications. During the night, the seas were raging and

tossing everything about in the her cabin. At some point, a seemingly dead soldier in full pack rolled through the stateroom door requiring a guard to push him up the hall to prevent blockage of the passageway. She was so close to death that another nurse checking on her later thought she had already succumbed. She tried not to sleep, as her mouth and throat would fill with blood causing her to choke, but was constantly nauseated from the foul-smelling odors of the ship. As the ship near Brest, all of the water was cut off leaving those ill to also suffer a terrible thirst. On arrival at Brest on October 7th, twenty sick nurses with seven on stretchers were taken from the ship to Base Hospital #65 at Kerhuon Hospital Center. The next day, while still shivering violently from chills, she witnessed the deaths of two other nurses, one who screamed constantly in delirium and the other who bleeding profusely from biting her tongue. [184] Another such account was a report was made regarding three graduates and a faculty member from Norwich University, a private military college founded in 1819 and located in Northfield, Vermont [185]: *"They were assigned to the 57th Pioneer Infantry and were aboard the Leviathan with their commands on that ghastly voyage to France during which the epidemic of influenza turned the transport into a pestilence ship where men died like flies and panic walked the decks with every change of the watch."* [186]

The influenza outbreak aboard the *U.S.S Leviathan* was such a compelling event, it is best left described in the unedited words of those who witnessed it first hand and survived the experience.

Capt. E.W. Gibson: *"We had on board 9,033 officers and men and about 200 army nurses on their way to hospitals in France. The presence of the nurses was very fortunate as it afterwards turned out. The ship was packed, conditions were such that the influenza bacillus could breed and multiply with extraordinary swiftness. We went much of the way without convoy. The U-boat menace made it necessary to keep every port hole closed at night, and the air below decks where the men slept was hot and heavy. The number of sick increased rapidly. Washington was appraised of the situation, but the call for men for the Allied armies was so great, that we must go on at any cost. The sick bay became overcrowded and it became necessary to evacuate the greater portion of deck "E" and turn that into sick quarters. Doctors and nurses were stricken. Every available doctor and nurse was utilized to the limit of endurance. The administration force of the regiment was crippled. All of the sergeant majors with the exception of Frank McLaren of Bennington were sick."* [187]

S.S. Leviathan History Committee: *"Our first death was recorded the next day out. He was a sailor who did duty in the Hospital Corps. He told the chaplain that he did not want to die because of the great need of his help at home. Out of over two thousand cases of influenza and pneumonia on board, this first case and two naval passengers en route to duty in France, were the only ones to die from the Navy. All the other deaths belonged to the Army, 96 in all. This was not a bad percentage considering the total number of cases stricken, the hardships and restrictions, the weather conditions, the intense nervous strain in the war zone*

and the tremendous rolling of the big ship while in the storm. Very few people in the sick spaces got much sleep. Everybody helped during the terrible plague. There was work for all. It was pitiful to see men toppling over dead at your feet. It was like some invisible hand reaching out and suddenly taking them away. It was truly sad and depressing.

The standing lights in the big spaces of the ship were kept dim behind colored glass. Rules and prohibitions were minute and precise and were always strictly enforced. A lighted cigarette upon a dark deck high in the air may be seen a half a mile at sea and thus would enable an enemy submarine to radio a lookout warning to another "sub" lying in wait ahead. These pests of the deep generally worked in pairs. To show how strict the rules were, an army chaplain, who was assisting the chaplain of the ship in administering to the dying, was threatened with court-martial because he had opened a port slightly in response to a dying soldier's request for air. These penalties may appear to be unduly harsh, but where the safety of thousands depends upon the minute obedience of the individual why "the punishment fits the crime." The army nurses were like ministering angels during that dreadful scourge. They were brave American girls who had left home and comfort in order to undergo peril and sacrifice abroad. Surely they have earned a place in Heaven. The bluejackets on board were second to the nurses in their unwearying patience and generous self-denial." [188]

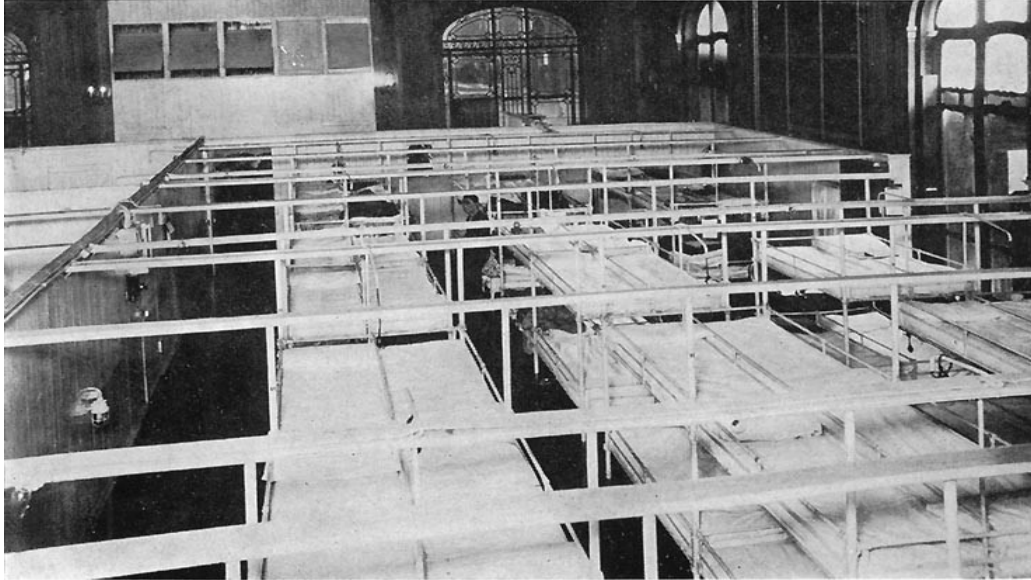
The most vivid and detailed account regard the influenza was the official report written by Lieutenant-Commander, Henry A. May, U.S.N.M.C., which a physician later described as a "chronicle of horror and heroism". [189]

Lt. Cmdr. H.A. May: "Within a few hours after leaving the piers at Hoboken, about fifty cases of influenza had been admitted to the sick bay. There were but 14 Army Medical Officers and 48 Army Hospital Corpsmen available for duty. Under normal conditions this personnel would have not been sufficient. In the face of such an epidemic as this, the combined Navy and Army medical force has not been enough to properly care for the stricken. Because troop space H-8 was deemed unfit for occupancy by reason of inadequate ventilation, troops quartered there were moved on the 30th to other compartments, causing congestion in many spaces. All available bunks in the sick bay were filled by army sick before the morning of September 30th. Arrangements were then made to empty F room section 3, port side, containing 200 standees. These bunks were filled within a few minutes with sick men picked up from the decks. When this space was found to be insufficient E room section 2, starboard side, 415 bunks, was vacated October 1st, and the occupants sent down to H-8 regardless of improper ventilation. On October 3d, the port side of E room section 2, 463 bunks, was vacated by the Army guard, those sick in F. H. S. 3 were moved up to E. R. S. 2, and the guard sent below to be scattered wherever they could find space. Thus, on the night of October 3d, there was, beside the sick bay, a ward on E-deck capable of bunking 878 men. As the bunks are arranged four in a tier, one above the other, the top bunk could not be used for the sick, except in emergencies,

because nurses could not climb up to them nor could sick men climb down to go to toilets."

Image #21: Sick Bay on *U.S.S. Leviathan* [190]

Photo # NH 104695 Sick Bay on USS Leviathan

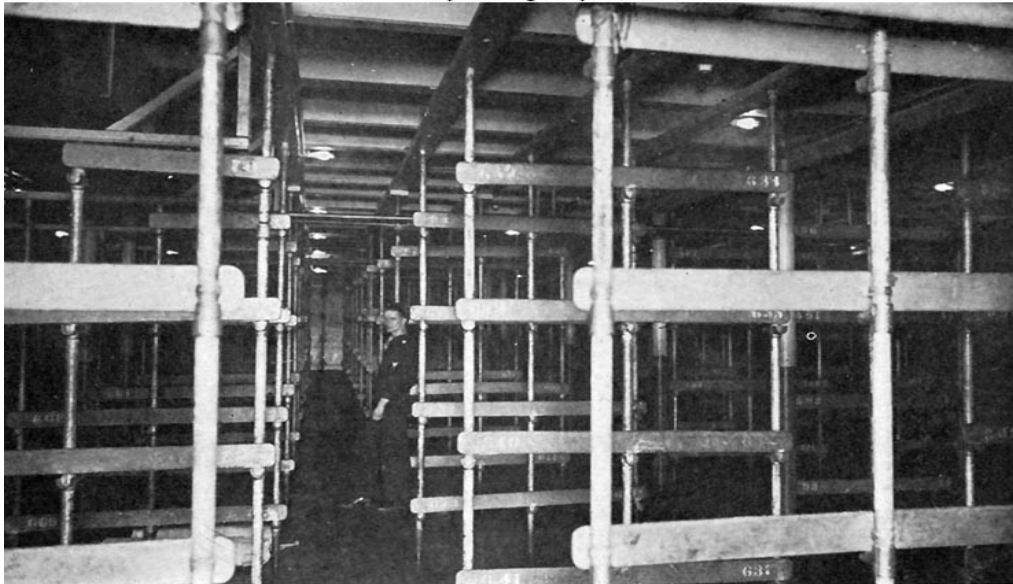


SICK BAY, U. S. S. LEVIATHAN

Note the elegant door and windows left over from the ship's time as the German passenger cruise liner *S.S. Vaterland*.

Image #22: Troop Berthing Compartment *U.S.S. Leviathan* [191]

Photo # NH 103201 Troop berthing compartment on USS Leviathan



TROOP COMPARTMENTS—WHERE SOME OF THE 10,000 SLEEP.

© Photo by Paul Thompson.

Seen are the frames for the standee bunks which held four tiers of fabric sling cots that the soldiers slept on. Note how high the fourth level was above the standing sailor.

Lt. Cmdr. H.A. May (continued): *"The Navy medical officers confined their efforts mostly to those in the sick bay spaces, while all the sick quarters below were turned over to the army medical officers. The army chief surgeon, Colonel Decker, and two of his juniors became ill on October 1st, leaving but eleven army doctors to hold sick call, treat patients below, and care for about thirty nurses and twenty officers who were ill in rooms. The navy medical officers stood watches in E. R. S. 3 at such times as they could be spared from the sick bay work, and relays of army nurses were assigned to duty below, with the pneumonia cases in the isolation ward, with sick officers in the officer's ward, and with sick nurses and officers in staterooms. In fact every available medical officer, nurse and hospital corpsman was utilized to the extreme of endurance. Below, in the E-deck ward, every possible appliance for the care of the sick was furnished to the army surgeons on duty. The commissary officer placed at our disposal stewards, cooks and mess men, and furnished just the kind of food required, in the best possible fashion.*

The course of the epidemic was influenced materially by these main factors: (1st) The widespread infection of several organizations before they embarked, and their assignment to many different parts of the ship; (2nd) The type of men comprising the most heavily infected group as these men were particularly liable to infection; and (3rd) The absolute lassitude of those becoming ill caused them to lie in their bunks without complaint until their infection had become profound and pneumonia had begun. The severe epistaxis which ushered in the disease in a very large proportion of the cases, caused a lowering of resisting powers which was added to by fright, by the confined space, and the motion of the ship. Where pneumonia set in, not one man was in condition to make a fight for life. As noted above, the sick bay was filled a few hours after leaving Hoboken. All pneumonia cases were placed in one isolation ward at the beginning, and another isolation unit was set aside for measles and mumps, both of which diseases were present among the troops. The other isolation units were first filled with influenza cases and later with pneumonias. Until the fifth day of the voyage, few patients could be sent to duty because of great weakness following the drop in temperature as they grew better. Only the worst cases in E-deck ward were sent to sick bay at any time, and all were potentially pneumonias. The E-deck ward was more than full all the time and there were many ill men in various troop spaces in other parts of the ship.

There are no means of knowing the actual number of sick at any one time, but it is estimated that fully 700 cases had developed by the night of September 30th. They were brought to the sick bay from all parts of the ship, in a continuous stream, only to be turned away because all beds were occupied. Most of them then lay down on the decks, inside and out, and made no effort to reach the compartment where they belonged. In fact practically no one had the slightest idea where he did belong, and he left his blankets, clothing, kit, and all his possessions to be salvaged at the end of the voyage. During October 1st, every

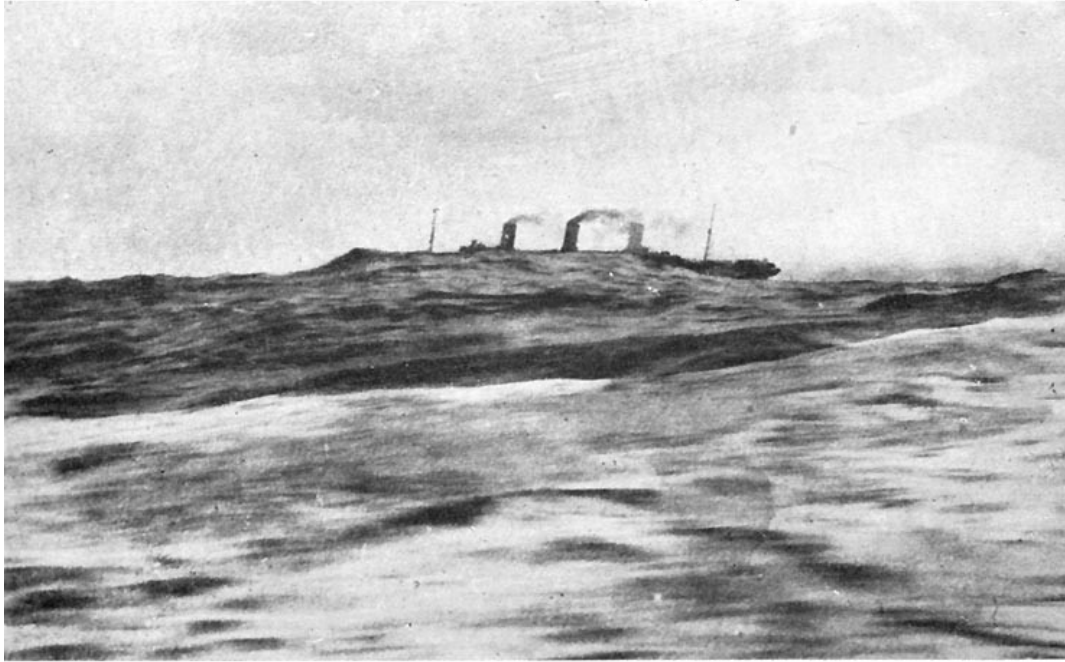
effort was made to increase hospital space below, as noted above. The heretofore satisfactory arrangements for army sick call were not adhered to by the army medical officers, and hundreds of men applied for treatment at the E-deck ward instead of going to the twelve outlying sick call stations. On this day, Colonel Decker, the Chief Army Surgeon, became ill. As he was the only army medical officer who had had army experience in administrative matters there was now no competent head to the army organization. Two other medical officers also became ill and remained in their rooms to the end of the voyage. Late in the evening of this day the E-deck ward was opened on the starboard side and was filled before morning. Twenty army nurses were detailed for duty during the night. When patients were brought up, their mates carefully left their blankets and clothing below and scouting parties had to be sent through the compartments to gather up all loose blankets for use of the sick. Fortunately we had about 100 army blankets in the medical storeroom which had been salvaged on other voyages. These were used while they lasted.

The conditions during this night cannot be visualized by any one who has not actually seen them. The morning of October 2nd brought no relief. Things seemed to grow worse instead of better. Cleaning details were, demanded of the army, but few men responded. Those who came would stay awhile and wander away, never to be seen again. No N. C. O.'s were sent, and there was no organization for control. The nurses made a valiant effort to clean up and the navy hospital corpsmen did marvels of work, but always against tremendous odds. Only by constant patrolling between the bunks could any impression be made upon the litter and finally our own sailors were put on the job. They took hold like veterans and the place was kept respectably clean thereafter. The first death from pneumonia occurred on this day, and the body was promptly embalmed and encased in a navy standard casket. When evening came no impression had been made upon the great number of sick men about the decks and in their own bunks. So arrangements were made to enlarge the hospital space by including the port side of E. R. S. 2. On October 3rd this was accomplished and from that time to the end of the voyage we had enough bunks to accommodate practically all the worst cases. Three deaths occurred this day and all were embalmed and encased. After going through the hospital and troop spaces that night it was estimated that there were about 900 cases of influenza in the ship. In the wards we sent back to bunks below all men whose temperature reached 99 and kept all bunks filled with cases of higher fever. October 4th, seven deaths during the day. The sea was rough and the ship rolled heavily. Hundreds of men were thoroughly miserable from seasickness and other hundreds who had been off the farm but a few weeks, were miserable from terror of the strange surroundings and the ravages of the epidemic. Dozens of these men applied at the wards for treatment and the inexperience of army doctors in the recognition of seasickness caused a great many needless admissions to the hospital. Many officers and nurses were ill in their rooms, and required the constant attention of a corps of well nurses, and an

army medical officer to attend them."

Image #23: U.S.S. Leviathan At Sea (September 1918) [192]

Photo # NH 103198 USS Leviathan in heavy seas, September 1918



CUTTING THROUGH A HEAVY SEA ON THE WAY OVER.
Taken a mile away from the "Great Northern," Sept., 1918.

The caption notes that this photograph was taken from a mile away from on board the *U.S.S. Great Northern* during high sea conditions that were experienced during September 1918. This photograph was taken earlier in September during the *U.S.S. Leviathan's* previous voyage to France. [193] Due to her great speed, the *U.S.S. Leviathan* would make the voyage to and from France either alone, as done on September 29th, or in the company of either the *U.S.S. Great Northern* or *U.S.S. Northern Pacific*, the only two other transport ships which could maintain the speed of the *U.S.S. Leviathan*. Using their speed as protection, these vessels often went unescorted by other Naval vessels across the war zone since they could outrun any pursuit by enemy ships or submarines. An American destroyer once attempted to keep pace with the *U.S.S. Leviathan* as the ship drove full speed into the teeth of a Biscay gale, but then limped back to port a few hours later with her hull stove in by the heavy seas. [194]

Lt. Cmdr. H.A. May (continued): *"Each succeeding day of the voyage was like those preceding, a nightmare of weariness and anxiety on the part of nurses, doctors, and hospital corpsmen. No one thought of bed for himself and all hands worked day and night. On the 5th there were 10 deaths, on the 6th there were 24, and on the 7th, the day of arrival at our destination, the toll was 31.*

It is the opinion of myself and the other medical officers attached to the ship that there were fully 2,000 cases of influenza on board. How many developed

pneumonia there are no means of knowing. Over 75 cases of the latter disease were admitted to the sick bay, most of them moribund. Of these, 3 improved so much that they went back to their compartments, 29 were transferred to hospital ashore, and about 40 died. As the records required to transfer patients from the army to the navy medical officers were furnished in but few cases, and as my records embrace all the dead, I had no means of knowing how many died in the sick bay and how many in the E-deck ward. Cases of pneumonia were found dying in various parts of the ship and many died in the E-deck ward a few minutes after admission. Owing to the public character of that ward, men passing would see a vacant bunk and lie down in it without applying to a medical officer at all. Records were impossible and even identification of patients was extremely difficult because hundreds of men had blank tags tied about their necks. Many were either delirious or too ill to know their own names.

A sick officer [the only to die] was treated in the open air on B deck, had a special army nurse during the day, and a navy hospital corps man at night. Hospital Corps I cannot speak in terms of sufficient commendation of the work of the hospital corps of this ship. Every man was called upon to exert himself to the limit of endurance during the entire round trip. No one complained, every man was on the job. Many of them worked twenty-four hours at a stretch amid conditions that can never be understood by one ashore or on a man-of-war. Some of the embalming detail, worked at their gruesome task forty-eight hours at a stretch without complaint, and at the end I had to drive them away to a bath and bed." [195,196]

Ethel Fly Mills noted in her V.A lawsuit: "He [B.D.] should have had hospital treatment on the ship, but if you remember, this was when the influenza epidemic was at its worst. So many men were dying on the ship, that those not in a dying condition did not get any medical attention whatever. He said the doctors and nurses did all they could." [197]

Lonnie Holt's experience on the U.S.S. Leviathan was later recalled by David Harrison Holt: "On the trip over to France, Danda told how everybody on the boat was sick and he had been told that if he always kept a little bit of food in his stomach, he wouldn't be sick, which apparently worked for him." [198]

October 5, 1918

Faced with a deteriorating military situation on the front lines combined with increasing political unrest at home, the German government reached out to U.S. President Woodrow Wilson to begin negotiations for an armistice. [199] Influenza was severely hampering German military operations while also majorly affecting the civilian population within Germany. Combat operations would continue all along the Western Front while the armistice negotiations were being conducted.

October 6, 1918

Col. Kean, Deputy Chief Army Surgeon, A.E.F., reported “influenza and pneumonia have increased by thousands of cases. Case mortality of pneumonia: 32%. The situation is very serious.” [200] In the days before antibiotics, a secondary pneumonia was a serious and often deadly complication of influenza.

October 7, 1918 (Arrival In France)

A memo to the Adjutant General of the Army noted that prior to the arrival of the S.S. Leviathan, Brest had reported 1,541 cases of influenza with an additional 1,062 cases of pneumonia. [201]

S.S. Leviathan History Committee: *"Upon our arrival in Brest we had on board 96 dead soldiers and three sailors. 58 of the former were buried in France, 33 were brought back to the States and seven were buried at sea in the war zone on the morning after we left Brest."* [202]

Lt. Cmdr. H.A. May: *"The army ambulance boat was promptly alongside, and debarkation of the sick began about noon. The sick bay was cleared first and we at once began to clean up in preparation for the wounded to be carried westbound. E-deck was then evacuated, but all the sick could not be handled before night, about 200 remaining on board."* [203]

Capt. E.W. Gibson: *"Upon the arrival at Brest, the organizations lightened ashore and all who were able marched about five miles to the mudflats beyond beyond Pontanezzan Barracks in the city of Brest. [204,205] This proved a repetition of our march to Alpine Landing, the lassitude of the men made it impossible for hundreds of them to make camp with their comrades. They were picked up by Y.M.C.A. and K.C. men and ambulances to be taken to hospitals or helped into camp. That night the men slept in their pup tents and in the mud. The only entrance to the camping area was through a lane filled with slippery French mud. The two adjutants were up a good portion of the night lighting the stragglers down the lane to where their companies were billeted. Several hundred never reached the camp or their organizations."* [206]

American Legion Report: *"[B.D. Mills] received treatment for influenza from October 7th."* [207] B.D. Mills later stated that on his arrival at Brest, France he had been placed in Base Hospital #65, but that no physician, nurse, or attendant had been present. [208]

Image #24: Camp Pontanzen, Brest France [209]

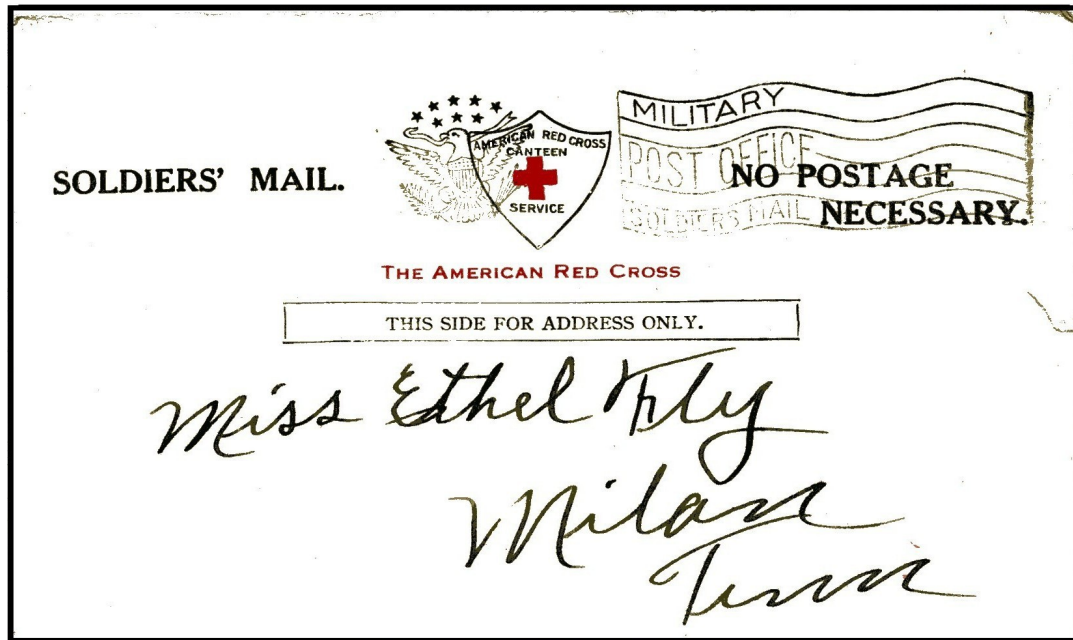


Soldiers walking on wooden walkways because of the mud.

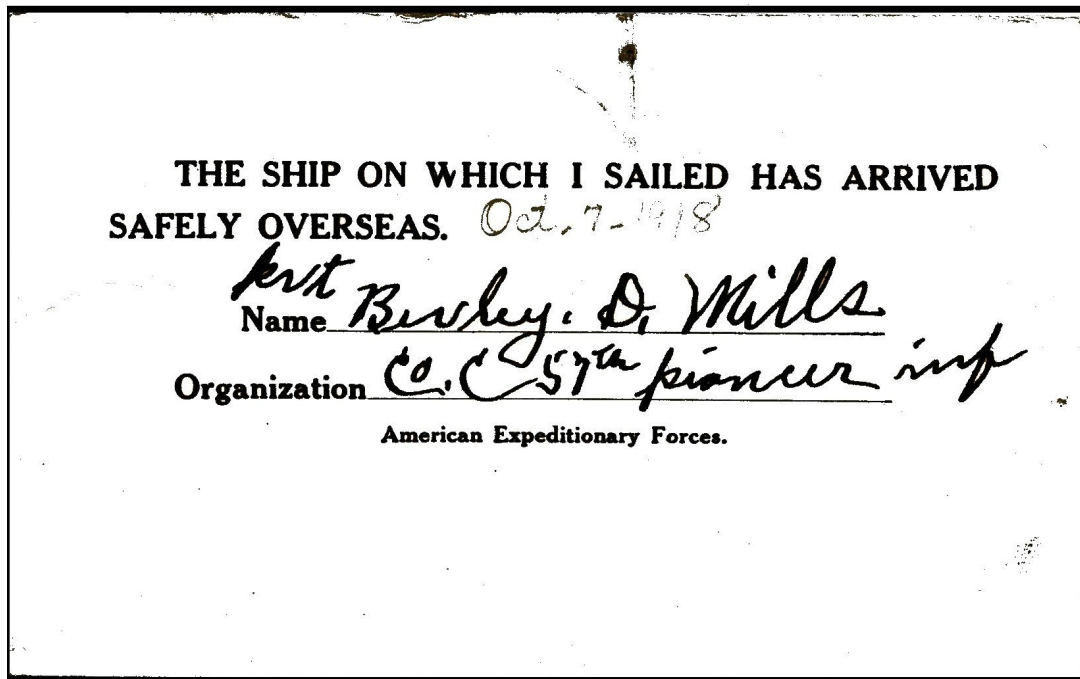
Image #25: Camp Pontanzen, Brest France [210]



MILITARY POST OFFICE, SOLDIERS MAIL (no date)



[address side]



[message side]

This arrival announcement postcard was furnished to soldiers by the American Red Cross and mailed by B.D. Mills upon his arrival at Brest, France. For military security purposes the ship he arrived on and the date of arrival were

not noted. The "Oct. 7, 1918" date was added later by Ethel Fly Mills. The American Red Cross was a humanitarian and medical relief organization which had a Camp Service that provided supplementary supplies, such as clothing and comfort items, as well as recreational and welfare services, which included movies and refreshments to financial aid and communications to American and Allied military personnel, such as this postal card. [211] Since the postcard was mailed from an active war zone, it was considered frank free (no postage needed), hence the "Soldier's Mail - No Postage Necessary" printing on the address side of the card. [212]

The "K.C." men referred to by Capt. E.W. Gibson were volunteers of another charitable organization, the Knight of Columbus. The K. of C. was a Catholic fraternal organization that established recreation huts on or near military bases in the U.S and Europe which operated under the slogan of "Everybody Welcome, Everything Free". Regardless of religion, rank or race, soldiers were provided candy, gum, cigarettes, sewing kits, razors, stationary, recreational activities, sports equipment, as well as rosaries and chaplain services. K. of C. volunteers ("Caseys") also manned mobile food trucks near the frontline trenches and helped the wounded in the field and at hospitals. [213]

October 8, 1918

Lt. Cmdr. H.A. May: *"On the 8th these [remaining 200] were taken off by the army, but not before 14 more deaths had occurred. Although on this day almost the entire personnel (Army) had gone, the nurses remained until the last sick man was taken off. 966 patients were removed by the army hospital authorities in France."* [214]

S.S. Leviathan History Committee: *"When the army nurses left the ship in Brest, they wept and bade the sailors an affectionate good-bye."* [215]

To put the 90 deaths which had occurred aboard the S.S. Leviathan between September 29th and October 8th into proper perspective, the ship's previous eight troop transports to and from France had suffered a total of only 9 deaths out of the total 83,502 passengers transported. [216,217]

October 10, 1918

S.S. Leviathan History Committee: *"We remained in Brest three days and left on the third evening at 5:30 P. M."* [218]

One additional Army passenger death was recorded on October 10th by Lt. Cmdr. H.A. May, bringing the total to 91 for all Army deaths associated with the S.S. Leviathan's ninth voyage to France. This soldier was probably one of the ship's 503 passengers being transported from France back to the U.S. [219]

October 11, 1918

Col. Kean, Deputy Chief Army Surgeon, A.E.F., reported that within the U.S. Army "pneumonia mortality this week was 45.3%." [220]

Capt. E.W. Gibson: "*The hospital record shows that 123 of our regiment died at the Kehruon hospital, 40 men died at Base Hospital No. 33, with several others at the Naval Base Hospital and some at Landernau. All of these deaths occurred within a few days of landing. The remainder of the regiment immediately proceeded to the advanced sector, and several more men died at Base Hospital No. 15 at Chaumont and the hospital near Humes. Nearly 200 of our regiment, men who died at Brest, are buried in the American cemetery at Lambezelle.*" [221]

The 57th Pioneer Infantry remained encamped on the mudflats beyond the Pontanezzan Barracks located outside of Brest until October 11th, when it was ordered to move to the Advance Sector in the Haute Marne Department. The regimental headquarters located to Foulaine with the troops billeted between Charmont, the General H.Q., A.E.F. and the front. [222,223]

S.S. Leviathan History Committee: "*At sunrise, after an imposing prayer by the chaplain, the flag was half-masted, taps were sounded, three volleys fired and the coffins containing the bodies of the [seven] dead soldiers were lowered gently into the sea. The ship was speeding at 21½ knots.*" [224]

October 11, 1918 U.S. ARMY POST OFFICE MPES *718*



YMCA "With the Colors" Lettersheet
Censor Stamped: "A.E.F. Passed As Censored A.3270"
Censor Stamp Overwritten: "O.K. Capt. Lineherges U.S.A."

Pvt. Bevley D. Mills
U.S. Army

Soldier's Mail

Miss Ethel Fly
Milan, Tenn
U.S.A.

"Oct. 11th, 1918
Some where in France
Miss Ethel Fly, Milan Tenn, U.S.A.
Dear Ethel,

I wonder what you are doing this morning for past time. I am sitting out in the sun, it sure feels good too, for it [is] raining here nearly all the time. Say, I haven't saw Lonnie but once since we boarded the ship. Don't know where he is. Would like to see him, for he seems like a brother to me almost. Well, I gess I like this country very well, haven't seen much of it yet, but gees I will see it soon. Well, I think the war will be over from the news we get and I hope it is true. Be good and write often.

Yours,
Pvt. Bevley D. Mills
Co. "C", 57th Pioneer Inf.
American E.F.
OK Capt. H.W. Lineherges, U.S.A." [Military Censor]

This YMCA imprinted lettersheet was a sheet of paper on which a message could be written on one side, folded, sealed and then mailed without use of an envelope. [225] It was free franked with "Soldier's Mail", so no postage was required. The Army Post Office MPES (Military Postal Express Service) number would correspond with today's use of zipcodes for localities. MPES #718 was processed through the Army Post Office at Saumur, located in the Maine-et-Loire department in Western France. [226,227] The postmark date was much later than the date of the letter, an indication of the slow processing of mail, as all military mail was subject to being censored by the military before it could be forwarded back to the states.

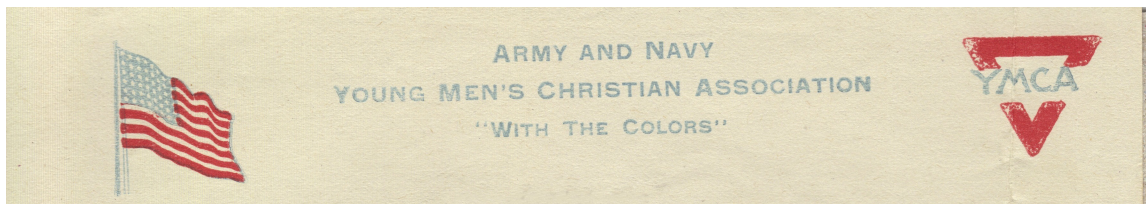
October 15, 1918 U.S. ARMY POST OFFICE MPES *???



A.R.C. A.E.F. Envelope

Censor Stamped: "A.E.F. Passed As Censored A.3270"

Censor Stamp Overwritten: "OK H.H. Ogelvie, Capt. M.C."



To the Writer: Save by Writing on Both Sides of this Paper.
To the Folks at Home: Save Food, Buy Liberty Bonds and War Savings Stamps.

*Bevley Mills
U.S. Army*

*Soldier's Mail
Oct. 15*

*Miss Ethel Fly
Milan, Tenn.*

U.S.A.

"Oct. 15, 1918

Somewhere in France

Miss Ethel Fly

Milan Tenn

Dear Ethel,

How are you, but this time fine I hope. Would like to here from you, haven't herd from you since I left camp merrett and seem like a awful long time to me. I am not with my Co[mpany], have been in the hospital ever since I got here, but am up all the time. Hope to come home soon. I don't like this country much. It rains so much here, it[s] muddy all the time. Be good.

As ever yours,

B.D.

Co. "C", 57th Pioneer Inf.

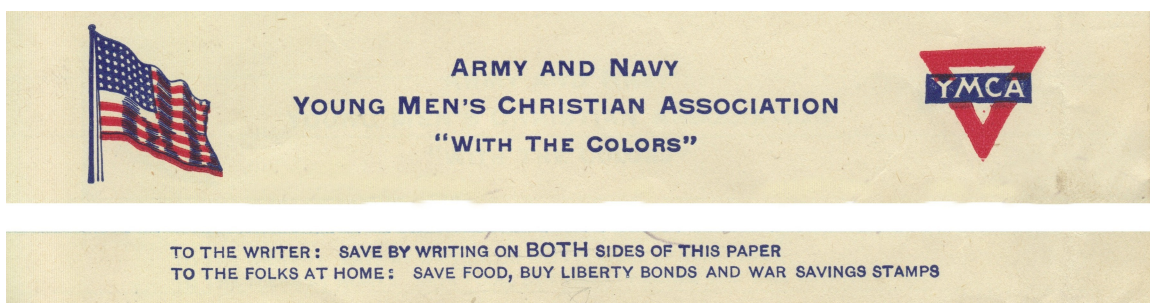
A.E.F."

B.D. wrote this letter on a different version of the YMCA "With the Colors" letterhead stationary and used an American Red Cross American Expeditionary Force (A.R.C. A.E.F) envelope to mail it frank free as soldier's mail. The stationary included a message printed along the bottom margin of the page imploring soldiers to save paper by using both sides of the page and those at home to conserve food and buy Liberty Bonds and War Savings Stamps, which financially supported the government's war efforts. Ethel Fly Mills later noted in her lawsuit against the Veterans Administration: *"From the hospital report, you will note he [B.D.] must have been in weakened condition, yet he said he was soon put to duty. He had to stand guard at night in cold rains. After this, he said he had to stay in hospital most of the time, while in France."* [228]

(??) October, 1918 U.S. ARMY POST OFFICE MPES *718*



American Y.M.C.A. SOLDIERS MAIL Envelope
Censor Stamped: "A.E.F. Passed As Censored A.3270"
Censor Stamp Overwritten: "*O.K. Lt. H. L. Bonerman, O.A.C. U.S.Army*"



Bevley D. Mills
U.S. Army
Oct. 25

Miss Ethel Fly
Milan, Tenn.

U.S.A.

"10/25/18

Dear Ethel,

I wonder if you are caring for your self? Having a good time? I gess I wish I was, so I could be with you and go to some of them good intertainment. Say, I wish you would send me some of your pictures. I lost the ones you sent me at Wadsworth and I would like to have one to look at ever Sunday, afater I get back from church and that would be a real Sunday, I think. Well, I like [here] better than I did when I first got here. I haven't seen much of France yet, have been in the hospital, but have been up all the time, except for 2 or 3 days. Am getting along fine, don't know when I will get with my co[mpany]. Haven't seen Lonnie since I got here. I gess he didn't get sick and is with his co[mpany]. Haven't gotten any mail since I got here. Am real anxious to here from you and allso home. When you rite, send Aubrey address and maybe I can get to see him when I get back to my co[mpany]. Be good and look for me after the war, for I will be there.

As ever yours,

Pvt. Bevley D. Mills, Co. "C", 57th Pioneer Inf. A.E.F.

This letter was written on a different variant of the YMCA letterhead stationary. The MPES code #718 cancellation shows that B.D.'s mail was still being processed by the Army Post Office at Saumur.

October 29, 1918

Due to heavy casualties being suffered in the Meurse-Argonne offensive and the need for men as replacements in the organizations fighting in combat, the 57th Pioneer Infantry Regiment was ordered to the classification camp of the 83rd Division located at Lemans. located about halfway between Paris and St. Nazaire. [229]

October 30, 1918

The 83rd ("Ohio") Division had been predesignated as the 2nd Depot Division after arriving in France earlier in June of 1918 and was based in the Le Mans area. A depot division was organized to train the soldiers arriving in France and after basic training would forward them as replacements to the combat divisions fighting on the front lines. [230] The 57th Pioneer Infantry had been scheduled to be converted to the 398th Infantry Regiment of the 100th Infantry Division after arrival in France, but with the impending armistice, the division's deployment from Camp Bowie, Texas to France had been canceled. [231] At Le Mans, all of the men and equipment of the 57th Pioneer Infantry were taken into

the 83rd Division and the regiment dissolved. [232] The untrained soldiers of the 57th Pioneer Infantry were divided between the 330th Infantry Regiment, 165th Infantry Brigade and the 331st Infantry Regiment, 166th Infantry Brigade. [233] Official records document that Lonnie Holt was transferred on this date from the 57th Pioneer Infantry to the 330th Infantry, which was assigned to Laigne-en-Belin, located south of Le Mans. [234,235] David Harrison Holt recalled that "*When he [Lonnie Holt] got to France, the Army utilized his marksman skills by making him a postman.*" [236] While the records do not record his postal assignment, I believe it probably occurred after his transfer later on December 12th to the 61st Guards Co., Army Service Corps. This military postal experience would be of great benefit to Lonnie after the war.

November 7, 1918

American Legion report on B.D.' Service record: "*In hospital at Brest until about November 7, 1918, treated B.H. 65.*" [237]

November 11, 1918

At 5:00 AM the Armistice of Compiègne was signed at Le Frankport near Compiègne, but the end of hostilities between the Allies and Germany would not take effect until later that day at 11:00 AM. [238] Ruth Holt McMullen recalled that Lonnie Holt stated that he was about 2 days out from being sent to the front lines, when the armistice was declared. Lonnie felt sure that he would have been killed if he had been sent to the front lines. [239] Lonnie's fears were not unfounded, because on this last day of the war, the U.S. suffered 10,924 battlefield casualties, including 2,378 deaths, with the last American soldier being killed at 10:59 AM. The armistice would be extended three times (December 13, 1918; January 16 and February 16, 1919) before the Treaty of Versailles would be officially signed later on June 28, 1919. [240]

END OF PART 2

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<<<https://quod.lib.umich.edu/f/flu/8000flu.0002.008/1/--crowder-calls-off-entrainment-of-draftees-because?page=root;size=100;view=image>>>

153. Influenza Spread Map 1918

154. Ireland, M.W., Major General, the Surgeon General. The Medical Department of the United States Army in the World War, Volume IV: Activities Concerning Mobilization Camps and Ports of Embarkation. (Washington, DC: U.S. Government Printing Office, 1928), p. 332.

155. U.S. Army Surgeon General. Annual Report of The Surgeon General for Fiscal Year 1919 To The Secretary of War, Volume 1. (Washington, DC: U.S. Army, 30JUN1919), p. 774. [online]

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156. Ireland, M.W., Major General, the Surgeon General. The Medical Department of the United States Army in the World War, Volume IV: Activities Concerning Mobilization Camps and Ports of Embarkation, p. 332.
157. "The Great Pandemic- Influenza Strikes". U.S. Department of Health & Human Services [online] <<http://1918.pandemicflu.gov/the_pandemic/01.htm>>
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159. "The Bethel Courier", Bethel, Vermont, 1920: "*Leviathan* A Charnal Ship: Horrifying Voyage Across of the 57th Pioneer Infantry (1st Vermont) Stricken With Influenza, Described by Capt. E.W. Gibson". [online] <<<http://www.cowhampshireblog.com/2018/09/28/100-years-ago-the-leviathan-transport-ship-of-death/>>>
160. Image #14: National Archives, Record Group 11, NARA111-SC-15584-ac: "5th Reg. Engineers On The Way Down To Alpine Landing Jul. 30, 1918" [online] <https://milanpatrick8.wixsite.com/ww1-us-photos/off-to-war-page-2>
161. Image #15: National Archives, Record Group 11, NARA111-SC-15599-ac: "5th Reg. Engineers Marching To Board Ferry At Alpine Landing Jul. 30, 1918" [online] <<<https://milanpatrick8.wixsite.com/ww1-us-photos/off-to-war-page-2>>>
162. Image #16: "S.S. *Vaterland* Arriving at New York, 29 July 1914" (1914). [online] <<<http://www.shipscribe.com/usnaux/ww1/images/i03000/i03156.jpg>>>
163. Wikipedia: *S.S. Leviathan*. [on-line] <<https://en.wikipedia.org/wiki/SS_Leviathan>>
164. Image #17: "*U.S.S. Leviathan*, The Queen of Them All" (1918). [online] <<<https://www.history.navy.mil/research/publications/documentary-histories/wwi/september-1918/illustrations/leviathan-camo.html>>>
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166. *S.S. Vaterland/Leviathan*. [on-line] <<<https://web.archive.org/web/20010803011430/http://www.ocean-liners.com/ships/vat.asp>>>
167. The National Archives, Records of the Office of the Quartermaster General, 1774-1985, Record Group 92, Lists of Outgoing Passengers, 1917-1938, NAI #6234477: U.S. Army Transport Service, Passenger List, *U.S.S. Leviathan*, September 29, 1918, p40. [online] Ancestry.com.
168. Wikipedia: Ernest Willard Gibson. [on-line] <<https://en.wikipedia.org/wiki/Ernest_Willard_Gibson>>
169. "The Bethel Courier", Bethel, Vermont, 1920: "*Leviathan* A Charnal Ship: Horrifying Voyage Across of the 57th Pioneer Infantry (1st Vermont) Stricken With Influenza, Described by Capt. E.W. Gibson".
170. History Committee of *S.S. Leviathan*. History of the U.S.S. Leviathan, Cruiser and Transport Forces, United States Atlantic Fleet, (Brooklyn, NY: Brooklyn Eagle Job Department, 1919), p. 13. [online] <<https://archive.org/stream/historyofusslevi00broo/historyofusslevi00broo_djvu.txt>>
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172. History Committee of *S.S. Leviathan*, History of the U.S.S. Leviathan, Cruiser and Transport Forces, United States Atlantic Fleet, p. 92.
173. Ethel Fly Mill's lawsuit vs Veterans Administration.
174. The National Archives, Records of the Office of the Quartermaster General, 1774-1985, Record Group 92, Lists of Outgoing Passengers, 1917-1938, NAI #6234477: U.S. Army Transport Service, Passenger List, *U.S.S. Leviathan*, September 29, 1918, pp40-263.
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176. History Committee of *S.S. Leviathan*. History of the U.S.S. Leviathan, Cruiser and Transport Forces, United States Atlantic Fleet, p. 215b.
177. Ethel Fly Mill's lawsuit vs Veterans Administration, VA form 79.
178. "The Bethel Courier", Bethel, Vermont, 1920: "*Leviathan* A Charnal Ship: Horrifying Voyage Across of the 57th Pioneer Infantry (1st Vermont) Stricken With Influenza, Described by Capt. E.W. Gibson".

179. History Committee of *S.S. Leviathan*. History of the U.S.S. Leviathan, Cruiser and Transport Forces, United States Atlantic Fleet, pp. 91-92.
180. U.S. Army Medical Department, Office of Medical History Website: "Extracts of Reports Relative to Influenza, Pneumonia, and Respiratory Diseases", Camp Wadsworth Base Hospital Report, p770.
[on-line]
<<<https://history.amedd.army.mil/booksdocs/wwi/1918flu/ARSG1919/ARSG1919Extractsflu.htm>>>
181. Image #18: Port Side Bow *U.S.S. Leviathan* (1918).
<<<https://www.history.navy.mil/content/history/nhhc/our-collections/photography/numerical-list-of-images/nhhc-series/nh-series/NH-103000/NH-103163.html>>>
182. Image #19: Forward Bow *U.S.S. Leviathan* (1918).
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