

**MAJOR GENERAL LEWIS' STORY.**  
(Continued from page 6, column 2.)

partment of the division. The evacuation was accomplished under trying conditions; the men were not permitted to remain on the field over night and at no phase of the operation was the evacuation of the wounded not going well.

Provost Marshal. The military police were used for traffic control, establishment of stragglers' posts and guards for prisoners of war.

Traffic control was most difficult, as there was a continuous two-way stream of traffic moving it. As the road was shelled throughout the operation, blocks were prevented only by careful supervision of the police. Stationary stragglers' posts, extending across the area of advance of the division, were established and a line between those posts constantly patrolled by mounted men.

**Machine Guns.**

The machine guns of the division were distributed as follows:

The 113th machine gun battalion (Div. M. G. Bn.) was assigned to the 117th infantry. One company was assigned to the company of the 117th infantry designated to the special mission of cleaning up the triangle included between the southern divisional boundary, the northern boundary of the Ninth corps and the canal. This battalion was of great assistance to the infantry to which it was assigned.

The 114th and 115th machine gun battalion (Brigade M. G. Bn.) were grouped under the divisional machine gun officer for the purpose of delivering overhead covering fire. They delivered two bands of fire, the first on the Hindenburg line and the part on the tunnel. After they had completed the barrage work, these battalions were assembled and came into divisional reserve. The barrage was very efficiently done under difficult conditions of enemy gas and H. E. shell. They were returned to their brigades on October 1.

The regimental machine gun companies were employed under the direction of the regimental commanders and were assigned to, and accompanied the front line battalions. Due to their heavy loads and the thick fog they often had difficulty in keeping up; however, they found many opportunities of usefulness.

Infantry carrying parties detailed to the machine gun companies were found indispensable in action. They should be detailed some days in advance in order that they may become fully identified with the machine gun company.

**Use of Stokes Mortars and 37mm Guns.**

These weapons were used under regimental direction generally, two mortars and one 37mm gun with each front line battalion. Both weapons were used to a limited degree; the difficulty of keeping up with the heavy loads in the thick fog prevented their more extended use. Both were used at times against enemy machine guns.

If the Stokes mortar and 37mm gun are to be used effectively in semi-open warfare, the details of carrying parties for gun and ammunition must be carefully worked out well in advance of the operation.

**Use of Engineers.**

On Y-Z night a detachment from the 105th engineers laid the jumping off tape under difficult conditions resulting from the dark night and machine gun and shell fire. The work was well done and the troops found no difficulty in forming up properly.

During the operation the First battalion was used in road and water reconnaissance, examination of dugouts and search for booby traps.

The Second battalion was assigned to the corps for special work on roads with the Fifth Australian tunneling company and the Fifth pioneer battalion. This battalion worked immediately behind the advancing infantry and in spite of the heavy hostile shelling performed its work in such a way as to receive most favorable comments from the commanding officers of the Australian units to which they were attached.

**Result.**

In the operation against the Hindenburg line the Thirtieth division advanced approximately 3,000 yards on a front of 3,750 yards against the strongest position on the western front. Forty-seven officers and 1,432 O. R. were taken prisoners, together with many field guns, scores of machine guns and minenwerfers, several anti-tank rifles and large quantities of ammunition and other equipment.

**E. M. LEWIS.**

Major General, Commanding.

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**FLIGHT HAS BAD BEGINNING.****Initial Attempt to Cross Atlantic Ends in Grief.**

London, April 19.—The first attempt at a transatlantic aerial flight westward came to grief Friday night in its first stage. Major J. C. P. Wood and Capt. C. C. Wylie, his navigator, had almost reached the Irish coast off Holyhead in a flight from East Church for Limerick, when engine trouble brought the Shamrock, nose foremost, into the sea, three miles from Holyhead. Both men were rescued, while Lancaster Parker, flying in an escorting machine, had a narrow escape on landing, his plane smashing against a shore wall.

A destroyer towed the Shamrock nearly ashore, according to the commander, who was then compelled to abandon her, and she was washed on to the beach.

"Both officers are more concerned about their machines than themselves," said the destroyer's commander, "but it was impossible for me to bring the biplane into the harbor."

Mechanicians were on their way from East Church to put the finishing touches to the Shamrock before the aviators ventured over the Atlantic and were stopped at Holyhead. The Short company, in whose machine Major Wood was flying, hopes to obtain quick reports from the mechanics on the condition of the plane.

There are conflicting stories regarding the circumstances of the rescue. Some messages say that a destroyer took off Major Wood and Captain Wylie, while others credit the rescue to two men who put out in a rowboat.

The air ministry's night bulletin says that the weather conditions along the Atlantic coast are decidedly favorable at present for a flight from west to east. The surface winds are much lighter now over the whole route. They are accompanied by fog, and perhaps rain or snow, but it is declared, if it is possible to leave the airdrome, conditions are exceptionally favorable for a flight and for alighting in this country. The sea disturbance is not sufficient to make a forced landing dangerous, except near longitude 20 degrees.

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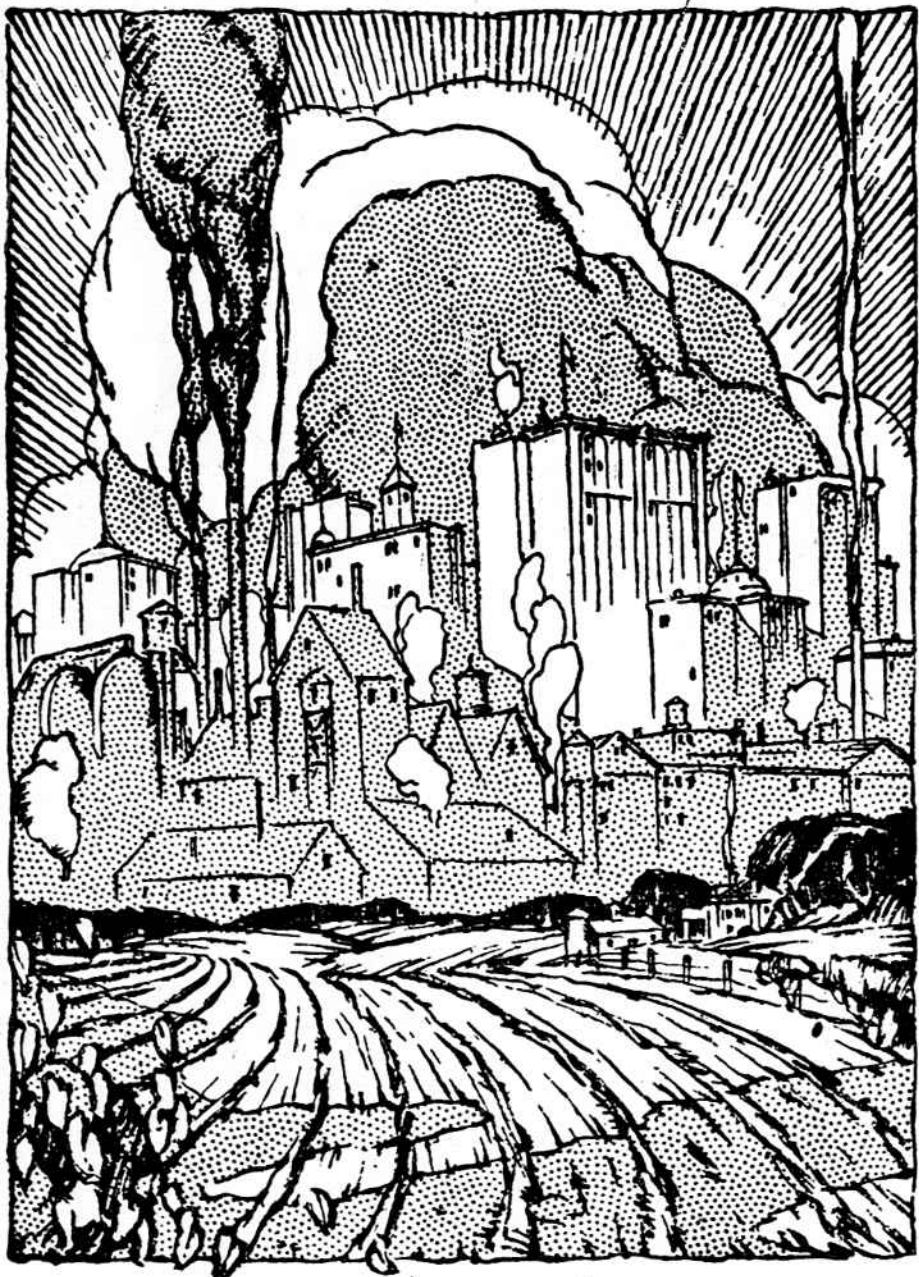
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