

2D REGIMENT BOUND WEST

Cheered All Along Its Route

RED FIRE LIGHTS THE WAY AT NIGHT

Boys Sleeping on Backs of Seats, But Are Cheerful—Grateful at Receiving Gift of \$1000 From City—
Their Route South.

[By Capt H. F. Hartwell]

UTICA, N. Y., Tuesday, June 27

The 2d regiment arrived in Utica shortly before midnight to-night. Buffalo, N. Y., should be reached before breakfast time to-morrow morning. The train is speeding over the main line of the New York Central by way of Utica and Rochester to Buffalo. The three sections of the train carrying the regiment will leave Buffalo for Fort Wayne, Ind., over the Nickel Plate, and on to Hannibal, Mo. Fort Worth, Tex., will be reached by way of the "Katy" route, and the last stage of the journey to El Paso, Tex., will be over the Texas Pacific. Telegrams addressed to any of these junction points, mentioning the name of the railroad and stating the train, will be delivered to members of the regiment.

Our speed limit is 30 miles an hour, owing to our equipment, which consists of two freight cars at the forward end, three baggage cars altered into kitchen cars, with the field range set up, pipe out the side door, and a brisk fire cooking coffee, beans and bacon; nine coaches, the Pullman sleeper Cassopolis, and a buggy, as the railroad men term a caboose.

Make-up of Trains

The make-up of each train is the same except the third, which has one drop and gondola steel car on which are two brand new Packard auto trucks bought Monday morning by the state and sent out to the 2d regiment to become a part of the field train. These trucks will be driven by members of the supply company. On the second train are Maj A. F. Foote, in command, Capt Harry C. Martin, medical officer and Cos K, B, D and G and the machine gun company. In the third train is the supply company and Cos E, C, H and A, Maj Warren commanding, the following officers are in the first train: Col W. C. Hayes, Capt Paul J. Norton, adjutant; Capt H. F. Hartwell, quartermaster; Maj A. E. Beckman, 2d brigade, Lieut W. E. Warren, adjutant; Capt A. L. Woodworth, J. T. Potter, A. Clogher, J. E. Kelley and Chaplain Danker, T. J. Hammond, Lieuts Dunne, Kerr, Mackenzie, Bechtold, Reardon.

The 2d moved from Framingham last night in three trains, the first bearing headquarters and Cos M, F, I and L, left at 1.59 a. m., after a tedious delay on the part of the railroad. The second section left at 2.25 and the third at 3.05 a. m. At 2 o'clock, before the boys had settled down to sleep, the train drew slowly through Mansfield, where the tracks were lined on both sides by cheering people waving red, fire.

Berths were soon made up. The appearance of Messrs Foss and Hodskins at New London, where they made a very sleepy adjutant rub his eyes and really sit up and take notice when they put into his hand \$1000 in cash for the "boys of Springfield," was a signal for rejoicing. The adjutant was nearly overcome with emotion as he expressed thanks for those he represented, and the "boys" all feel as did the adjutant, whenever they think of the generosity of their friends at home.

At New Haven again the trains were met by cheering crowds and at Danbury the "hatters" stood on factory roofs and in the windows, while a siren whistle of most intensive mouner shrieked welcome and "vale."

Wandering through the beautiful hills and lakes of northern Connecticut made us think of what is to come in the far Southwest, mesar, catous, sngc, brush and mesquite. The mighty Hudson was a new experience to most of the boys and the crossing over the great Poughkeepsie

bridge far above the top of the great gas tanks aroused great interest.

Our route took us by the mobilization camp of the national guard of New York, where the 2d New York regiment lined the fence and cheered the 2d Massachusetts. Again were the Central New England road parallels the Erie we met a troop train carrying more New York troops, a regiment of infantry with which we exchanged salutes.

At Campbell Hall, the New Haven delivered us to the Walkyl Valley branch of the West Shore road. During the delay all the troops were dethrained. The men were given callisthenics and a quarter-mile run by Lieut-Col Gray of Orange.

As soon as it was learned that we were on our way to the border several husky country boys offered to enlist. They looked good to the officers but as there is no provision for rockies they were declined. At 1 p. m. Tuesday we started to amole down this branch line of the West Shore and finally reached the main line at Ravena some 60 miles away at 6 o'clock. At 7.30 o'clock we will be at Rotterdam Junction 115 or 120 miles from home after 20 hours travel.

Gompers to Mexican Labor Leaders

Samuel Gompers yesterday telegraphed Luis Marones and other Mexican labor leaders at Eagle Pass, Tex., that the executive council of the American federation of labor would be pleased to meet at Washington with a delegation of organized workers of Mexico on Saturday or before. Mr Gompers's message was sent in reply to one saying Mexican workers wished to meet the executive council for the realization of its "pacifist program."

CAUGHT DUCK ON TROUT ROD

Herbert M. Smith, superintendent of the Stanley insulating plant at Great Barrington, while trout fishing Monday afternoon, caught a mallard duck while casting a fly for trout. He liberated the bird as soon as the hook was released.