

THE ASSOCIATION OF THE ALUMNI OF RUTGERS COLLEGE

OFFICE OF THE EDITOR
NEW BRUNSWICK, NEW JERSEY

RUTGERS ALUMNI QUARTERLY

EARL REED SILVERS '13,
MANAGING EDITOR

August 31st. 1917.

To the Alumni of Rutgers College:

The College is preparing a list of Rutgers Alumni who are in the service of the United States. In order to make this list as complete as possible, we request your earnest co-operation.

Will you please advise us:

- (1) Have you received a commission in any branch of the Army or Navy? Please give information as follows:
John Smith '10, Second Lieut. Infantry, Officers' Reserve Corps, etc..
- (2) Have you enlisted in any branch of government work? Please give information as follows:
John Smith '13, private, Infantry, National Army,
- or -
William Jones '14, Seaman, Naval Reserve, etc.
- (3) Have you been drafted? Please give information as follows:

John Smith '12, District No. 1, Union County, N.J.

Drafted men are urged to advise us immediately, as their names will be sent to Washington with recommendation for transfer to the field of work for which they are especially trained.

(Signed) EARL REED SILVERS

Assistant to the President

INFORMATION CONCERNING ANY RUTGERS MEN WILL BE APPRECIATED

*Julian D. Miller is private aviation section signal corps.
not yet called out Sept 10th.*

February 19th. 1918.

Cadet Julian S. Miller,
Cadet Flag Squadron,
Lone Field,
Dallas, Texas.

Dear Ju:-

I was mighty glad to get your letter of February 14th and to have your new address. I knew that you had left Princeton but could not find out where you had gone. Hovey Searle's various activities evidently swept the matter out of his mind. I am sending you the last two or three service letters and also the copy of the January issue of the Alumni Quarterly.

I wish you all success in your flying and hope that you will drop me an occasional line. When you change your address, a postal to me will probably do more good than any number of letters to Hovey.

Good luck to you,

As ever,

Love Field,
Dallas,
Texas.

February 20, 1918.

Dear Professor Blake:-

I hope you haven't construed my long silence as lack of interest in men and matters at the Station for as a matter of fact I still have a very live interest in everything at New Brunswick. But I've lost so much time getting started that I decided that tales of what I was going to do would make but poor reading so I've waited till my actual flying began, to write. It has been nearly six months since I deserted the Experiment Station and there must have been many changes which I know nothing about.

And I hear that Larry Gillam is now a commissioned ensign in the Navy. But my information is very fragmentary and I would appreciate it if you could find time some day to write and bring me up-to-date on some of the current events.

As you may know, after spending some six weeks in Garden City, Long Island, waiting and hourly expecting to go on board a transport; by a sudden change of mind in the powers at Washington we were all shipped off to American flying schools. I was sent to Dallas and from what I have heard from the other boys, we have fared as well as any of them. Some of the men who came down with me and went to San Antonio, however, are already commissioned. The weather at San Antonio has been considerably more favorable though.

The winter here was exceptionally severe and the snow and wind delayed flying so much that ~~my~~ turn on the flying list only came about two weeks ago. It has been comparatively warm lately, though quite windy and I hope to advance pretty rapidly. They gave me six and a half hours of dual instruction in a Standard plane, one of worst advertisements of New Jersey that ever came out of Plainfield, and then the instructor turned around and said, "Well, do you think you can take her around alone?" I grinned a sickly grin and lied to him, and he believed me and hopped out. Ten seconds later I was in the air and it had become necessary to bring her down safely or break my neck, so I brought her down. Since then I've had about six hours of sole flight and managed to avoid accidents. Flying is really rather simple. The main thing is to get enough experience and confidence to meet emergencies. ~~and~~ It is very windy here and when in the air the plane is constantly meeting "bumps", up and down and cross currents of air which cause you to dive and pitch and roll in

a most alarming way. Altogether, flying on a windy day is not the novices idea of a good time.

Accidents are quite frequent - on two days last week there were twelve wrecks each. But they are usually serious only to the machine. One bird went down in a tail spin just as I was passing over him. I looked back and saw him hit the ground and then suddenly applied myself to the business in hand.

I saw one poor fellow fall yesterday in the second fatal accident at the field. As the machine fell it burst into flames and he was fatally burned before they could get to him. It rather shook our nerves but an hour later we were sailing around as usual.

It has been very dry here. Some wheat put in last fall has barely sprouted. I have looked in vain for a peach tree, although there are some here. It has been as warm as 75 degrees but the drought has retarded the spring. I saw a rose bush last Sunday though almost in leaf.

Please remember me to all my old friends at the Station.

Very sincerely yours,

Julian F. Miller.



THIS SIDE OF CARD IS FOR ADDRESS

Mr. Earle Reed Silverts,
War Service Bureau,
Rutgers College,
New Brunswick,
N.J.

2-24-18

Dear Sil:-

Through my bad writing or your stenogs
mistake you have my address wrong. It is

this — Cadet Julian F. Miller,
Cadet Flying Squadron,
Love Field,
Dallas,

Thanks for the letters.

Texas

J.

Rebruary 28, 1918.

Cadet Julian F. Miller,

Cadet Flying Squadron,

Love Field,

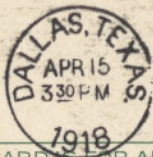
Dallas, Texas.

Dear Jule:-

I am glad to have your address right. We had quite a discussion here at the office as to whether the field was love or lone and finally decided on the latter, which of course was wrong.

Good luck to you and best wishes,

Very sincerely yours,



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THIS SIDE OF CARD IS FOR ADDRESS

Mr. Earle Reed Silvers,
Rutgers College,
New Brunswick,

Sec. War Service.

U.J.

Love Field, Dallas, Texas. 5-14-18

Dear Sir:

Havent had the weekly letter for some time. Please look it up and see if you have lost my name from the list.

Was commissioned April 5th 2nd Lt. R. U. A.,
Sigsbee Co., Q. S. and assigned temporarily as assistant
instructor at Love Field. Saw Colville, Waller
and Kiteel in Dallas last week.

Julian D. Kiteel '16

Enjoyed the Quarterly.

OFD AEDV BOND

April 18, 1918.

Lieut. Julian F. Miller,
R. M. A. Sig. R. C., A.S.
Love Field, Dallas, Texas.

Dear Sir:

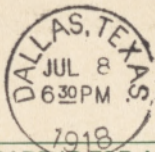
Mr. Silvers is ill at the present time and is unable to be at the office. The letters have been sent regularly to the address which you have given us at Love Field Dallas, Texas, therefore, I can see no reason why you have not received them.

Mr. Silvers wishes me to tell you that he appreciates your writing to us and trusts that you may receive the letters in the future.

Very truly yours,

H

OFD AEDV BOND



THIS SIDE OF CARD IS FOR ADDRESS

Earl Reed Silvers,
Rutgers College
New Brunswick
N.J.

Hello Sil:

July 5th 1918

Weekly letter just arrived. Please send the Quarterly to me at Love Field, Dallas, Texas. Have just returned from three weeks at Dayton, Ohio, and hated to come back to this infernal Texas heat. If it is less than 100° in the shade we call it a cool day. It seems to us that the air service is interned for the duration of the war. Our present training for going over the lines as fighting pilots consists of three hours of drill daily. Made me feel like a slacker when I heard about Jimmy.

Joe Miller '16

July 12,
1918.

Lieut. Julian Miller
Love Field,
Dallas, Texas.

Dear Jul:

You surely do travel around a lot
and I appreciate your thought in keeping in
touch with me. It surely is sad about Jimmy
Scarr. Have you heard that Sherm Conklin
was killed in action on June 12th? His
death is a big loss to the College.

Cordially yours,

TRS/W