

**SOLDIER' LETTER.**

**Mac Sellers, 1st Lieut. U. S. Marines, Tells of His First Voyage.**

U. S. Transport,  
January 25, 1918.

Dear Mother:

It hasn't been so long ago since I wrote you and received a letter from you, but I have received so many strange impressions, and passed through so many new experiences, that the few days of our ocean voyage seem like so many months.

We boarded our transport at about 3:00 p. m., got settled as soon as we could, but left most of the baggage to be moved later as the box cars had not come alongside. At supper time the Captain of the ship announced that all but two officers from each company might go ashore. All of us wanted to; so we cut for the privilege and I lost. It was up to me, therefore, to stay with the ship and superintend the storing of the baggage. It was rather a tough proposition for me, but the Captain gave me a few pointers, and I tackled the job. All the baggage had to be brought aboard over a single gangplank, wide enough for two to stand abreast on, and with 1000 men all trying to work at once. It was some job to keep the stuff separate, and to get it on board at all. The heavy baggage had to be brought up by cranes. When it was ready to be hoisted, I went up to the Officer of the Deck and, as per instructions of the Captain, I said "Sir the baggage is alongside, will you please rig the boom." I had no idea of what the boom was like, but my bluff got away, and a gib derrick presumably the boom, was put in operation. It was not until about 9:00 p. m. that we finally got everything set, and then we had to leave some of it out on the deck to be made fast.

The ship which we are on, was designed by Marine Officers, who had in mind the comfort of themselves and men; so we are housed especially well, with all of the modern "inconveniences." I have a little stateroom with mirrors, lights, four of them, a bureau with a desk in it which pulls out like a drawer, a washbasin which folds up against the wall, and a good bunk. You would be surprised to see how comfortable such a small space could be made. Besides, every two of the officers have a negro boy who tends to all their wants, and there is a bell right handy here for me to ring whenever I want my boy's services. He doesn't wait for, or expect, a tip either. Then we have a big roomy dining room, and the service we get would make the Ritz Carlton management green with envy. Between meal times we congregate here in the wardroom to play cards, read, or listen to the phonograph. Also the windows look forward and since they are on the upper deck, we get a good view of the sea scape.

Our duties aboard ship are far from exacting. We had to conduct a lookout drill for our men during the first two days aboard, and since we have actually put to sea, we have had to practice what we learned. You know that a ship, in these days especially, must have exceedingly sharp eyes. So at night there are sixteen men constantly searching the sea for anything suspicious. They are all provided with binoculars, and to each is assigned a small sector to search thoroughly. These men are relieved every hour, so that all times there are fresh men on the job sweeping the entire circle with their glasses. Every object seen is reported whether it be a log, a piece of wreckage, or even a bird on the water. We report these objects to the fire control officer, who is constantly practising his gun crews in training their sights on these

targets. During the day there are twenty-five of these lookouts always on the job; besides there are three officers in charge of them. We have to stand a two or four hour watch every day, which isn't so bad. Yesterday I received my order to report for watch on the fore-top. So at the proper time I went out to find my post. Now on this ship the fore-top lookout is about eighty feet high; it is the crow's nest on the forward mast. Now there are shrouds on each side of the mast, and it is an easy matter to swarm up them. But this first day, I didn't see them, and instead I climbed straight up the mast. I went clear up to the top before I discovered the error I had made, viz: the straight up ladder didn't go to the look-out. I was too lazy to come all the way down, so I crawled around to the shrouds, which were about three feet away. It seemed a mile high to me, and the swaying of the ship didn't help matters much. But I made it safely, and afterward was rather proud of myself. But my knees were quite shaky when I finally made it, and it was a grand and glorious feeling when I was safe in the nest.

Up to the present time we have been fortunate in having very calm weather and smooth seas. But when I woke this morning, I could feel the ship bouncing around like a cork. There were about two or three inches of water on the floor of my room, and I watched my shoes and socks swimming around. The black boys were busy scooping all the water out on deck; so thought I, we must be having some weather. But I found that someone had turned the faucet of a shower bath when the water wasn't running on our deck, and during the night it had flooded everything. We are pitching and rolling so badly now, though, that it wouldn't surprise me if water should come hurtling through my port.

Thursday and Friday I went up in the fore-top again; but today I took my tour of duty as deck officer, in charge of the lower lookouts. It was rather a bad tour too. A good many of the men are growing green around the gills and feeling as sick as possible. But they are made to take their turns just the same. It isn't safe to walk around below the look-out houses because you know not what may come down upon you. I felt rather mean when I made one little Marine, who was so sick he could hardly move, clean up his lookout post which he had made almost untenable. But no one is excused from anything on account of "mal de mer." Our black mess boys are the one exception. Most of them have only enlisted in the Navy recently, and they have been dropping out, one by one, since it was not deemed advisable to have them continue their duties. Our service has likewise deteriorated, because we can have no more dishes on the table than we can hold on to. Imagine all of us sitting with our legs wrapped around the table supports, a glass of water clapped desperately in one hand and a plate balanced in the other, snatching a bite as our food goes by. At every roll a bunch of silverware or china goes straight down somewhere, and the waiters are just as apt to spill out food down the back of our necks as to place it in front of us on the table.

My boy is an old Pullman porter, and he can clean up my room in about two seconds. He confided to me the other day that if he had known that "such common niggers" were accepted, he would never have enlisted in the navy. You know what African aristocrats the Pullman porters are. I suppose that on account of his railroad experience he is used to being bumped around, as he has not succumbed as yet.

February 1st.

I am anxious to see how I can walk when I get on land again. I have cultivated a pretty good pair of sea legs, by now. Much contrary to my anticipation I haven't been a bit sick thus far, and we have had some pretty rough weather, too. But pity the poor enlisted man! They are jammed up so tight down below that when we want to inspect their compartments, we must run them all up on deck. Their bunks are arranged in three tiers, and there is barely room for two people to pass between the tiers. During the rough weather it was an awful sight to behold, down below. About three quarters of them wished they were dead, and, if what they said is true, they don't intend to come back to American, unless they can fly. But even the sickest of them can always get up courage to laugh at the other guy, and not one has failed to come up at the proper time. Of the officers only three or four have been at all sick, and none of them badly; except the chaplain, a little fat Catholic. We are just now arriving in the war zone, and tonight we doubled the number of look-outs; also we shall take extra precautions concerning lights, and the carrying of life preservers. Ever since we left the States we have been closing all our port holes, in order to expose no light at night. Consequently, I have been suffocating after sundown, because closing port holes shuts out air, as well as shuts in light. But last night I took my bedding right out on deck and turned in. The moon was peeping out though the clouds, and the waves were splashing along the sides of the ship, and I just lay awake for a long while enjoying it all.

This morning I have been up in the fore-top again. It gives me a thrill to go up now in such rough weather. The boat rolls so much that the look-outs are careered out right over the water, and it is rather ticklish business climbing up there with the wind whipping your clothes and waving the shrouds around. We were rather lucky to get used to going aloft in smooth weather; so that now we don't mind it so much. It is almost time for "chow" now, and I must go below again to see that the company gets enough to eat. Tuesday, February 5th.

The last two days we have spent right up on our toes all the time, for we went through the war zone. Early yesterday morning, an additional convoy composed of speedy little destroyers came out to meet us. I know that it would give Dad a thrill to see these trim little craft go skimming and careering over the waves. They are capable of doing about 38 knots an hour, and for a ship of any size that is pretty good. They are camouflaged thoroughly, and there was considerable rivalry between the look-outs to see them first, for we know about when to expect them. Now we put on full speed and humped right along. We kept our life preservers on all the time, and at short intervals we all turned out for abandon ship drill. It becomes quite a nuisance to hear all the bells go clanging at any time, and then to turn out on the double, to answer the summons. This morning was our most dangerous period, for the wily submarine is fond of working in the early dawn, and we were getting near to our destination. So, to be prepared for the worst, they made us all turn out at daybreak and stand around on deck in order to have a better chance if anything should turn up. There was considerable excitement for a minute or two when a slow speaking look-out reported a "submarine destroyer." The lad who received the report shouted "submarine" at the top of his

**OFFICIAL STATEMENT of the financial condition of the**

**Waverly Bank**

at Waverly, State of Missouri, at the close of business on the 4th day of March, 1918, published in the Lexington Intelligencer, a newspaper printed and published at Lexington, State of Missouri, on the 15th day of March, 1918.

RESOURCES	
Loans and discounts, undoubtably good on personal or collateral	\$102,953 73
Loans, real estate	30,210 00
Overdrafts	967 61
Bonds and stocks	3,399 07
Real estate (banking house)	4,500 00
Other real estate	10,770 00
Furniture and fixtures	250 00
Due from other banks and bankers, subject to check	92,176 56
Cash items	9 00
Currency	5,390 00
Specie	980 09
Other resources, as follows	
Total	\$251,731 06

LIABILITIES	
Capital stock paid in	\$ 25,000 00
Surplus fund	5,000 00
Undivided profits, net	5,686 42
Due to banks and bankers, subject to check	000 00
Individual deposits, subject to check	174,010 52
Time certificates of deposit	11,995 44
Demand certificates of deposit	38 68
Savings deposit	000 00
Cashier's checks	000 00
Bills payable and re-discounts	000 00
Other liabilities, as follows	
Total	\$251,731 06

STATE OF MISSOURI,  
COUNTY OF LAFAYETTE—ss.  
We, H. Steele as vice-president, and J. H. Crosswhite as cashier of said bank, each of us, do solemnly swear that the above statement is true to the best of our knowledge and belief.

H. STEELE  
Vice-President.  
J. H. CROSSWHITE  
Cashier.  
Subscribed and sworn to before me, this 13th day of March A. D. nineteen hundred and eighteen.  
Witness my hand and notarial seal on the date last aforesaid. (Commissioned and qualified for a term expiring July 7, 1921.)  
W. H. MILLER,  
Notary Public.  
Correct-Attest:  
JAS. L. BRAY,  
H. STEELE,  
J. W. HAYS  
Directors.

**TREES & FLOWERS.**

Owing to two months' illness I could not call on all my customers. If they and others will let me know their wants this month, I can supply them at much lower prices than outside agents, with all kinds of Fruit Trees, new and old varieties, Grapevines, Strawberries, Currants, Gooseberries, Raspberries, Blackberries, Rhubarb, Asparagus, Cal. Privet, Umbrella Catalpa, and other ornamental and Shade Trees, Flowering Shrubs, Climbers, Roses, Bulbs; in fact, everything in the nursery line.  
CHAS. TEUBNER,  
3-7-2W. Lexington, Mo.

Misses Irene and Catherine Ashurst went to Blackburn Friday morning for a visit.  
Mr. and Mrs. Cleveland Terhune returned to Kansas City Friday after a visit here with relatives.  
Mrs. S. L. Humphrey and children returned Thursday night to their home in Corder, after a visit with Mrs. J. E. Cross.  
Mrs. M. Bergeman of Concordia, spent Thursday here with friends.

**Children Cry FOR FLETCHER'S CASTORIA**

Geo. Williams went to Atchison, Kansas, Friday for a brief visit. Mrs. Williams accompanied his as far as Kansas City.

voice as soon as the lookout got the first word out of his mouth. The Major promptly put these two out of a job.  
We came through without any excitement at all though, that is any real excitement, and at present we are standing by, to enter our dock as soon as the authorities permit us to do so. We have been in sight of land for several hours, but it will probably be a couple of more days before we shall set our conquering foot upon it. We are somewhere in France, though, and we are all eagerly awaiting anything that may turn up.  
In order to mail this on the ship I must close my narrative here. With lots of love,  
J. M. Sellers.

**OFFICIAL STATEMENT of the financial condition of the**

**Lexington Savings Bank**

at Lexington, State of Missouri, at the close of business on the 4th day of March, 1918, published in the Lexington Intelligencer, a newspaper printed and published at Lexington, State of Missouri, on the 15th day of March, 1918.

RESOURCES	
Loans and discounts, undoubtably good on personal or collateral	\$469,833 90
Loans, real estate	117,419 61
Overdrafts	223 37
Bonds and stocks	41,752 96
Real estate (banking house)	11,593 49
Other real estate	3,636 61
Furniture and fixtures	4,651 50
Due from other banks and bankers, subject to check	293,967 12
Cash items	186 37
Currency	15,092 00
Specie	6,248 85
Other resources, as follows	
U. S. Treasury Certificates	10,000 00
Revenue Stamp account	217 09
Total	\$974,822 07

LIABILITIES	
Capital stock paid in	\$ 75,000 00
Surplus fund	50,000 00
Undivided profits, net	21,647 30
Due to banks and bankers, subject to check	000 00
Individual deposits, subject to check	551,334 20
Time certificates of deposit	272,004 28
Demand certificates of deposit	000 00
Savings Deposits	3,542 09
Cashier's checks	500 00
Bills payable and re-discounts	000 00
Other liabilities, as follows	
Unpaid Dividends	735 00
Total	\$974,822 07

STATE OF MISSOURI,  
COUNTY OF LAFAYETTE—ss.  
We, Walter B. Waddell as president, and F. Lee Wallace as cashier of said bank, each of us, do solemnly swear that the above statement is true to the best of our knowledge and belief.

WALTER B. WADDELL,  
President.  
F. LEE WALLACE,  
Cashier.  
Subscribed and sworn to before me, this 13th day of March A. D. nineteen hundred and eighteen.  
Witness my hand and notarial seal on the date last aforesaid. (Commissioned and qualified for a term expiring February 25, 1922.)  
HENRY C. WALLACE,  
Notary Public.  
Correct-Attest:  
OSWALD WINKLER,  
W. P. AULL,  
J. L. GROVES,  
Directors.

**Marriage Licenses.**

A marriage license has been issued to the following:  
George F. Edington Lexington  
Frances O'Laughlin Lexington  
August H. White Alma  
Minnie R. Wehmhoefer Alma  
**Corn Sheller.**  
I have recently added to my machine equipment a corn sheller and am prepared to take care of any job large or small.  
CARL BERTZ,  
Lexington, Mo.  
Mrs. Felix G. Young went to Kansas City Friday for a visit.

**OFFICIAL STATEMENT of the financial condition of the**

**Traders Bank**

At Lexington, State of Missouri, at the close of business on the 4th day of March, 1918, published in the Lexington Intelligencer, a newspaper printed and published at Lexington, State of Missouri, on the 15th day of March, 1918.

RESOURCES	
Loans and discounts, undoubtably good on personal or collateral	\$477,561 54
Loans, real estate	53,006 94
Overdrafts	1,452 92
Bonds and stocks	31,084 27
Real estate (banking house)	25,000 00
Other real estate	000 00
Furniture and Fixtures	000 00
Due from other banks and bankers, subject to check	70,761 74
Cash items	819 55
Currency	10,061 00
Specie	4,938 27
U. S. War Certificates and Thrift Stamps	1,438 44
U. S. Treasury Certificates	30,000 00
Total	\$706,124 67

LIABILITIES	
Capital Stock paid in	\$ 50,000 00
Surplus fund	25,000 00
Undivided profits, net	1,380 83
Due to banks and bankers, subject to check	000 00
Individual deposits subject to check	399,850 39
Time certificates of deposit	212,192 03
Demand certificates of deposit	000 00
Savings Deposits	5,341 32
Cashier's checks	000 00
Bills payable and re-discounts	000 00
Other liabilities, as follows	
Dividends unpaid	435 00
Total	\$706,124 67

STATE OF MISSOURI,  
COUNTY OF LAFAYETTE—ss.  
We, W. G. McCausland as president, and B. R. Ireland as cashier of said bank, each of us, do solemnly swear that the above statement is true to the best of our knowledge and belief.

W. G. MCCAUSLAND,  
President.  
B. R. IRELAND,  
Cashier.  
Subscribed and sworn to before me, this 15th day of March, A. D. nineteen hundred and eighteen.  
Witness my hand and notarial seal on the date last aforesaid. (Commissioned and qualified for a term expiring April 4, 1921.)  
JOHN CHAMBERLAIN,  
Notary Public.  
Correct-Attest:  
JACKSON BRADLEY,  
THOMAS WALTON,  
J. G. CRENSHAW,  
Directors.



**For the Blue-Jackets**

**Bevo**  
A BEVERAGE

Our boys in the Navy enjoy their Bevo. The Navy Department has put its official seal of endorsement on this triumph in soft drinks, by allowing it to be sold and served on all naval vessels.

Ashore or afloat, you will find in Bevo a palate-pleasing, refreshing and nutritious beverage.

Just the thing to take along for sail or cruise—auto trip or camp and for the ice-box at home.

Bevo—the all-year-round soft drink

Bevo is sold in bottles only and is bottled exclusively by  
ANHEUSER-BUSCH—ST. LOUIS

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