

4TH ANTI-AIRCRAFT M. G. BATTALION

Emil Aspaas Writes History and Resume of Trip to France and Home Again.

The Fourth Anti-Aircraft Machine Gun Battalion was organized July 4th, 1918. At the time of the organization, it consisted of enlisted men from Massachusetts, New York and a few from Philadelphia. The battalion then numbered about 80 men in all, including the officers.

On Friday afternoon and evening of August 9th, several hundred men were selected from the different companies of the 68th, Pioneer Infantry which consisted of drafted men who were sent to Camp Wadsworth on Friday forenoon, August 23rd, for Camp Hill, Newport News, Va., and arrived there on the afternoon of the following day. We were issued overseas equipment at this camp but did no drilling, except a few hikes.

Aboard for France.

On the afternoon of September 7th, the contingent left for Newport News, where they boarded a Holland ship named Zealand. However, before boarding the ship, we were issued a badge stating where we were to sleep, eat and the number of the raft where to report for submarine drills.

The different contingents which were issued the Holland ship were issued colored badges. The reason for the colored badges was to allow each battalion to get at the canteen at certain hours of the day in order to avoid confusion. Canned fruit, candy, cigars and other treats could be purchased at the canteen.

The bunks which each were assigned to, were six feet long, thirty inches wide and three bunks high. Two meals and lunch were served every day, but they were not very good ex-



Private Emil Aspaas.

cept the bread and butter. Drinking water could only be gotten twice a day, in the morning and evening. The only water we had to wash in was salt water, and we had to keep it in a tin. Anyone who wanted to sleep on deck during the trip was permitted to do so, as it was rather warm in some compartments of the boat.

Submarine drills were held every morning during the trip when each man had to report at his raft. Sometimes the drill call sounded at night which meant for us to make double time to get to our raft. Exercise drills were also held every forenoon.

During the entire trip we were not even allowed to remove any clothing, not even our shoes, so that we should be prepared to report at our rafts in a few moments, whether day or night.

Our life preservers had to be kept for the purpose of a wrist watch on with them on. The Y. M. C. A. furnished music, singing, boxing matches and other amusements, besides story-books, checkers and dominoes.

Attacked by Submarines.

All the matches and search lights had to be turned in to the supply sergeant before the ship left the harbor. No one was allowed to light a match or to smoke between sunset and sunrise. In the daytime smoking was permitted and cigars and cigarettes could be lighted from lamps on decks for that purpose. Wrist watches could not be worn during the dark. Below deck during dark, blue lights were used which could not be seen by the enemy submarines. The entire trip across was very enjoyable as the water was calm and there were three submarine attacks. First, two submarine attacks occurred when we were within a few days' journey from France. But these submarines were destroyed by the firing of cannon from transports and the dropping of depth bombs. The last attack occurred the day before landing at Brest, which was the worst sub-battle witnessed.

This life boat was lowered. It took place at five o'clock in the afternoon while we were all in a match. The convoy came into a nest of subs which ended up in a desperate battle, the big guns were put into action, our depth bombs were dropped and after destroying one of the U-boats, the escort came to an end. After this confusion, mess kits and chow were found all over the decks.

Arrive at Brest.

The convoy left Newport News, Va., on Sunday morning at 5:00 a. m. on Sept. 8th and arrived at Brest, France on Saturday, Sept. 21st, in the forenoon, and we alighted from the ship at 2:40 in the afternoon. Land was seen about six o'clock in the morning which made us all feel happy that we might get a glimpse of the unseen country.

The convoy consisted of nine transports, the cruiser Huntington, one destroyer and a torpedo boat. While a couple of days from France, (Brest), a convoy of thirteen destroyers met us, and the cruiser Huntington, the destroyer and the torpedo boats that accompanied us this far, turned back to the United States.

The total mileage made during the entire trip was four thousand miles on account of trying to avoid the dangerous places of the enemy. The Zealandia was loaded with 1800 troops and 540 crewmen. This trip was the fourth made by this ship carrying khaki soldiers. The first trip leaving United States was on the 17th of May, 1918. On the 30th of May they were needed one of the worst U-boat battles which had ever taken place.

There were several cases of sickness while at Brest and some unfortunate soldiers were left behind who later were transferred to other branches.

First Impressions and Experiences.

After leaving the boat we made a four-mile hike to a field where pup tents were pitched. About the first sight seen was that of the French locomotives. They are nothing compared to those of the United States, but occasionally a U. S. engine could be seen. The French trains are similar to the old time trains of America. The children from the red blooded for pennies. Another incident, slight were the wash houses or places where the women washed their clothing. The troughs are hewn out of rock and fresh water continues to run in the trough all the time. The women get down on their knees while washing the clothes and their garments are spread over bushes to dry.

After pitching the pup tents, nearly all of the battalion went back to Brest on trucks to do detail for the first night in France, including a ship at the docks. It was not until the night when we returned the next morning several of our tents had blown over and all our personal equipment was soaking wet.

The battalion remained at Brest for one week doing detail of various kinds including the building of barracks and unloading ships. During this time the shoes had not been removed from our feet for three weeks. The pup tents were our quarters for a week, and the tents were rather small, our feet were sticking out of the tents while we were sleeping.

Leave for Camp.

The company was called on Sunday morning, September 29th, at 8:00 o'clock to roll packs to leave for our future drilling place to prepare to go to the front. Leaving for Brest where we boarded a train, our feet were on our way. Passenger coaches were mighty scarce. These coaches go by glasses, so to speak, first class by one mark on the side, the second class by two marks and the third by three marks. The coaches were not comfortable about thirty people. The seats are made the whole width of the car and each side has four doors. There are sideboards on each coach. The officers were given French bus, and each contained 32 men. The French ride 40 men to the car. We had dinner on the train before leaving as the train did not pull out before four o'clock in the afternoon. The large cities passed thru were Landau, Metz, Verdun, Morlaix, Guin Camp, Chateaudren, Plouigneau, Plourret, St. Briluc, Lambelle, Rennes, Vitre, Laval, Lemans, Nogent LaLoupe, Chartres, Rambouillet. The train was packed with the outskirts of Paris at 3:00 o'clock in the afternoon, Sept. 30, when we saw the Eiffel Tower. The other cities were Brunoy, Melun, Moret Romilly, Troyes, Veneux, Chaumont. We arrived at Langres Tuesday afternoon, October 1st, at 4:00 o'clock. We did not enjoy the trip very much because we did not get very much sleep. Some of us had to sleep while others were standing on account of lack of room. The train was packed, and we had to sleep with our feet under our seats. The Red Cross served coffee to us twice on the road.

We stepped off the train at Langres and took our 65 pound pack and hiked out of the town. The road was about 6 1/2 miles south west of there. The village was stationed at that village and we were quartered in barracks. St. Clergues is a small village of a few hundred inhabitants. The adjacent hills were wooded and the water was in. There we received short order drills, gas mask drills and hand grenade throwing for a few weeks until machine guns and rifles were issued to us. The distance to the hand grenade field was five miles.

Influenza at Camp.

While at St. Clergues our battalion received a bad attack of influenza and pneumonia. There were one hundred and fifty cases of sickness, causing the death of one of our officers, Lieutenant Whitcomb of Co. B, and five other men. The cause of the influenza was that of being George Friauf of Hutchinson and Frank Wm. Coolen of Company A, from Willmar; the latter died from pneumonia on October 26th. He was first taken seriously ill the 24th of October. The hospital in Langres. The unfortunate soldier was buried in a cemetery at that place.

During our stay at St. Clergues, a company was on water detail for the front. The water was carried from the village to the barracks which was not a very easy job because of a very steep hill. Besides drilling there was also road detail. A Y. M. C. A. was also at the camp. But we did not get any mail, except here on account of it not being a railroad town. Daily papers could be purchased at Langres, papers which were published in Paris. The papers were Daily Mail, New York Herald and Chicago Tribune.

Various Battalions and their Training.

All the anti-aircraft machine gun battalions had their training near Langres. The fifth machine gun battalion arrived about November 1st, at Bouchemin which is about 1 1/2 miles from St. Clergues. Most of the men from the fifth battalion were from Chicago, although three of them were Kandiyohi boys. They were Carl Covell, Headquarters Co. of Atwater, Clarence Peterson, Co. A, also from Atwater, and Arthur Hanson of Willmar. The latter was transferred to Langres truck driver.

The Fourth Battalion received about six weeks of Machine gun training. The machine gun used was the Hotchkiss which weighed about 75 pounds. The tripod and traversing head weighed about seventy pounds. The forenoon drilling was on the parade near the barracks, while the afternoon drilling was the firing at balloons. The cartridges used were 2 1/2 on a strip which were self feeding. The drill with them for about 10 days.

While drilling with the machine guns, our targets were small balloons. The drill field was about a mile and a half from the barracks. One evening we had to hike to an evening firing field which was five miles off. Twelve machine guns were allowed to each company. The guns had to be kept very clean and an inspection was held every Saturday.

The battalion was due to be at the front the 17th of November, which was only six days after the armistice was signed. Major O. J. Quane spent a month at the front and saw the battles at France, Tre Champanne, Bois de Loges and Meuse.

Major Quane is from St. Peter and served in the Spanish-American war, also at the Mexican border as Battalion Adjutant of the Second Infantry, Minnesota National Guard.

Make Ready to Return.

The rifles and machine guns were



U. S. Flag Ship "Seattle."

turned in on Friday evening, Nov. 22nd, as we received orders to be all ready to leave for the embarkation port on two hours notice, but on account of railroad transportation, the battalion did not receive orders to move before December 13th. We left St. Clergues about 3:00 o'clock that afternoon and hiked to Langres where we again boarded box cars, the Fourth and Fifth Battalion together. This time there were 55 in each box car, but the cars were American cars which are considerably larger than the French. The train consisted of about 40 cars and two passenger coaches. Again our seats were cornered willy and willy. The train left Langres at 9:00 o'clock in the evening and arrived at Brest on Sunday afternoon, December 16th, at 3:30. The cities that we passed thru on the way were Challandrey, St. Tille, Dijon, Beaune, Montchanin, LeCresus, Nevers, Bourges, St. Aignan, Tours, Yver, Mayot and Lemans. From Lemans to Brest, the same road was travelled as going to Langres, again passing through the beautiful city of Morias which is in a valley under the railroad. The population of this city is 17,000. Le Cresus is a large manufacturing city. We also passed by many large and beautiful rivers, and a great many camps were also seen. At LeCresus, a railroad wreck had occurred and about 20 box cars had been badly smashed. The Red Cross served coffee twice along the way. Then too, small boys were frequently seen begging for cigars and tobacco.

Scenes in France are very different from those of the United States. Wooden shoes are worn by the French people. The farms are in small lots consisting of about three acres or less with hedges enclosing them. The wagons are those of ancient times and very few automobiles are to be seen. The buildings are of stone with slate or tile roofs. The churches are aged, having been built several hundred years ago. A certain church at St. Clergues is 350 years old. The making of wines and other drinks is the leading industry of the country. The French people thresh grain by a pounding machine from the grain by a one horse power fanning mill.

Home Papers Received.

Mail was often received and among the papers received were the Willmar Tribune and the Atwater Press, Duluth and Twin City papers.

A few men were transferred from the battalion to the Anti-Aircraft Machine Gun Headquarters Department, among them being Axel Hoom of Iowa, who left with the Kandiyohi boys. He is still stationed at the Headquarters Department. Arthur Hanson of Willmar visited with the Kandiyohi boys the day when we left for Brest.

Back to Brest.

We arrived at Brest on Sunday afternoon and alighted from the train about four o'clock and hiked about five miles to tents. Again it was raining, which is usual in France. The only dry spell we ever noticed in France was for about ten days during the forepart of November. At Brest, the men were given a detailed report of detail being at the dock, carpentering, pick and shovel, kitchen police and other kinds of work.

The kitchen where we received our meals was about a mile and a half from the tents. The meals were very poor, and the mud was something fierce before we could get into the mess hall. We were called at four o'clock every morning in order to get in time to report at the Pontzenen for duty. The boys who have been up at the front prefer to be there rather than at Brest. Some of us even lost our boots while going into the mess hall. One night was spent at the docks unloading a freight ship. On Christmas we were loading trucks with coal until noon and during the afternoon we attended four boxing matches and music was furnished by the 81st Field Artillery Band while at the Brest camp. Four Willmar boys were seen and they were Sgt. Hanson of the 60th Coast Artillery Corps and Louis Halvorson of the 51st C. A. Sgt. Robert Johnson and Cpl. Dan Burns of the Fourth Anti-Aircraft C. A. C., the two latter also going back on the same boat as the 4th. A. M. G. B.

Christmas at Camp.

Our Christmas dinner was made up of vegetable stew, prunes, coffee, bread and some candy. This dinner was served at the Pontzenen barracks, otherwise we ate at the camp where we were stationed where there were ten to fifteen thousand troops fed every meal. On Christmas Eve every one was presented with a package from the Y. M. C. A. consisting of chocolate candy, cigars, tobacco and a package of chewing gum. On the package was the following expression which made us very happy: Merry Christmas to you from the folks at Home thru the Y. M. C. A.

Homeward Bound.

On Sunday afternoon, Dec. 29th, the battalion moved into barracks. On Tuesday morning the battalion marched to Brest with full packs and boarded the cruiser Seattle which set out on its trip to the United States at 12:30 that day. This was the first trip that the Seattle had made carrying troops. Just as we were boarding the ship we saw a submarine on the surface which had been given over to the allies and which was standing in the harbor.

There were 1455 officers and men that boarded to U. S. cruiser Seattle. The Seattle has accompanied nine convoys since June 12th, 1917. While on her last trip, the Seattle was delayed about three days on account of very bad storms and a large number of life boats and rafts were lost and no one was allowed on the lower deck for several days. One of the soldiers, Private Frank Healy of the French Marine Battery died on the ship New Year's Day from heart failure.

Among the 1455 troops on the cruise, the following branches were represented: Fourth Anti-Aircraft Machine Gun Battalion; Fourth Anti-Aircraft C. A. C.; Eighth Anti-Aircraft C. A. C. and the 309th French Mortar. All kinds of magazines, newspapers, books and other reading material besides writing paper could be secured free of charge from the Chaplin of the ship.

The meals were very good and the sailors and soldiers were fed together in each compartment. The day before landing at Hoboken, N. J., an appearance inspection was held on deck. Only a small percentage of the soldiers were sea sick although the ocean was so rough that no one was allowed on the lower decks for about a week.

The flag was at half mast the day following Ex-President Roosevelt's death and the afternoon of his funeral guns were fired every half hour.

Our Landing at New York.

The day of landing, January 12th, lights could be seen in the distance and land was sighted shortly before noon. The Statue of Liberty was seen at 20 minutes past two and the ship anchored at pier 3 at Hoboken, N. J. at 2:55. Before reaching the pier the band, the waving of flags and the cheers of an immense crowd. The ship was also welcomed by Mayor Hylan of New York City who was in a boat accompanied by the Red Cross who threw candy, oranges, chewing gum and copies of New York Herald on board the ship. After which the Y. M. C. A., Jewish Welfare, and Knights of Columbus distributed candy, gum, cigars, matches and post cards to the boys. Later the Red Cross, a band, the waving of flags and the cheers of an immense crowd. The ship was also welcomed by Mayor Hylan of New York City who was in a boat accompanied by the Red Cross who threw candy, oranges, chewing gum and copies of New York Herald on board the ship. After which the Y. M. C. A., Jewish Welfare, and Knights of Columbus distributed candy, gum, cigars, matches and post cards to the boys.

We alighted from the boat at eight o'clock the following morning and here we all had to go thru the "cooty station" the first evening. Twenty-four hour passes were issued to a certain per cent of the battalion could go to New York City each day. It was at this camp that Herbert Wadell received the news in a telegram announcing the death of his wife, so he left immediately for Detroit, Minn. While at Camp Mills, a telegram was received from Mayor E. C. Wellin of Willmar which pleased us greatly and read as follows:

City of New York Army:

"Willmar citizens rejoice to hear of safe arrival. Welcome home. E. C. Wellin, Mayor of Willmar."

This telegram was read by the 1st Sergeant in every company at retreat in the evening.

Aboard for Camp Dodge.

On Saturday, January 18th, again we had to load our roll packs which was for the last time in the army. This time traveling orders were for Camp Dodge, Iowa, so Headquarters Co. A. and B. formed one train and Co. C. and D. another. The trains left at 10:00 a. m. and during the first leaving camp at 10:30. The Red Cross welcomed the train at nearly every station with coffee, doughnuts, candy, cigars, post cards etc. The cities visited were: Jamaica, New York City, Newark, Plainfield, Trenton, Trenton, New Jersey. Coming into Pennsylvania it was very mountainous. The weather was beautiful. Among the cities visited in this state were Easton, Wilkes Barre and Sayre. On the night of Saturday, January 18th, the cities passed thru were Stafford, New York, the Niagara Falls, Princeton, Woodstock and London, Ontario, Canada. The cities visited on Sunday were Fort Huron, Flint, Lansing and Battle Creek. Here we were allowed a half hour stop off during which time we took a hike around the city. South Bend, Ind., and Chicago, Ill., were the places visited on Sunday night. The cities visited on Monday were Des Moines, Iowa, and Des Moines, Iowa, were Elgin, Hampshire and Savannah, Ill., Marion, Tama and Madrid, Iowa. We arrived at Madrid late in the afternoon. Then at a town a couple of miles from Madrid we got on the train and took an electric train to camp arriving there eight o'clock in the evening.

Awaiting Discharge.

The next few days seemed rather long as we were patiently waiting for our honorable discharge. All sorts of papers had to be signed and most of our equipment had to be turned in. On Friday afternoon all went to the Liberty Theatre to attend a lecture. Songs were sung and several talks were given on insurance and enlistment, but not a soldier out of the three thousand that were waiting to enlist. In the afternoon every one in our company was issued a new uniform.

Next Governor O. J. Quane.

On Saturday forenoon, the officers of our company each made a speech and the speech by Major Quane was read to us by Frank Sgt. Rinzler. Capt. Puller made very interesting speech and boosted the Minnesota boys and also told the boys to take an active part in politics hereafter. He said that the politics in our state were rotten and that there didn't seem a good governor in our state since Johnson was governor. He said that the next governor would be O. J. Quane of St. Peter.

Leave for Home, Arrive at Minneapolis.

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Several hundred subscribers to meet the Minnesota gunners and took us wherever we wanted to go in the city. The Mayor of the city was also present with a band to cheer the boys as they stepped off the train, and were thanked on having an insignia of a gopher on the left arm to designate the state they represented.

Kandiyohi County Boys.

The Kandiyohi boys who returned with the 4th. Anti-Aircraft Machine Gun Bn. were:

Tallock Johnson of Colfax; Ole Kallevig, Willmar; Alfred Olson, Irving; George Olson, Dovre; Edwin Erickson, Kandiyohi; Casper Skindellen, Norway Lake; Stephen White, Spicer; Vels Anderson, Pennock; Gustaf Anderson, Spicer; Emil Aspaas, Willmar; Andrew Johnson, Willmar; Herbert Wadell, Willmar; Carl Gundersen, Pennock; Carl Thompson, Spicer; Sgt. Elmer Iverson, Hawick; Wm. Reese, Lake Andrew; Charles Remsey, Atwater; Elmer Larson, Willmar; and Steiner Wold, Lake Andrew.

There were about 650 men in the battalion among whom were 550 from Minnesota. The rest were eastern men who left the battalion at Camp Mills, N. Y.

Just about every county in the state was represented in the Anti-Aircraft Machine Gun Battalion.

We never got into the big fight, but we had an experience which we will always remember. I am sure the boys all appreciate more than ever the meaning of home and what a really great country our dear U. S. A. is.

—Emil Aspaas.

SPICER-ON-GREEN LAKE.

Spicer-on-Green-Lake, Feb. 23rd.—Alfred Johnson, who is employed at Handy-Lake, returned last Tuesday from the city where he has made an extended stay.

Israel Rutenfold returned Friday from a several days' visit with friends in the Cities.

Mr. and Mrs. John Hultgren returned Friday from Minneapolis where they attended the auto show.

Carl Isacson arrived home last Tuesday from a visit with relatives and friends at Cottonwood.

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HAWICK

Hawick, Feb. 24.—Martin Thorsen who has been away for some time returned home Monday.

Mrs. Otto Ring of St. Paul Park preached at the Hans A. Hanson home Tuesday at 2 o'clock.

Mr. and Mrs. O. W. Olson are the proud parents of a baby born at the Benson-Frost hospital at Willmar Sunday, Feb. 16th.

Mrs. Ole Solum returned home Monday after visiting two weeks with her daughter, Mrs. Mose Chevalier of Willmar.

Jens Gronli was a Paynesville caller Thursday.

The farmers made good use of the snow last week hauling their wood and hay.

Mrs. Torrest Clark returned from South Dakota last Friday where she had attended the funeral of her father.

A. F. Hall returned from the Cities Saturday where he had been on business.

Mr. and Mrs. E. P. Welch were Paynesville callers Friday.

Miss Marie Iverson returned to Willmar Monday. She was accompanied by her sister, Esther who will be employed at that place.

J. W. Iverson hauled hay for C. M. Farness Monday.

Carl Thorsen and Mrs. Gilbert Peterson went to Pennock Tuesday in response to a message that Mr. Albert Peterson's family were sick.

O. W. Olson and son Burton visited with Mrs. Olson between trains in Willmar Tuesday.

S. G. Jones and N. B. Norris went to Minneapolis to attend the auto show.

Miss Rikka Knutson returned to Willmar Thursday after spending two weeks at her parental home.

Luella Johns visited at the A. Emhaut home Wednesday afternoon.

A. F. Hall and Ed Olson were around Tuesday getting farmers to take shares for the Farmers' store.

Oswald Gravaard and brother Elmer went to Minneapolis Tuesday where Elmer will enlist in the Navy.

Elmer and Sophia Iverson went to Ironton Tuesday for a visit with their brother Conrad and family.

John E. Johnson and Sylvia Deardre were united in marriage Feb. 19 at Willmar. Both parties are well known here as both have lived here for a number of years back. Mr. Johnson has just returned recently from a U. S. training camp where he spent several months. The best wishes of their many friends go with them thru their matrimonial journey.

F. B. Nelson is enjoying a visit from his son who returned Friday from Camp Lewis.

Mr. and Mrs. Carl Matson were Paynesville callers Thursday.

Miss Florence Pelkey visited with Laura Iverson Friday evening.

A basket social was given at the hall Saturday evening. The evening was spent playing games.

Conrad Olson, E. P. Welch and Mr. Emerson were New London callers between trains Saturday.

Carl Farness visited at the John Iverson home Wednesday evening.

Mr. and Mrs. Sava Pelkey were Paynesville callers Thursday.

Mr. A. J. Norris and sons Robert and Harold left for Iowa the first of last week in response to a message that Mrs. Morris' mother, Mrs. Clark, was seriously ill.

Mr. and Mrs. Anderson of Larimore,



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STACY BROS. CO., Willmar, Minn. Tel. 735

Subscriptions to the United War Work will all be due March 1st and may be remitted direct to me. In each case please give your precinct.

J. F. Millard, Chm.

DOVRE.

Devre, Feb. 25th.—The Western Dove Y. P. S. will have their meeting at Carl Thorsen's next Sunday afternoon. A good program will be given. Rev. E. O. Larson will speak. Everybody welcome to attend.

Mrs. Bratberg has lately visited with her son and daughter at the H. Shipstead home in Willmar.

Ole Nerold is very ill at the home of his son O. Kytken, Minnie Kytken who attends the Willmar Seminary, spent a few days at her home here.

The Marine Ladies Aid held at Mrs. Andrew Olson last Thursday was well attended. A sum of \$8.00 was realized from sales.

Marna Sandboe visited her sister, Mrs. T. Birkeland on Wednesday until Thursday last week.

Lars Erickson and family who has lived in Willmar several years is now busy moving back to the home farm. We welcome them back again.

Mr. Howland moved his property last Saturday to a farm south of Willmar.

Hennie Skatved and Mrs. Steil, Sverdrup took in the social held at the Willmar Seminary on Friday evening.

John Swenson went to Minneapolis last week where he underwent an operation for appendicitis.

Mrs. Math Kallevig has been ill.

Rev. E. O. Larson is at present in North Dakota.

Alfred Jacobson left for Willmar yesterday after helping C. T. Birkeland put up wood the two last weeks.

Roy Carlson a grandson of Ole Dengerud has hired out to C. T. Birkeland for the coming summer.

The Dove Young People's Society will meet at the Carl Alv home next Sunday afternoon, March 2nd, at 3:30. Everybody welcome.

CARD OF THANKS.

We wish to extend our heartfelt thanks to our friends for their sympathy and for the beautiful floral offerings in our bereavement.

August Falk and family.

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Furred Tongue, Bad Taste, Indigestion, Sallow Skin and Miserable Headaches come from a torpid liver and clogged bowels, which cause your stomach to become filled with undigested food, which soured and ferments like garbage in a sour barrel. That's the first step to untold misery—indigestion, foul gases, bad breath, yellow skin, mental fears, everything that is horrible and unbecoming. A Casoarets to-night will give your congested bowels a thorough cleaning and straighten you out by morning. They work while you sleep—10-cent box from your druggist will keep you feeling good for months.



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