

D. P. DOBYNS President  
TOM CURRY Sec. Treas.  
The Sentinel Publishing Co.  
INCORPORATED

PUBLISHERS  
HOLT COUNTY SENTINEL  
OREGON, MISSOURI

Entered at the Postoffice, Oregon, Missouri, as Second Class Matter.

A Weekly Newspaper Devoted to the Interests of the Holt County to the Union.

TERMS: \$2.00 PER YEAR.

Watch the date following your name on the margin of the paper. It tells the date in which your subscription is paid.

Friday, January 3, 1919.

We believe in the United States of America, as a government of the people, by the people, for the people, whose just powers are derived from the consent of the governed; a Democracy in a Republic; a sovereign nation of many sovereign states, a perfect Union, one and inseparable, established upon those principles of freedom, equality, justice and humanity for which American patriots sacrificed their lives and fortunes. Our duty to our country is to love it, to support its Constitution, to obey its laws, to respect its flag, and to defend it against all enemies.

HEARING FROM THE BOYS.

From Edgar Pullen.  
Edgar, son of Mr. and Mrs. Grand Pullen, soon after this entry entered the war, enlisted in the navy, and has been on the U. S. Arkansas. A recent letter from him to his parents, is dated on board ship at Fort, Scotland, Nov. 21.

"Since the armistice has been signed we can write more freely, the censor not being so tight, and we are not held down so tight in many ways, and in this I will try to tell you of my trip here.

"We left Norfolk navy yard, July 14, and put to sea, knowing in our mind that we were going across, but, of course, had no idea of our destination. We had several Congressmen aboard, who were going to see the front, to learn something about the conduct of the war. They were prominent men, and seemed to be quite friendly, and we had the ship in a highly presentable shape for them.

"There were no other ships with us, and we kept lookouts in the masts at all times, and the gun crews were always at their stations, ready for the Huns, every minute in the 24 hours. I had to stand watch in the turrets, being a trainer now and assigned to turret No. 1. The trainer's booth is a very small place, only large enough for two men—one trains the gun, the other sets the sights. It is not large enough to stand up in, and, of course, it becomes very tiresome. We stand watch four hours on and four hours off all the way across.

"We did not keep a direct, straight course; varying a few minutes, one way or another, during the entire trip. When not on watch in the turret, I some times would be sent to the wheel, which helped me considerably as a helmsman. I liked it very much as it becomes very interesting.

"Our course was nearly due east until we were within about 800 miles of the Azores Islands; we then changed our course to the north, and we soon learned our destination—the Orkney Islands, north of Scotland.

"Our journey across was made in 11 days, and for the first nine days, the sea, the weather and all conditions were as fine as one could wish for. We spent many hours on deck at night watching the stars, and studying the mysteries of the heavens; how fascinating the study of astronomy must be. The Congressmen came up on the fore-castle and would spend a part of the evening time with us, and made themselves very agreeable.

"We were constantly on the lookout for undersea pirates. Sometimes we would run into a drove of porpoises, which at first sight might be taken for a submarine, as they go under water most of the time, and seem to go by jumps, and in jumping go clear up out of the water; their back is sharp, and in some ways looks like a sub's periscope as they dive through the water. They move rapidly and can keep up with the ship.

"Our speed was about 18 knots or 20 miles an hour. We were to be met by three British destroyers and conveyed into port, and fell in with them in the morning of our 10th day at sea. I had the 4 to 6 watch at the wheel. During the night a storm came up and the seas were very rough, and I had a hard time keeping on the course.

"We sighted land about 2:00 a. m., July 25th, and at 9:00 a. m., we anchored at Scapa-Flow, Orkney Islands, a very tired bunch of sailors, and a great many very sick with sea sickness, but I was one of the lucky ones, and was only a little sick.

"On our over trip we covered a distance of 3,300 miles and our supply of coal became very low, at about 11 o'clock, a collier came alongside and we started coaling, and for 52 hours we coaled, and believe me, we were some tired when the 2,600 tons were on ship, and we were once more prepared to put to sea, and if necessary to battle with the Huns.

"Over here you have to be ready on a few hours' notice to put to sea and search for the Huns. Many a night we were aroused from our dreams of home to get up and put to sea in search of the German High Sea fleet.

"After coaling up we put to sea again, accompanied by three British destroyers. We went down the North Sea to the Firth of Forth. The first night out we had a sub attack; it was about 9:00 p. m., but as light as midday. We went to our battle stations on the jump. Most of the crew had turned in and were fast asleep. I was preparing to get into my hammock when the general alarm sounded. I ran to the deck and looked for the sub. Our anti-aircraft guns were firing on the sub. We put on full

speed and were soon out of danger. "The destroyers raced back and tried to get the sub. Some said there were two of them. It was also reported that we sank one of them. We were troubled no more during the rest of the trip. Let me say, we did not run away from them because we were afraid to do battle, but because a battleship, the size of the Arkansas, is hard to handle. You can't turn around in a few hundred feet like a destroyer. So the stratagem is to beat it, get out of range and let the destroyer tackle the sub, which they have proven they can do with success, because they have greater speed and are hard to hit. A battleship is built to fight at long range and not at a few hundred yards.

"We arrived at the Firth of Forth all in good condition and joined the Great Fleet, and were assigned to the sixth battle squadron, which is composed entirely of U. S. ships. We were given liberty at Dunfermline, Scotland, which is Carnegie's birth place. We were also given liberty to Edinburgh, Scotland. We have been here about three months and during that time, have been trying to get into a battle with the German High Sea fleet.

"We celebrated the signing of the armistice, by flashing our search lights, and blowing of our sirens and whistles, the firing of rockets—a signal never to be forgotten by us. The entire Grand Fleet had all lights on and all blew their steam whistles, shooting rockets and flashing search lights, and every ship was busy with all the lights, and whistles, and blowing of their sirens, and it was long into the night before the fleet went to their quarters. The war is over, but there is still much work for the navy to do, to enforce the terms of the armistice, which we did in great style today.

"On yesterday the King of England and the Prince of Wales visited the fleet. This morning we got underway and went out to meet the German war ships, which were to surrender to the Allies. We met the main squadron about 9:50 a. m. They gave us no trouble, but we were ready to fire on them had they shown any signs of trickery.

"I have been at liberty and visited Edinburgh and Dunfermline; can't say when we will get back to the States, but hope it will not be long, when we do get back hope for a furlough to visit you, hope it will be in warmer weather.

"I would not regard this country as a healthy one; so much fog and damp atmosphere. We only had 100 cases of Flu on board, and I was one of them, but was out of commission but three or four days.

With Love, EDGAR.  
S. S. Arkansas.

Monday, Nov. 11, 1918.  
Dear Mother: You ought to be over here, I suppose you know why I say this, but at that I suppose there is more excitement in the States than there is over here. They say the war is over, and from the way the people act it must be practically over at least. I haven't been down town but the boys that have say the French people are so excited they hardly know what they are doing. Everybody is on the streets, and there are several hands out, all parading around. At 11:00 o'clock this morning, when the report came, you ought to have heard the racket, all the big steamers cut loose with their big whistles, but they don't whistle, they "bellor." I think every whistle that would make a racket was in operation. In the touring department, where I work, we made an awful racket with the horns.

I am going to say a little more in this letter than I have been saying. I don't know if you will get it or not but I think you will, I can't help but cut loose a little bit.

The place where I am is about one mile south of the main part of St. Nazaire, it is known as Reception Park, or Motor Park. It is not a very large place but we do an awful lot of work. All kinds of trucks and cars are brought here from the docks. We have to assemble them, oil and grease them. You see they come all knocked down as they take up less space for shipping. We put Ford's through here by the thousand. I've got two Cadillac's in my stall now.

The trip I made was on a convoy of 50 Ford's. We drove them through. We had a fine trip going up, saw lots of fine country, it looks real productive and for the most part seems to be real well farmed, except in a few places it is more or less neglected, of course, on account of the war. The roads here are fine, most all macadamized.

Everything the French build is of stone. The house and barn, which is usually in the same building, is always stone. It is plain to see that there are only two classes of people here, the rich and the poor, some of the poorer class live in the most unsanitary conditions, I don't see how they can exist, but they all seem to be in good health. The rich people live in swell homes which are usually five or six times as large as the average home in the States, and is usually located somewhere on a high hill. Many of them have a high stone wall all the way around.

Along the roads are miles and miles of stone walls put up for no other purpose than merely for a fence, I don't see where they found time to build them all. The French are great for having nice trees in the yard and along the road, in some places they have a beautiful row of trees on each side of the road and it certainly looks nice. Lots of people have vines growing up the sides of the houses, some of them are nearly covered over, and some of the sweetest flower gardens you ever saw.

No I never got a letter from Uncle Irvin. I only got one card. I am getting lots of mail from you now and hope you are getting a lot from me.

New that Germany has signed the Armistice we are all talking of going home. I don't know just when that will be. There is much more that I might say but will close now and try and write more next time. Of course I am well and happy.

SGT CHARLES E. FUHRMAN,  
8th Company, 4th Mechanic Regiment,  
Aux. Service, A. E. F., A. P. O. 701.

November 13, 1918.  
Dear Folks at Home: How are you by this time. I am somewhere in France and am feeling fine. I am a good way from where Charlie landed and haven't seen any body outside the company, until this noon, when I ran onto Dr. Conyers, or, rather now, Captain Conyers. I recognized him and he also knew me. He is the same old Doctor Conyers, just as jolly and full of fun as ever. Believe me, it sure seems good to meet somebody from home.

How is everything going in Buffalo, and how is papa getting along at the garage? I wish he had a good man to look after the garage at night, so he wouldn't have to work so much of a night. Well, if he can keep it going for a spell yet, maybe I will be able to take my place again some day.

I guess the war is over but I have no idea when we will come home. For there is a lot of work to do over here yet. Anyhow, as long as I have a place to sleep and plenty to eat I will be alright. It is awfully cold and the air is awfully damp, but I have never froze yet and don't think I will. We all got two more blankets apiece today, so I guess we will keep warm now.

Have Deulah and Elva come to Buffalo, yet? If not tell them the next time you write that I am O. K. Well Captain Conyers wanted to drop over and see him this afternoon, but I don't believe I will get to. Well, write whenever you can, and I will do the same. I'll be glad to hear from you. Reply this time please with a full name.

247 Broadway, George Earl F. Hill, U. S. Infantry, A. E. F., New York.

Dear Folks: I am on duty tonight and will write you a few lines, as all of my patients are feeling good and cause me very little trouble. I only have twenty in my ward, and am getting along nicely, as I have the best place to eat and sleep and the best bunch of men I have been attached to since I have been in France.

I can now tell you a little about my trip over. We sailed from New York City, September 8th, on a British ship, Melita, with about 3,500 on board, including nurses and the officers of the 84th division. We had fourteen other ships in the convoy, including our escort of five battleships, and we had a very uneventful trip, some few men were sea sick, but that was all so far as I know. We had a British crew and they said we were all fools, would go to bed and go to sleep when we might be blown up any time, but I could not get any cause for alarm and couldn't be bothered.

We had nice weather all the way except it was cold, as we were at one time only 75 miles off of the coast of Newfoundland. We sure went the long way over. I saw Ireland, Scotland and the Isle of Man, and landed the 21st day of September, in Liverpool, England, and stayed there only a few minutes. But we walked through the town from end to end. From there we traveled by rail to Southampton; that was a nice trip, as the weather was warm and nice, and I enjoyed the scenery. It is very much like France, but in most respects I think it best, as the stock is better and they have lots of good manufacturing towns.

When we landed in Southampton we stayed there three days, and then we went aboard ship and crossed the English Channel to Le Havre, there we were railroaded to Southern France, traveling in box cars; we ended our ride after two days and night at a little town called Montpont, about 47 miles north of Bordeaux. We were then sent out to the farm and billeted in the barn and house. We had 122 men and five officers, and we all cooked, ate and slept in the one barn and house, and had plenty of room, so you can get some idea of the size of the house. There we stayed until Nov. 11, when we had orders to move to the front in the Metz sector, but about 11:00 o'clock we heard our orders were changed, and were all split up and sent to a casual camp, where the Company was assembled, and were sent out to different places, such as I am in now—base hospitals and camp hospitals.

I had some hopes of getting home soon, but now I cannot say how long it will be as we may be kept here doing hospital work for some time yet. Any way it turns I will make the best of it and do all the good I can for the men that need our help, for they have done good work and now need and deserve all the care we can give them. I hope you are all well and keep that way, until I get home.

My mail will be delayed now on account of my division being broken up, but you can never tell, we may be out of here and on our way soon. I have not been out here to look around much, don't know what kind of a place this is, but from what I hear it must be a pretty place, it is, but I think you would like the United States the best. Well, I must close now, and make the rounds. I am as ever,  
WAGONER FRANK C. CASTLE,  
Camp Hospital No. 8, Montigny Le Roi, France, A. P. O. 757, A. E. F.

Salary and Expenses With an Additional Commission!  
We offer this to a salesman for part of Atchison and Holt counties, who has had experience in selling to consumer and dealer. Experience in our particular line is not absolutely necessary but we prefer a man who has sold gas and kerosene to both consumer and dealer because of his general knowledge of our line. Salesman is to furnish his own car, and can be at home practically every night. Our line is lubricating oils and greases for automobiles and machinery of every description—an old established line. If interested, address A. J. Adams, Sales Mgr., 402 Com'l Nat'l Bank Bldg., Council Bluffs, Iowa.

November 13, 1918.  
Corporal Roy Hill.  
Corporal Hill, of Company L, who is over in France, and who was in line in the great Arras-Meuse drive, in a letter to his father under date of December 6th, says:  
"Well, I have just returned from Southern France where I was enjoying the sights by reason of having been given a furlough. I had a delightful trip, and saw much that will be remembered by me for a long time, and send you some pictures of the situation now. We are now in a place to think that there is some prospect for us to be sent home soon; we do not think we will be continued in the army of occupation, so you can make arrangements to reserve a chair and plate for me at the end of the table, and while I enjoy the strenuous soldier life, I must confess that I am anxious to get back home, not only to see you all in the face again but to enjoy home meals once more, and to keep making up lost time from you, but it was not lost, in so far as my country is concerned. Our victory was worth all it cost.

"I hope it is well with you, and everybody in and around my old home. I am feeling fine, so are these of Company L, who are left with us. Many have gone down, but such is war. I will bring back what souvenirs I can. Have had many chances to get some, but to keep them and carry them about with you and preserve them is no easy problem, but I'll do the best.

"We have been having fine weather here, while you, no doubt, are having the genuine north Missouri winter, with low temperature and plenty of snow. Am thinking of that but I will take next fall, and hope that I am a pretty good shot, we'll get the game, if it is recalled. Tell all the young folks to be good, or as good as they can, until I return at least.

With love to all,  
Your boy, ROY D. HILL,  
Company L, 125th Infantry, A. E. F.

I Roy, if he lives until April 8, 1919 will be 23 years old, and as fine a specimen of the young American soldier as you will find in any regiment. He is a soldier in every sense of the word, and has always been a line for roll call and duty. He was one of the first to enlist from Fort-cue, and joined Company L, and was commissioned Corporal, and when the final record is made up, it will be found that our young soldier friend, Corp. Roy Hill, will have a record second to none. He did his duty at all times and never flinched. Being a good shot, there is no doubt but that he got as many Huns as any one of his comrades. We are not only proud of Roy, but also of every member of Company L.—Eds.]

HE SURE IS A BIG MAN AT THE FRONT  
Topeka, Kan.—Is a mule driver essential to the winning of the war? This is the problem before the industrial advisory board of the First district. It was the first case to come before the board. The mule driver claims his work is essential to the operation of a Kansas mine.

TAKE PRISONERS IN AIRPLANE  
British Flyers Round Up Sixty-Five Huns and Herd Them Into Camp.  
With the British Army in France, Airplanes can be used for capturing infantry. It was proved by the British in the recent advance. Flying fairly low, seeking parties of Germans or war material to bomb, two officers in one machine were fired upon from a sunken road. The pilot dived and the airplane machine quickly accounted for four Germans. Very quickly the Germans hoisted a white flag in token of surrender.

DUTCH TAKE TO BAGPIPES  
"Doedelzakpeel" Latest Craze in Holland and People Can't Get Enough.  
London.—Doedelzakpeel is all the rage at The Hague. Doedelzakpeel is Dutch for bagpipes. Some of the British released prisoners have brought the bagpipes, and their kilties, through Holland—and Doedelzakpeel has become the jazz band of the nation. No cabaret is complete without it, and highland flings are sung about the restaurants of the white light district with the same abandon Broadway knew when the tango was at its highest.

Near Beer Too Near.  
Pittsburgh, Pa.—Near beer that was too near brought warrants to nearly 400 proprietors of drug stores, groceries and soda fountains in the East Liberty section. The warrants charged selling liquor without a license. It was said that the near beer contained more alcohol than in the real article.

Impossibilities.  
We cannot vote right into wrong, or wrong into right.—Froebel.

# FREE

There will be no selling talks.

All Tractor owners and those interested in power farming are invited to a

## TRACTOR SCHOOL

to be given by the

### INTERNATIONAL HARVESTER CO.

at

#### Mound City, Friday and Saturday, January 10 and 11.

at

##### CITY HALL

LETZ GRINDERS.  
Grind out hulls fine enough to feed swine, in one operation. Grinds corn, cracked corn, rye, alfalfa, hays, corn cobs, stalks, etc.  
COME IN AND SEE THEM.

LITTLE GIANT TRACTORS.  
Three Speeds.  
A product well known. Little Giants built to wear—Every ounce a tractor.

CUSHMAN ENGINES.  
4 H. P. weighs 190 lbs.  
8 H. P. weighs 335 lbs.  
15 H. P. weighs 780 lbs.  
29 H. P. weighs 1,200 lbs.  
Guaranteed Full Efficiency as Rated.

"DOES MORE LIGHT PLANTS."  
15 light up to 500 lights. Expert will install these plants. They are a real unmeasurable benefit to any farm home, not just a luxury.

COLUMBIAN STOCK POWDERS.  
You know their world reputation. 100 lb. and 200 lb. barrels.

X-RAY INCUBATORS.  
120 egg to 400 egg size, and brooders. 5 sizes on floor to look at. Examine them.

JOHNSON'S FREEZE PROOF.  
Makes your radiator or gas engine safe if it gets 50 below zero. Absolute Safety—One application does the entire winter does not evaporate. We will test radiators free any time, to show you you are safe.

A SURE TEST: Pour a part of your Freeze-Proof solution in a bottle containing small pieces of different metals and rubber. Place bottle outside in exposed position. This test will prove to you that the solution will neither freeze nor injure metals or rubber.

Corn Chop, Grass Seed, Garden Seeds  
Buy Your Grass Seeds Early—Prices better now than later—Get our prices.

FARMERS LIGHT PLANT CO.  
Northeast Side of the Court House Square, Oregon, Mo.

NEW PLAYER PIANO FOR SALE.  
We offer for immediate sale a brand new Player Piano, quality fully guaranteed, located near Oregon. Liberal terms to responsible party. Particulars will be furnished to anyone addressing E. B. GUILD MUSIC COMPANY, Kansas City, Missouri.  
—Bright alfalfa hay for sale. Call on or address John F. Noelsch, Oregon, Mo.

Benton.  
—John Peters and family were made glad last week, Monday, by the home coming from Camp of their son, Casius, honorably discharged. Mr. and Mrs. Peters and little son, Halben, left Tuesday evening for Hazleton, Colorado, where they will visit their daughter, Mrs. Clifford Aude and family. Casius is "keeping house" in their absence.

—J. L. Andler, Gale Emerson and Galen Wood shipped a car load of hogs to St. Joseph, on Tuesday, of this week.

—Robert Emerson and wife had a very happy Christmas, having their children and grandchildren with them. J. L. Andler, wife and four children; Gale Emerson, wife and two children; Ralph and wife, also Lee and James Field were invited and were present.

—Our school opened this week, with Miss Pauline Wright as teacher, Miss Zelliff having resigned at the beginning of the holidays. Miss Pauline being a Senior in Mound City High School, will teach only one or two weeks, until a permanent teacher can be secured.

—Benton Sunday School was re-organized Sunday, Dec. 21st. Albert Hicks was elected superintendent, Lee Field, assistant; Pauline Wright, secretary; Frances Emerson, organist; Paul Emerson, treasurer; Etta Wright, librarian.

—Ralph Emerson and bride were entertained with a charivari last Friday night at the home of Ralph's parents, where they are staying while getting ready for house-keeping, on the farm belonging to Roy and Ralph, near Benton School house.

VERITAS.  
A Christmas Dinner.

On Christmas, December 25, 1918, Mr. and Mrs. John Book, of Bigelow, gave a Christmas dinner, it being Mrs. Book's 52nd birthday, and Mrs. Ezra Martin's 30th birthday. Everybody enjoyed the dinner. Those present were: Mr. and Mrs. Ike Book and son, Herbert, of Forest City; Mr. and Mrs. Ezra Martin and daughter, Gladys Virginia, of Forest City; Mr. and Mrs. Earl Book and children, Marie and Johnnie, of Bigelow; Mrs. Book's mother, Mrs. Susan Hunt, of Bigelow; Mr. Charlie Hunt, of Forest City; Mr. and Mrs. John Book and daughter, Nell. All departed at a late hour, wishing Mrs. Book and Mrs. Ezra Martin many more happy birthdays.

ONE WHO WAS THERE.  
—Alfred Moore, who was operated upon in a St. Joseph hospital for appendicitis, will be back home this week, and is getting along nicely.

—Miss Mildred Meyer, of Mound City, spent Monday here, visiting Grandpa Tom Frye and family. She will return to her duties as a teacher in the schools at Pawnee, Ill., next week.

## SATURDAY BARGAINS

at the

### MOORE GROCERY CO.

We are making a specialty on all kinds of BEANS in the store, such as Navies, Pink, Lima Beans, Canned Beans of all kinds as well as Canned Green Beans.

Watch Our Window for BARGAIN PRICES.

# Moore Grocery Co.

Satisfaction Guaranteed.  
Home Phone. 7 Mutual Phone, 42.