

WEEKLY SOLDIER LETTER

Mr. and Mrs. S. J. Schwerin of Willamette, received official word a few days ago of the death of their youngest son, Arthur E. Schwerin, killed in action in France.

The letter received from the adjutant general, is as follows:

"Private Arthur E. Schwerin of Company A, 263rd Infantry, 91st Division, who was killed in action November 2, 1918, left as his emergency address, the name of his mother, Mrs. Louisa Schwerin, Willamette, Oregon."

The letter was dated January 8, 1919, and the last letter received by the parents from the young man was dated in October, a short time before he met his death.

The letter written June 16, 1918, and is farewell message to his mother, previous to starting to France:

June 16, 1918.

"Dear Mother:

"Am writing you a farewell message. We leave for France Thursday. Made good on the Lewis machine gun. Please keep information to yourself and dad. Outsiders must not know when we leave. Your secrecy depends upon our safety. I thought it my duty to write you before we go. Do not answer this note for I will be gone when the answer comes. You will receive \$58 monthly from the government if I am killed over there through the \$10,000 insurance I have taken out."

"I hope you will try to forget to worry about me. If I can put a little honor on the family name I will do it. Tell all goodbye. Give my love to my two sisters. Will write when I get over there. Would have come down to see you and the others but could not get a pass long enough to give me time to travel that far and back in time for reveille. Will be a good boy and behave myself as good as I have in the past."

"Please attend to all business matters that may arise while I am gone concerning my property."

"Well, this is all until I arrive in France."

"Your Soldier Son,

"PRIVATE SCHWERIN,

"Address unknown until I get there,

"ALOHA."

The letter written July 1, 1918, after his arrival in Camp Merritt, New Jersey, is as follows:

"Dear Mother:

"We arrived at Camp Merritt at 1:30 today. It is not much of a camp. We have had a fine trip, coming over the Great Northern, but do not know how long we will stay here. Went through eleven states. It costs 65 cents a round trip from here to New York. This camp is in New Jersey. We did not see any big cities coming here as we took to the outskirts of the towns. If we stay here long enough I will see New York City."

"The East does not look as good to me as it once did. Cleveland is a place that I do not admire. They do not have the good air there that we do in the West, nor do they have the elbow room we are used to."

"Ma, I hope you will not worry. If I go to France I want you to send me some candy every week. Now I do not like to ask you to do this in so direct a manner, but if you were thousands of miles away from people you have always cared for, you will understand why I ask this favor of you. When I return you will never regret the favor I am asking of you, and which I am sure you will grant."

"We are three miles from the Atlantic ocean and 14 miles from New York city. It does not compare with Camp Lewis, but it is a very nice place."

"Having nothing more to write, will close."

"Your soldier son,

"ART."

"Company A, 363rd Infantry,

"Camp Merritt, N. J."

Arthur E. Schwerin was born in Cincinnati, Ohio, October 29, 1882, and was the youngest son of Mr. and Mrs. S. J. Schwerin. He came West with his parents about ten years ago, and first settled at Elwood, in Clackamas county. Later he came here with his parents, and was employed for seven years by the Hawley Pulp & Paper company.

When entering the service he went to Camp Lewis, where he was stationed for nine weeks before leaving for France. He was stationed at Camp Merritt, New Jersey, for a short time before going overseas. Soon after his arrival in France he was in action, and had written of some of his experiences while on the firing line.

He was well and favorably known here. He had many friends in Clackamas county.

Although it was rumored several weeks ago that the young man had been killed his many friends and relatives had hoped it was but an error, but since the official word has arrived it has cast a gloom over the community in which he resided.

Arthur Schwerin is survived by his parents, Mr. and Mrs. S. J. Schwerin of Willamette; two sisters, Mrs. Mahlon Snidow of Willamette, whose brother-in-law, George Snidow of that place, was killed in action in France; Mrs. Sidney Waldron of St. Helens; two brothers, Frank Schwerin, who has been in the reserve in the United States Army, and who recently returned to Willamette at the home of his parents, from the East, and Albert Schwerin, a machinist, who resides at Sellwood.

Mr. and Mrs. New Critser of Canby, Route 2, received a letter from their son, Delta, who has been in France for a year. He has been in many of the big fights and came through without a scratch.

He states in a former letter that he had just been to a little store and bought pears at 20 cents a piece; a little can of jam for \$1.00 and said

him to the good old U. S. as fast as he pleases.

Fully one-half of the young man's mail has failed to reach him, as Battery A has been in the thickest of the fight and did not travel.

The letter is as follows:

Battery A, 147 F. A., Brocourt, France, Dec. 15, 1918.

"Dear Folks:

"I received your letter dated November 14, yesterday afternoon and will try to answer it now. It is the first mail that I have gotten for a long while. Our mail was held up and lost for some reason. The last letter before was dated October 12, so you see there is some mail in between them that I haven't received."

"There must have been some celebration there the 11th, the way you told of the noise they made, and there sure was quite a noise and excitement going on at the front. There were so much fireworks at night that it was as light as day part of the time. We are still at the same old place (Brocourt) that we were in my last letter of December 5, but we are now pretty sure that we are going to move within two or three days to another camp, and from there they say we most likely go on board the boat. I hope so anyway. I would like to be home for Christmas but it don't look like we can."

"I heard there is quite a bit of 'flu' going on over there. I hope that none of the rest of you folks will get it. I am glad that Ernest and Elsie and Etta are getting along all right."

"I think Allen Gribble had more than his share of wounds. He was lucky to get out alive. I sure was lucky. I didn't get a scratch. I wouldn't take a lot for what I have gone through, and have seen and wouldn't want to go through it again for a lot either. I wouldn't have felt right if I hadn't come."

"You spoke of a Mrs. Catlow writing you a letter that she hadn't heard from Tom Gillis in our battery since he was crippled. There is a Gillis in our battery but I don't know if his first name is Tom or not, but it must be him. I will speak to him about it. He is still with us, but didn't get hurt bad enough to go to the hospital."

"I received a letter yesterday with one dollar bill in it from the Patriotic Edition of the Morning Enterprise. The real old American money sure did look good to me, and I sure thank them for it. I will make good use of it. I am feeling fine, and hope you all are the same."

"With love,

"DELTA."

Henry Woodbeck, son of Mr. and Mrs. W. W. Woodbeck of this city, with Engineers E. 21st Engineers (Railroad Company) stationed for the present at Longyou, France, tells of some of the recent experiences and of some of the country he is stationed near.

He says:

"I guess the people in the States are not a bit happier to know that it is over than the boys over here are. It sure was a great relief to know that one could go to work without a gas mask strapped to one's side. The first few days after the armistice had been signed it seemed pretty quiet, especially in the evening when one did not hear the Boche planes overhead or hear a few bombs dropped. Shells and bombs are not as bad as gas, as one can get under cover and the only way one will be hurt is to get a direct hit. The gas is much different. It sneaks along like a snake in the grass and it is sure to find the lowest spots. But those things are past and now all we want is to get home."

"We turned the railroad over to the French today, and tomorrow we move to Audun. I hope we move from there to a port for embarkation."

"There are not many civilians in this country but they are beginning to return to their homes they left to escape the Germans, or some of them were forced to leave and go into Germany when the allies came into this country."

"This country is in pretty good shape; some of the houses are shot to pieces, but most of the bombing was done on the railroad yards and tracks. The place was a junction with roads running five ways out here. The Germans held this place since 1914. They say during the war they had 90 guarded trains a day out of here, but when we were behind the Argonne drive of the Meuse things were different. Everything was shot to pieces. Towns were level with the ground, one could find graves wherever one wanted to go."

"War surely changes things. At Varrenes a bunch of doughboys were camped in a graveyard, and quite a few had taken shelter in some vaults. On one grave there was the statue of an angel. Some one had dressed it up in a suit of old underclothes. Another place a soldier was using a cross for a rack to dry his clothing on."

"There was a German dugout at Varrenes that was fitted up with a piano, and the best kind of furniture. This place was for officers, and was about 60 feet deep."

"They say the Germans are short of war material. About the only thing we can see they are short of is rubber and oils or greases. Their gas masks were made of leather and all auto tires are made of wood with iron rims. All of their engines are in bad shape on account of poor oil."

George Swafford of this city, is in receipt of the following letter from his brother, Lieutenant Harold Swafford, who is in France:

Bordeaux, France, 12-4-1918

"Dear George:

"Merry Christmas and a Happy New Year to you. 'mon cher frere'! You don't know how many times I have wished that we could be together

English Girl Has Difficulty Giving Wounded Doughboy a Cigarette

Being wounded is tough but it helps a lot if somebody takes an interest in you. This photograph taken in the yard of an English hospital proves it. It shows a group of women, girls and children chatting with a disabled doughboy who has been carried out for a scrub bath. One of the women is being paid for a cigarette with a smile.



W.W.U.

we go home?" I can tell you it is pretty discouraging to sit here almost on the docks and watch organizations go home, who have not been over one sixth the time we have. However, as the French say: "C'est la guerre."

Something new is coming up in the organization of the Transportation Corps. It will not have such an organization as a regiment. Instead it is divided into individual companies and each company will be an independent unit by itself reporting direct to the headquarters of whatever railroad division it might be assigned. That does away with a Regimental Commander and his staff. The organization table provides for a Divisional Supply Officer.

"The censorship is practically off now so we can answer any questions you might want to ask. In the August number of the Engineering Record is a fine true article on just what the Eighteenth has done. The Major it speaks of is Major Rice, who is Lieutenant Colonel now."

"Do you know where we are now? I mean exactly. Well it is about ten miles from Bordeaux just outside of the village of Bassac. There is one other town between Bassac and Bordeaux, named Lormout. As for population it is a great deal smaller than Canby and in the first battle of the Marne there were 500 men from the one town killed. We are on the Garonne river about five miles from where the Dorgone river empties into it and the two form the Gironde river from which this 'county' or region as they are called, over here, is named. From the docks that we built to a small town called St. Sulpice we built a line of railroad to operate in connection with the P. & O. (Paris & Orleans), and here at St. Sulpice are built (under the direction of the Eighteenth Engineers) the finest railroad yards and warehouses you ever saw. Immense. France is a regular network of railroads, makes you think railroads, railroads everywhere and not a car to ride on. I would like to see a real American passenger car again."

"Well, if it works out alright I'll be able to tell you all about it before we are many years older."

"The main idea of this letter is to wish you a Merry, Merry Christmas and a Happy, Joyous New Year, and may I see you before another one rolls around."

"Your affectionate brother,

"HAL."

Mr. and Mrs. Thomas McCarthy of Clackamas county, are in receipt of the following letter from their son, Richard T. McCarthy of the Hospital Corps, stationed at Santo Domingo, West Indies:

Dec. 29, 1918.

"Dear All:

"Well, I suppose you have been looking for a letter for some time, but if I would have written sooner it would not have reached you until this boat gets back to the state anyway."

"I will try and tell you a little of our trip. We left Charleston, South Carolina, December 13, about 2 P. M. Gee! but we sure were glad to get off that old Hartford. That was the darndest place I had ever seen, so no more Southern states for mine. That night after we left the harbor I felt myself beginning to roll around, so I got 'chow' about 5:30; came back upon the upper deck and there were about 80 'guys' hanging over the rail 'feeding the fish.' Well, I thought I would hang onto my sapper as long as I could, but a kid by the name of Ingram (a brick salesman from Portland) and a H. A. of our bunch came along and said 'let's go down to the lower deck and get a drink,' so down the stairs I went. Oh, Gee! How it did roll down there. You could no more stand on your feet than you could fly, so we managed to get a drink, and I said 'let's get back before I spill my chow here on the deck,' so we no more than hit the rail when it came up. As soon as we had heaved all our hampocks strung up on the upper deck right over the darn water, you might just as well say, as long as we were left in our hampocks the sea-sickness did not bother us."

"The second day out it began to rain, and everybody was soaked."

"This old boat was formerly a German cruiser, and there are no conveniences at all on her. There were about 550 marines and 'gobs' on her, so you can imagine the conditions. These marines slept right on the upper deck with one blanket over them during the rain. It is a wonder some of them did not die, but they didn't. The waves lashed right over the old second

washed over the deck and swept them against the railing, and only by grabbing the iron rail they kept from being washed overboard."

"I will tell you now what I saw of the fireman's life. One night about 7:30 a 'guy' came along and said 'come with me.' Six of us H. A. Well, of course we went, and they put us to dumping ashes. All the ashes were placed in baskets and drawn up to the second deck, and here we dumped them through a hole about 15 inches square, and about every time you go to dump a basket a wave came along and soaked you. These firemen were working down below an air vent, and probably you have seen these on the ships before. Well, the 'buggers' were sweating like negroes when a heavy shower came up and the water ran down this thing in bucket fulls right on them, but soaked and dirty as they were, they kept right on. This ash dumping lasted for about half an hour, but that was long enough. After this, Dr. O'Neill, an optician, Ingram, Smith and myself were given watch duty, so that's all we have to do is to stand and watch in the crow's nest or on the bridge, for two hours a day or night, whichever it may happen to be, while the rest of the gang scrub paint work, or hollystone the deck from 8 to 4 o'clock, so I reckon we had pretty good luck after all. It isn't very pleasant to get up at 2 o'clock in the morning and stand and watch until 4 o'clock, but as it is only two hours, it isn't so bad."

"If you will look on the map you will see between Cuba and Hayti there is a windward pass. I happened to be on watch from 2 to 4 o'clock when we went through this. Maybe you think the wind didn't blow. I had all I could do to hang onto the railing and keep there. The waves came clear over the deck too."

"We landed at Quantanama the following Thursday, that being a six-day trip. Here we weren't supposed to leave the ship, but we ran up to the canteen and got some ice cream. All of it here is made from goat milk, but sure is good. From here we went to San Diego de Cuba, and had a half day liberty. We went up to the markets where we got six bananas for a nickel. Gee! They are about 15 inches in length and three inches in circumference. Down here the oranges are six for five cents, coconuts a nickel. You can get a pint of ice cream for ten cents and wine 15 cents a glass, but I drank only beer and ate fruits of all kinds, and with all I ate made me feel fine, instead of making me sick. I don't know what I will do when I leave here and not get the fruit."

"This city is mostly inhabited by mixed Spanish and the black or native race."

"After leaving here we went to Port au Prince, where we spent Christmas. Some Christmas, I'll say. I hope I don't spend another one like it. I helped a kid out on mess duty, so I had all I wanted to eat. This was our menu: Mashed potatoes, turkey, dressing, cranberry sauce, bread and butter, coffee, cake, mince pie, 'nigger toes' (Brazilian nuts), cigarettes and cigars. This burg was quarantined, so we had to remain all day on the old boat."

"From here we went to Cape Haytiens, but stopped here for only a few hours. Then we went to Sanckey, but on account of the influenza here, we were anchored out in the middle of the harbor. Then we went over to the Virgin Islands, and at St. Thomas we coaled the ship, or rather the women did. They carried the coal in baskets on their heads, and received two cents a basket for them in their money. They worked from 2 to 10 last night, and averaged about 50 cents each. They sure have an awful life here. Some of them have a few old rags to wear and some haven't. They were glad to get what we threw out, such as crusts of bread and beans left on the plates. The city, though, is a nice little village, about the size of Oregon City. It has one movie show, which is about the only place of amusement."

"From here we are to go back to St. Croix, and then to San Juan, and expect to strike Santo Domingo City, Tuesday morning. That place is our destination, and we are sure glad to reach it."

"I hope we will be home within two or three months, but an quite sure we will not be by harvest time."

"Say, talk about it being hot. We go around on the boat here with just our undershirts like the middle of August. Perhaps you wouldn't believe it, but Mark Sturgis of Oregon City, was so sunburned Christmas he couldn't get his blouse on."

"With best regards and hoping this finds you as well as it leaves me,

"Your son and brother,

"DICK."

A. J. Lewis of Maple Lane, is in receipt of an interesting letter from Private Eugene W. Horton, a well-known Maple Lane boy, and steward of Maple Lane Grange, who was selected to that office at the election of officers in December. He speaks of Lyman in the letter, and this is Lyman Derrick, past master of Maple Lane Grange, and a brother-in-law of Eugene Horton.

The following is the letter:

Brest, France, Dec. 15, 1918.

"My dear Friend:

"I received your welcome letter a few days ago, and will proceed to do my best to answer it."

"Little you thought that there would be as many miles between us as there is. It was rather a surprise for us when we were told we were to come across. From what I hear, we left Camp Fremont just in time to escape the 'flu'. A part of our company had it, but only a few. I guess it was providence that got us away."

"We arrived in France before the war was over, although it was only two days after our arrival that the armistice was signed."

"We started on our trip on October 18, and went through several large cities including Salt Lake, Pueblo, Omaha, Des Moines, Rock Island, Chicago, Toledo, Cleveland, Buffalo and New York City, and several more. We were off the train several times at different places. We were seven days coming across, and were taken across to Long Island on the ferry, and then took a train to the camp. You are probably better posted on the location of the camp than I am. We were there from Friday night until Monday morning. We boarded the transport about 10 A. M. Monday, and pulled out of the harbor about noon."

"We had fine weather all the way, with the exception of about 18 hours, when we had a little storm. That only lived things up a bit. I was lucky and did not get sea sick. There were sixteen or seventeen ships in the convoy, including a battle ship and a few destroyers. There was a whole fleet of destroyers that met us about a day out, and came in with us. We were twelve days on the water, and landed here November 9. We remained here in Brest for a little over a week, then went south about 125 miles to Paris, and stayed there one night, and moved on about seven miles farther to Saint Genis, a small village. We were billeted there. Fourteen of us had two rooms on the third floor of an old house, so we were pretty well cared for. We remained there a little over a week, and came back to Brest, arriving here on Thanksgiving eve. That is one Thanksgiving I will always remember."

"Since we have been here, we have been working at most everything a person could think of."

"We are at Fontanzen Barracks now, right at Napoleon's old training ground. His old barracks are of stone and are at least 200 feet long, surrounded by a high stone wall. All buildings are of stone."

"I have not been impressed with France like some have. Have not made much headway at learning the French language. So far, I do not take much interest in it. Don't care much about the girls in this country. I can talk to them by using lots of signs."

"We were among those who had the chance to see President Wilson on his arrival here. Our company was street guard, also had the honor of seeing General Pershing."

"Lyman is here, but was transferred to L company. I have only seen him twice since we have been here. He is on guard duty at Brest, and he sure does look well."

"Give my regards and best wishes to all members of the grange."

"As I have to work tonight, will close for the present time."

"Your friend,

"PRIVATE EUGENE W. HORTON

"Company E, 18th Inf., A. P. O. 716, A. E. F."

Catarrh Cannot Be Cured

with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a local disease, greatly influenced by constitutional conditions, and in order to cure it you must take an internal remedy. Hall's Catarrh Medicine is taken internally and acts thru the blood on the mucous surfaces of the system. Hall's Catarrh Medicine was prescribed by one of the best physicians in this country for years. It is composed of some of the best tonics known, combined with some of the best blood purifiers. The perfect combination of the ingredients in Hall's Catarrh Medicine is what produces such wonderful

TOURIST ASSOCIATION IS ACTIVE

Much Work Done to Attract Eastern People to the Northwest

Oregon will act as host this summer to the National Editorial Association as one of the results of the activities of the Pacific Northwest Tourist Association. This body of men and women is made up of the brightest minds in the newspaper world and the results that will accrue from a publicity standpoint are beyond all computation. During the past two years the Tourist Association representing Oregon, Washington and British Columbia has spent \$112,000 to attract tourists to the Pacific Northwest and the results have been far beyond expectation when war conditions are taken into consideration. That Oregon has received the greater benefit over the other commonwealths is evident in the attendance at Crater Lake. There are 11 National Parks in the United States and all but two showed a decrease in attendance except Crater Lake and Rainier National. Crater Lake showed an increase of between 25 to 40 per cent and nearly 50,000 people visited Rainier National while all parts of the Pacific Northwest were included in the various phases of publicity.

The total expenditure of the tourists and vacation seeker per annum is not less than One Billion Dollars and it is to secure our fair share of this immense revenue that this association exists.

It is safe to say that within a very short time the Pacific Northwest—and it can be demonstrated by figures—can derive from Fifty to One Hundred Million Dollars of actual cash from the encouragement of this travel. This cash remains in the Pacific Northwest. It is not sent out for any raw material, nor for any other commodity, but remains here to help every individual citizen in the development of his business, and in the payment of his taxes, and the Tourist is absolutely the fore runner of the settler, the new investor and the manufacturer.

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Travel by rail was discouraged last year and as far as going abroad is concerned there will be nothing doing this year. The war is over and the people have the money and a desire to travel. We have so far expended \$112,000, to attract attention to the greatest asset we have and we only need to keep up the work to secure returns based on this expenditure far beyond the desires of the most avaricious. To illustrate: the Park to Park Highway Association at a recent meeting in Spokane reported 10,000 machines entering Spokane over the Yellowstone Highway with an average of four in a machine. Suppose these machines were gathered together in Spokane in one day. You know what it costs you to travel. Take this amount and multiply it by 40,000 and look at the total and this is the way this new money that costs up practically nothing to get flows in a steady stream into our lap. House Bill 76 calls for another appropriation to cover the coming two years, for the same amount asked for two years ago and dependent upon Washington and British Columbia following with the same amount they gave previously. No appropriation has secured more for Oregon or been better administered. The work is under the constant attention of some of our leading business men who give their time free of charge and pay their own expenses when attending the meetings of the Board of Directors.

The state revenues are used to develop every other asset, either by maintaining departments, enforcement of laws, maintaining institutions, and the building of roads and bridges and the simplest way to increase these revenues is by a development more potent than any that has gone before which will result in the coming here of thousands of men and women, who will see us as we are and who will in