

Camp Adair Sentry

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THE SOLDIER MORALE

Gratifying reports now coming in show the national toll of violent deaths on Labor Day fell far below the usual reckoning we have come to expect on holidays. While this was due in considerable part to the sharply curtailed highway traffic in the east where gasoline rationing is effective, we like to believe that it was mainly due to general compliance throughout the country with the presidential request for lower speed.

It is, indeed, a pleasant thought to note how our country as a whole is griping less and cooperating more in every phase of an all out war. Where once tearing down the highway at 60 miles an hour was okay if a speed cop wasn't lurking, the majority is rapidly becoming "all-out" for a sensible speed because it is sensible.

And if you'll pardon us, we believe that this spirit of unity and cooperation has its beginning in the soldier of our present day army. As each day goes by one can not help but notice how the soldier becomes more and more amenable to the necessary rules and regulations that a war to the finish demands.

At the beginning we "griped" a lot over annoyances, some quite petty, others of seeming importance, that interfered with our civilian way of thinking. But notice the difference now around your barracks. You get a good laugh when something happens that a month ago would make you feel like taking a swing at your best friend.

It's still our prerogative (if not exactly our privilege) to "belly-ache." Find a soldier absolutely contented with his lot and you won't find much of a soldier, but what we're driving at is that today's soldier is steadily becoming an example of what good common sense is, not only to the civilian population of our own country, but to every man, woman and child on the face of the globe.

When this war ends, the American soldier will be the backbone of the world. Let's be proud we're soldiers. Let's obey orders and let's kick hell out of the axis.

EVERYTHING STREAMLINED

The many teams of beautiful horses which used to attract all lovers of that noble animal when the circus came to town, were sadly lacking in the smooth working Cole Bros. organizations when they unloaded in Corvallis Tuesday. With the boy, 12, we took in the early morning sights.

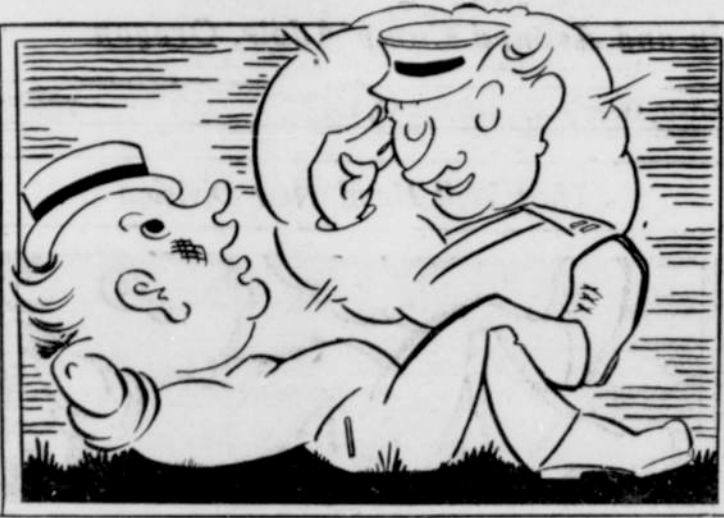
Big Mack trucks, the water tankers of the circus lot and two Caterpillar diesels did the hauling job from the railhead to the lot. There were four teams of fine greys unloading and lining the big wagons up into trains — and that about tells the story of the circus work horses.

It is recalled from several years ago on the same lot that a circus put up its establishment when the ground there was mucky and soggy. The great wagons sunk to the

THESE MEN ARE IN!

News contributors to this issue: Lt. George H. Godfrey, public relations officer; Cpl. E. A. Brown, associate editor; Cpl. R. L. Black, Cpl. Henry Beckett, Cpl. Raoul Mound, Pfc. R. C. Johnson, Pfc. J. J. Gubelman.

Have a Care, Lady!



Elmer, the Camp Tramp, is a dangerous man. He enlisted in this man's army with the best intentions—fighting Japs. He's disgruntled—and look out!

axels in the marshy sod. In one case, there was a six-horse team hitched to the pole of a wagon. Two other six-horse teams were hitched to the corner rings of the body of the wagon in front and two huge elephants pushed with their heads in back. They literally skidded the big load along on the mud. Eighteen horses and two elephants!

The interesting and grand-smelling horse tent was missing this time. The horses are superceded by engines, and probably no more will we be able to enjoy the periodical visits from great numbers of fine horses. In our feeling of nostalgia, mingled the feeling of regret at what the modern boy is missing.

He must turn to mechanics, in the army as in the circus. Engines pull the wagons—power peg drivers have supplanted the rings of loose-jointed negro laborers on the circus grounds, and in the army everything is mechanized.

There's many an old cavalryman in the army now, who misses his friendly association with horses. It's a new age!

A tip. — Youse guys who are crabbing about the dust, remember it a month from now.

You buck privates, get in your fish story to The Sentry and earn a ten dollar bill!

The real activation is going to be on when the boys get at those Japs on the west side training fields.

Better do a lot of playing now. You may be too tired later.

Has anybody counted that Jap army—out on the training field?

Aug. 4, 1942.

To the Editor:—I wish to thank you for your prompt insertion of my ad. for my lost cigarette lighter. It was found by an enlisted man who knew me and returned it the same day. I didn't think it would be any use to tell you as I thought the Sentry would be gone to press, but extend my heartfelt thanks and best wishes for a long and successful career of service to the men of Camp Adair. Respectfully yours, Sgt. William C. Dierker.

Camp Adair, Oregon,
Sunday Nite

To the Editor:—Your paper is swell, but my feet are sorry it isn't more accurate. After reading and enjoying this week's issue, I decided, since I spent the week end in camp, for want of something to do I would walk over and see the library you mentioned. Well I went over, walked the miles and miles that it is from my part of the camp to the building you mentioned, and had a hard time finding it too, and what do you think? All the doors were locked, and it was about 4:30

Sunday afternoon, and you said it was open.

Come now gentlemen, is that any way to treat your admiring readers. Sincerely, Cpl. Stewart Johnson, Camp Adair, Oregon.

Editor's Note: We're sorry, Cpl. Johnson, but we pass the buck to Uncle Sam again. In another column of this paper you will find a notice that the Library was moved. The notice became available after the move. Thanks for your kind words in the face of your disappointment. We haven't any ads for "foot ease" so don't know any to recommend.—Ed.

104th Division to Activate Sept. 15

(Continued From Page 1) in silver, on a green background. The design was by Charles Livingston Ball, artist and authority on wild life.

Officers of the 104th division are headed by Major General Cook; Brigadier General Kramer; Col. H. C. Mandell, chief of staff; Brigadier General William C. Dunkel, commanding officer of the division's artillery; Col. Robert O. Montgomery, artillery executive officer; Colonels W. P. Waltz, A. J. Tourat and J. H. Cochran, Infantry commanding officers; Lt. Col. C. D. McNary, commandinf officer for special troops.

Others on the staff include: Lieutenant Colonels B. B. Wilkes, C. T. Senay, James E. Bowen, H. E. Enderton, A. M. Button, C. A. McIntyre and L. W. Boyd; Chaplain Worthington and Majors Richard Hopelain, L. W. Bolcher, J. W. Boneer, I. D. Williamson, H. E. Pearson, C. J. Perry, C. L. Pennington and Lamont A. Pack; Captains E. P. Redlin, R. Pease, L. T. Jenks, H. W. Jones, Fernley W. Duey, and C. J. Kieinegger; 1st Lieutenants, W. J. Boydston, C. T. Nau, J. E. Cook; and 2nd Lieutenants Mike A. Walters, B. A. Alnavig, C. H. DeGroat and M. H. Smythe.

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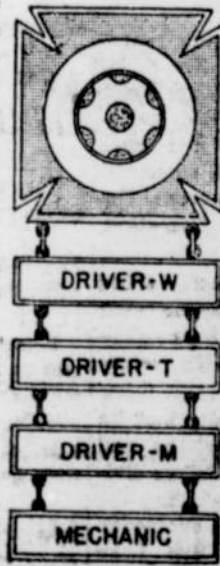
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Badges Ordered For Army Drivers

Regularly assigned drivers, assistant drivers and automotive mechanics in the Army will be awarded a badge with a bar signifying their qualifications, the War Department ordered last week. The award and revocation of it is to be made by the regimental, separate battalion or separate organization commander upon recommendation of the immediate organization commander.



The Badge

The badge will be a cross patee of oxidized silver with the raised representation of a disk in the center. Bars will show the following qualifications, Driver-W, for wheeled vehicles; Driver-T, for track or half-track vehicles; Driver-M, for motorcycles; Mechanic, for automototive or allied trade mechanics.

In order to qualify for the badge, drivers must pass the regular practical and written aptitude and standard drivers' tests. They must perform duty on an Army vehicle as driver or assistant driver for three months with a record of excellent and no accidents. They must be assigned to driving duty.

It may be revoked because of traffic accident or violation where the driver is at fault, for damage to vehicle resulting from lack of proper preventive maintenance, or for unsatisfactory rating as a driver.

Mechanics must complete the standard vehicle mechanic's course with a rating of skilled or have sufficient previous experience to qualify for the skilled rating. They must perform duty for a minimum of three months as an automotive mechanic, second echelon or higher, with a rating of excellent. They must be assigned to mechanic's duty.

Mechanics' badges may be revoked or failure to perform duties "in an excellent manner," and for unsatisfactory shop performance, indicating lack of interest, ability, or technical knowledge. If the mechanic is assigned to other duties, the badge will also be revoked.

Award and revocation of the award will be kept in the service records of the men. Badges will be obtained by the individual unit through the regular quartermaster requisition.

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