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chased and gunned by a German submarine. When her first S.O.S. call was received our convoy was only five miles to the south of her position. The Cornado, which was escorting us, went to her rescue while the convoy scattered in a dozen different directions. The Messina made directly for our badly scattered convoy, firing many times as she came. In the meantime the Cornado reached a place within range of the sub and succeeded in firing nine times before the "ruthless tin fish" could submerge. The Messina, with a hole in her starboard bow just above the water line and a life boat torn away, returned to the states alone. Two days later our convoy was again formed with the exception of two ships which had been left far behind. These were ordered by wireless to return to the states.

Nothing more of interest happened and on October 28th, after a 19 day trip we sighted land and a few hours later dropped the anchor in the harbor at Brest, France.

The next morning with over 30 other merchant ships and escorted by a dozen or more destroyers, two aeroplanes and two dirigibles we proceeded along the east coast of France to Quebron bay where we spent the night. Being too late to enter the torpedo nets that night we were watched over by several small patrol boats.

The following morning we continued up the bay and entered the locks of St. Nazaire about noon. Upon arriving in port one would get the impression that St. Nazaire was a very beautiful city. From the locks is a fine view of the residential district which is situated on Boulevard de L' Ocean and it is by far the best part of the city. The port itself is the most important part of the city, being one of the best sea ports in France. The river Loire, which separates the city in two parts, has been dredged to a great depth and is connected to the bay by artificial locks. This river or canal is deep enough to enable the largest ships to enter. Both sides are lined with docks which have the modern improvements of railway accommodations and steam cranes used in the process of unloading. The latter having been built by the Americans. This city shows many more evidences of war than Bordeaux of southern France. We were at the docks 16 days during which time we were given liberty every day between the hours of 1 and 9 p.m.

November 11th, which was no doubt a big day all over the world, was, I think, the biggest day ever celebrated in St. Nazaire. At 10:30 a.m. every ship, steam crane and locomotive tied down their whistle cord and with bells, tinpans and bugles the noise was deafening. Hundreds of stevedores quit work and were given a holiday while soldiers, sailors, German prisoners and officers alike ragged around the docks and docks. The streets of the city were crowded and jammed for blocks while one parade followed another. French and Americans, with arms around each other, paraded together each carrying all or some of the allied flags.

Four days later, with a heavy sand ballast, we left the docks and started on our return trip. We were without convoy and at night all the lights were left burning. Our course led south as far as Africa, then due west almost to the coast of South Carolina, then north to Chesapeake bay. Most of the trip was very rough, heavy seas and strong winds almost all the time, making us five days late into Baltimore. Thanksgiving day was a Hell of a success, roast beef and boiled potatoes, the same menu that we have had since we left the states. December 4th we steamed into Chesapeake bay and turned north into Baltimore, arriving there the 5th. With the exception of a little eye trouble I have been exceedingly well during the whole trip. Respectfully,

Carlton Ross.

Report of Red Cross Membership

Reports coming to C. C. Calkins, county chairman of the Red Cross Christmas Roll Call, up to Thursday morning, indicate that Sherman county has already signed up nearly as many members as she had last year. The reports from the different districts show that Wasco has 450 members, Moro 350, Grass Valley 154, Kent 117, making a total of 1071 members, which is almost 100 per cent of the 1918 membership. The goal is Universal Membership. We want a service flag in every window and you want a cross on it for every member of your family. The drive closes on the 23d. If the committee has failed to see you, make it a point to see them or send it to the county chairman. Display your flag and wear your button.

Grain Grading School

The Grain Grading School held at Moro December 9, 10 and 11 by Prof. Hynlop of the O. A. C. and Mr. Nelson of the Office of Markets, was all that it was advertised to be.

The farmers who were privileged to attend were all well satisfied and felt that it was indeed time profitably spent. Our only regret is that there could not have been one hundred in attendance instead of twenty or twenty-five.

Miss Getta Jennings, an old schoolmate of Mrs. J. F. Hendricks, was visiting with Mrs. Hendricks at her home near Moro this week. Miss Jennings is a recent graduate nurse from Good Samaritan training school at Portland and was enroute to her home at Joseph, Walla Walla county, for a home visit during the holidays.

Subscribe for the Observer.

Notice for Publication

Department of the Interior, U. S. Land Office at The Dalles, Oregon, October 31, 1918

Notice is hereby given that Franklin Patterson, of Mikko, Oregon, who, on February 3d, 1914, made H.E. 012497 and October 13, 1914, made additional entry No. 013938 for nw1/4 sec 17, ne1/4, e1/2, nw1/2 sec 18, township 1 south, range 20 east Willamette meridian, has filed notice of intention to make final three year proof, to establish claim to the land above described, before J. D. Weed, United States Commissioner, at Condon, Oregon, on the 24th day of December, 1918. Claimant names as witnesses: E. H. Bloomingdale, Samuel London, F. R. Bloomingdale, R. W. Potter, all of Mikko, Oregon, H. Frank Woodcock, Register.

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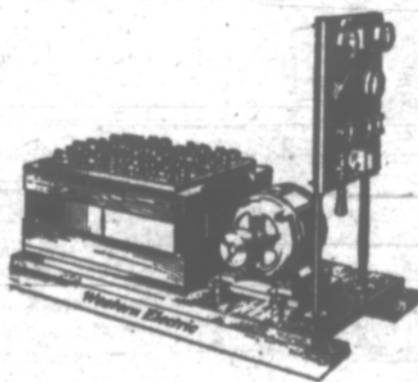
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