

Name: _____

Date: _____

Newspaper Article Analysis

Date of the Article: _____

Author of the Article: _____

Audience of the Article: _____

Where was the article written? _____

What details about the community does the author discuss?

How does the author describe the soldiers from this community?

How does the author describe the contribution of the community to the war effort?

CORPORAL SAMUEL L. DERBY IS BURIED AT FREWSBURG

Members of American Legion Post,
Named in His Honor, Acted as
Bearers at Service.

The funeral of Corporal Samuel L. Derby was held at 2:30 o'clock yesterday afternoon from the United Brethren Church at Frewsburg with Rev. J. A. Toy officiating. A prayer service was held at the late home at 1:30 P. M. The music was furnished by six pieces of the Eagle band of this city.

The bearers, all members of the Samuel L. Derby Post, American Legion, were Dr. F. J. McCulla, Harry Johnson, Harry Hoff, Roland Cass, Glenn Darwin and Walter Black. Interment was in Maple Grove Cemetery at Frewsburg. There was a large attendance at the service.

Corporal Derby was the only soldier from the town of Carroll killed in action in the World War.

Sergeant Rollin F. Cass, 5th company, 4th regiment, air service mechanics, has written the following letter to his father, F. S. Cass of Frewsburg:

Romorantin, France, Nov. 24.
Dear Father, Mother and Morris:

Today is the day that has been set aside for the writing of Dad's Christmas letter. You have probably read about it before now. All of the soldiers are to write to their fathers today and I understand that all fathers are to write to their boys over here. They seem to think that we have not been writing to each other but they are mistaken in our case anyhow. Your letter of Oct. 20 came day before yesterday and I was surprised to learn that you were not getting all of my letters.

Since the war ended some of the censor's rules have been lifted. The letters still have to be censored but we can tell where we are and what we are doing and have been doing. We are all feeling fine over the prospects of getting home soon. I do not know anything definite about when we may leave but we are all in hopes that it will be soon. We hear about a hundred different rumors each day. Some think we may leave in three or four weeks, others say three or four months. It is officially announced, however, that certain units of the air service will be among the first home. This includes a large number of squadrons that were in England and have never been in France. I am quite certain that a great many of my old friends of the 609th are among them. I think my old squadron commander, Lt. Bomell, was over there. You remember him. My other lieutenant of the 609th, Lt. Gearheart, just came across a short time ago and was assigned to a squadron here at this camp about a week ago. I went to see him and we surely did have a good visit. We sat up and talked over old times until nearly midnight.

You know that you wrote that you thought that I was on the convoy of 24 ships that left New York about July 14 and that you read about. That was right. After leaving New York we went to Halifax where we lay for two days, after which we sailed for Europe by a very northern route. You know I wrote to you about our seeing the icebergs. We were 17 days on board ship so you may imagine how tired we were of ocean travel when we landed. Some parts of it were very nice tho. There was a full moon while we were coming across and it was one of the most wonderful and beautiful sights I have ever seen to see the moon come slowly and seemingly from out of the sea, and to see the great fleet of ships so dark and silent and carrying such a great army of Americans.

We had a very interesting time the day before we reached England which helped to relieve the monotony of the trip. It was a very bright, warm day and nearly everyone was either sleeping or reading when we began to hear dull "booms" that seemed to make the steel sides of our ship ring. I suppose they came from depth bombs from our destroyers. Our boat was the flagship of the fleet, and was better armed than most of them. I had a very good view of things, by climbing upon a big coil of rope. About 300 yards off our port or left side we could see a very small black object which was leaving a streak of white water behind it as it came towards us.

Then there was a loud boom as our gun sent a shell out over the water toward the object. The shell struck a long ways beyond the mark which was still coming rapidly towards us. The next shell also went too far. By this time the sub was quite near but going across in front of us. The gunner ran to the gun on the starboard or right side of the boat and as the sub appeared again he fired. It looked as tho this shell was also going too far but it struck directly over the mark. It was a wonderful shot and an instant after it struck there was a great flash of smoke went up from the water and in the smoke was a bright red glare. The water boiled and that was all we saw, but our gunner was given credit for getting a sub. We must have ran into a nest of them for the London papers said that our convoy got four subs. The others I suppose were destroyed by depth bombs from our destroyers. That night the convoy divided up and I understood that one of the boats that

the planes are assembled and repaired and where the engines are tested. There are dozens of other departments which you would not expect to find but which are necessary in such a large plant.

My own work has been in the supply department where we receive all supplies for the plant and then issue them out as they are needed. I have been in charge of the shipping department and everything that goes out of the supply department has gone thru this department. Everything is done in an efficient and business-like way. We have to get a receipt for everything we ship out and every day we send thousands of dollars worth of supplies. It has been a very valuable experience for me and gives me a chance to see many very interesting things and meet many interesting men.

But as far as seeing any action or excitement I might almost as well have been in the U. S. But I am thankful to have even reached France. A great many of the boys of the old squadron did not.

A year ago I was at Fort Slocum and just starting for Texas. I was glad indeed that you took out the Liberty bonds for me and only wish that you had taken more. We shall never be sorry for any investments made in so good a cause. I must close now. I don't know whether the censor will pass all of this or not but I understand that we are allowed to write freely now. Love, from

Rollie.

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The boys were delighted with the incident and cheered and yelled each time our gun fired. One officer said afterward that it sounded like a big crowd at a ball game.

Practically all of my time in France has been spent here at Romorantin and has been very uneventful, that is, I have not had the exciting experiences that the boys at the front have had. I have not even been able to get a ride in an aeroplane. The work has been very interesting, however, and we have tried very hard to do our part in getting the planes to the front. The hopes which we had for the aviation section in the first place have fallen short but not because of the work of the men at this plant. I wish you could see this plant and see the big scale on which the work is carried on. It was a great surprise to me and has been a fine experience to be a part in so large an enterprise.

The plant is made up of a number of different departments, each of which has a great large building with steel frames and sheet iron sides and roof. It is wonderful how the U. S. ever got all of the material over here so quickly. The camp extends for nearly a mile. There is a great machine shop with all kinds of machines (six hundred of them) where nearly anything can be made. Hundreds of America's best machinists work here. There is a great wood-shop where skilled wood workers can turn out wonderful work. There are great buildings which cover acres where

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