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FROM OUR SOLDIERS

Seaman Ben C. Allen The following is from Seaman Ben C. Allen:

The Asheboro Courier:-

Mrs. Wm. C. Hammer asked me some time ago, to write to The Courier setting forth some of my experiences in the Navy. Now that the war is over and the censorship lifted, will endeav-

U. S. N. R. F. at Charlestown, S. C., being one week later placed on a draft which went to the Receiving Ship at York, the destroyers taking up their New Jork City. There were 375 of us respective places-one just on the horon the draft, so a special train was run from Charleston, S. C. to New York,N. Y. For some reason we were given day just on the horizon. coaches to travel in. It took us 24 ward off German raiders, while the hours to make the trip, so when bed- other four ran circles about the contime came, we made us some berths on the floor of the train out of news- tween them. papers, one sheet to the man. There pulled through the mine fields single was very little sleeping done, but almost all lay there all night and took Going 30 miles up this river we landed the punishment, realizing that the at St. Nazaire on Sunday afternoon, worst had come. New York were met by a large tug and children lined the dock and cheerand carried to the Receiving Ship at Brooklyn Navy Yard, We arrived there about 8:30 P M., hungry and troops and cargo were taken off. cold. On leaving Charleston mother, The next day after we landed my nature was robed in a vesture of green, watch rated liberty. There is a starbut when we reached New York it was board and port watch. I was in the snowing and as cold as whiz. The next starboard. Owing to my liberty card S.

up the rear. At 8:30 p. m. I went on what is call- amount due. Strolling on up street well for about aix days when suddenly ed with iron spikes. The criminals hour, The cause of this was a destroyed the after starboard gun lookout. I came to another souvenir shop in and unexpectedly one afternoon a sub-This post was on the gun deck which which was a little French girl who marine periscope popped up just be-death were taken to the top of this was open with no protection from the spoke broken English. What I could tween the Aeolus and our ship. As weather. The wind was blowing and not understand she would write out. soon as we steered clear the Acolus it was raining—and cold, oh boy! I and in this way we transacted right opened fire with one of her 6-inch had no slicker or overcoat. Owing to much business and had a lengthy con- guns, firing seven shots in fast suc- water and a flood-gate opened which so many men being equipped at that versation. Pretty soon I returned to cession. Just then another periscope time, it was two months before I could the ship, as we had only a few hours appeared on our starboard side. One secure either. I stood watch in the ashore. Seven days later we pulled of the 6 inch guns from our ship op-

was relieved, and when I left my post harbor and awaited the other trans- submerged. Both the Aeolus and Manwas literally drenched with rain ports and destroyers. About 2:30 p. churia were throwing smoke screens down below to turn in, that is, go to bed. Just then they passed the word "Any man caught sleeping with his clothes off will be subject to a Sum-mary Court Martial." It was then and there I decided that Serman was stroyers turned back also. The trans-bet stroyers, and enjoy the mary and various kinds of right. I turned in with my wet clothes right. I turned in with my wet clothes ports then split up, two together, and enjoy the mary and various kinds of the subs. Had no more encounters speed. This was the last we saw of be brought back to the States. Be-spinning our journey homeward we were preceded out to sea by two mine sweepers, convoyed by two hydro-mary court Martial." It was then stroyers turned back also. The trans-to the subs. Had no more encounters ing ten days in New York, during which time Coney Island was open, we and one observation balloon which was tright. I turned in with my wet clothes ports then split up, two together, and enjoy the mary and various kinds of mare second various kinds of mare fast to a converted vach. Soon the next morning we landed at Breat right. I turned in with my wet clothes ports then split up, two together, and enjoy the many and various kinds of made fast to a converted yacht. Soon The next morning we landed at Brest, on and tried to sleep for four hours, took different courses for New York, amusement it affords. After ten days the hydroplanes turned back as did Frace. then I was called to go back on watch It was root hog or die, and we rooted, we were ready to sail the bring deep the observation balloon, the destroy-at my old post. It was still raining, Ran into New York ten days later un-again, being this time in a convoy of er remaining with us for two days for the U.S.A. and pull-

that day light came, the ships all held with troops and this time was in a pedo boat destroyers, sub chasers, ny-their positions, but changed them oc-; convoy of 12 transports, one cruiser. droplanes and dirigibles, with one crui-casionally during the day. All ships On this second voyage we encountered ser. All turned back in a day or so were running at a standard speed of some rough weather, still rained most except the cruiser and two destroyers, 10, knots per hour, which is equal to every day. On the tenth day we were, which accompanied us through mid-maries. Near night the three met by 12 destroyers; the cruiser then ocean. When about 700 miles out quently changing our course. Near a straight course over five min-ed back, transports split up two to-

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leaving us with one cruiser and o Soon our watches ch transports. ed to four hours on and eight off which was a great improvement in my estimation, but nothing changed the It came down in terrents every

turned back for New Yo

rain. day. Submarines seemed to be a scarce as hen teeth. None showed up;

presumably the rain kept them under although we were continually getting wireless messages from all directions from other ships stating that submarines had been sighted, giving fatitude and longitude. If one was sighted or to write a brief little history of my ahead of our convoy we changed our twelve months stay in the U. S. Navy course. Days passed in this manner. On march 26, 1918 I enlisted in the On the ninth day we were met by eight destroyers in the Bay of Biscay, when our cruiser turned back for New izon in front of the convoy, one on each side and one bringing up the rear These were to voy of transports and mingled be Three days later we file, into the Loire river in France. recezone on an aching corn. instantly that corn stops hurting, then you lift When we reached where thousands of French women \$ right out. ed as the transports passed through

the locks up into a basin where the of a Cincinnati genius. It is wonderful.

was placed on a draft to the being lost or misplaced I was detain-C. Manchuria, which was formerly ed on the ship for more than one hour turned back for New York. The de a Pacific Mail Liner plying between and when I finally got ashore had to stroyers took up same position as be-Frisco and Hawaii, the Philippines, go alone as the other boys had already fore. Due to the rough seas the de-Manchuria went into commission as a did I "savvy" it, but thinks to myself U S N Transport and moved to Hobok-en, N. J. to take on troops and sup-plies. In a few days we were loaded ed into French money and strolled out which circled around and horsend ard horsend are to a torture matter are the first are the destroyers are arborated around and horsend are the seven months which he lived, seven are to a torture matter are the first first are the destroyers are arborated around and horsend are to a torture matter are the first are the destroyers are arborated around and horsend are to a torture matter are the first are the destroyers are arborated around and horsend are to a torture matter are the first are the destroyers are arborated around and horsend are to a torture matter are the first are the destroyers are arborated around and horsend are to a torture matter are the first are the destroyers are arborated around and horsend are to a torture matter are the first are the destroyers are arborated around and horsend are the destroyers are arborated around are the destroyers are arborat and ready to sail. We then moved into French money and strong and ready to sail. We then moved into French money and strong are the transports until we passed between two posts, with a screw down the harbor just inside of the The first thing that especially attract-through the net at the mouth of the through each one. These screws mine nets which close the New York ded my attention was a little French Loire river. Again we steamed on harbor and awaited 7 other transports, blonde about 16 wearing a pair of up to St. Nazaire and tied up to the oner was seated and strapped in the two transports opened fire, and again the two transports opened fire, and the two transport one cruiser and three destroyers, wooded shoes. She walked by me on dock. I went on two liberties this which made up our convoy. It was the street and smiled. I did not do a time as we stayed in port for one temples, and were screwed tighter most dark when they arrived, so just thing but smile back. Just then an week. By this time I had learned the and tighter each day until the man T. N. T., which appeared to have the mas. During these athere are the mas. During these athere are the mas. as soon as da kness settled into night, old French lady about 70 years old French money and just enough of their the nets were thrown open and the phips passed out in single file the first pushing a two-wheel cart full of veg- In about seven days from the time we pushing a two-wheel cart full of veg- In about seven days from the time we in an anonymous machine. It was a chair to steam out maneuvering around and etables with a dog hitched to the axle landed we again sailed for the U.S.A. placed under a pail of water, the making us a total of thirteen destroy-awaiting the others. When all had pulling like a horse. Next I went into passel out, the eight transports swung irto line and soon we were on our way, spoke English, so I simply pointed out transports split up into pairs. The bis head until he lost his mind. We led by a cruiser, scouted on either the different articles I wanted, then U. S. S. Acolus happened to be placed next crawled throug a little tunnel,

side by a destroyer and one bringing threw out on counter all the French with the U. S. S. Manchuria, as both then went down in a basin 60 feet All hands went to their abandon ship money I had, letting them take out had about the same speed. All went deep, the bottom of which was cover-

edge of the water rain and cold for five hours before I down to the net which encloses the ened fire on it and continued until it

so I had another nice little four-hour molested. shower bath. It was on this watch. In five days we were again loaded day time, were convoyed out by tor-that day light came, the ships all held with troops and this time was in a their positions, but changed them oc-casionally during the day. All ships On this second voyage we encountered ser. All typined back in a day or so

total of 13 destroychuris was repaired and ready to go be see again. She was rushed up to Ho-boken, N. J., coaled, provisioned and loaded with 5,000 troops. We left New York about noon time stroyers, making a total of 13 destroy-ers. Our cruiser then turned back for the States. This time we landed at

Brest, which is one of the oldert towns in France. When on liberty there 1 and steamed out to sea with eight had the privilege of exploring an old other transports, one cruiser, four torcastle, the foundation of which was pedo boat destroyers and two hydroplanes, one of which caught on fire laid 45 years B. C. This castle was when about 100 miles out to sea. It used as a prison in the war between England and France, also in the came in a circle directly over our ship, Annie Vuncannon and Mrs. Pritch-French Revolution. The guide who then suddenly we noticed a black ard's grandson, Clarence Lock, of smoke pouring from the machine. The took about six of us through, carried pilot made a nose dive and landed on

a light in front, the rest of us followthe water, when his machine burst in-We first passed down a narrow passage, with walls 6 feet thick. First to flames. The pilot shot up two skyrockets, a destroyer turned and startwe came to a place where there was ed to his aid, just then both disappearopening overhead, covered a small with small iron bars. Our gide ex-ed in a dense fog. On the second day plained that this was where the judge two of the four destroyers turned back for New York, while the other two and stood to read out a prisoner's sentence, cruiser remained with us. On the sixth the prisoner being down in the dunday a periscope sprang into view just in front of the transports, one of geon where we were then standing. Next we came to another opening which opened fire on it. The destroyoverhead, which was a hole in the ers rushed in and dumped over a few ceiling about 6 inches in diameter, through which food was thrown depth charges, but just as soon as the periscope of submarine was fired on it down into the dungeon just like corn to hogs, every man getting what he submerged. In the meantime the cru-We next came to ser was getting up a full head of could in the dark. a Roman well in the center of the steam and throwing a smoke screen

castle, where all the prisoners ex- to protect itself, circled to the rear of cept those in cells got their water. convoy to prevent the sub from com-The guide then showed us a cell ing to the surface after transports have had passed and shelling them with its where an English spy was to been confined for 12 years. He was long range guns. Within a few hours placed in the cell and the door filled the cruiser steamed around and took in with cement and rock just the up its station in frent of our convoy same as walls of the castle, the only The next morning about 9:30 a second opening to the cell being a small hole sub perizcope popped up right in the

in the ceiling about 6 inches in di- center of the convoy within 100 yards ameter, where his food and water of our ship, the guns of our vessel were lowered down in a small bucket opening fire as soon as the other by a line and refuse hauled out in transports got clear, each ship taking same manner. He was not even giv- different directions. Again the de-

chair, they would be even with his there was some scattering. The de-temples, and were screwed tighter stroyers gave that sub a few kegs of was driven crazy or died. Next we desired effect. Later in the day we were met by eleven torpedo boat destroyers sent out from Brest, France, ers. Our cruiser then turned back for We ly until about 1:00 a. m. next morning when a general alarm was sounded. stations and remained there for an er being mistaken for a submarine on death were taken to the top of this the surface. The moon was shining dungeon and and forced to jump into bright and a ship could be seen for it on the iron spikes 60 feet below. some distance. On the following afternoon just before sunset a fourth sub like she would go to pieces. S. O. S. with periscope was sighted in the heart of calls were flashed out over wireless convoy. All of transports spread apart and by daylight a fleet of 20 ships was permitted their bodies to wash out two firing on it and all blowing their standing by, but unable to assist ow to sea, the castle being built on the sirens and whistles, as is the case in ing to the rough seas. They could not

At the end of four days all troops every submarine attack. were off and a good many wounded ship was also sounded, all men going had been placed aboard our ship to to their stations. Eight destroyers

Mr. Joe Cu

Giles his sister Mrs. J. C. Alland S Mrs. W. E. amy and son Everette are visiting are visiting Mrs. Summy's parents, Mr. and Mrs. W. E. Rollins. Mrs. Ell Pritchard and Mother Mrs.

ard's grandson, Clarence Luck, of Asheboro visited Mrs. W. L. Thurber Sunday.

Master Freddie Cook was badly scalded last Friday when the stick ot wood on which the fea kettle was sitting broke into. He is getting along nicely now.

Miss Moleta Yow, of Greensboro, recently visited her parents, Mr. and Mrs. Rufus Yow.

Miss Ulah Hinshaw, of Burlington, is visiting her parents, Mr. and Mrs. George Hinshaw,

Mr. Lester Yow, of Blowing Rock, is visiting his parents, Mr. and Mrs. Rufus Yow.

Mr. Gilmer Rollins, of Thomasville, visited his parents, Mr. and Mrs. W. E. Rolins.

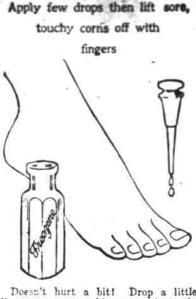
Mrs. W. L. Thurber visited Mr. and Mrs. Wise, of Worthville Monday. Mr. Garland Rollins broke his arm

cranking a car Saturday. Mr. W. L. Thurber is a busings visitor in Greensboro today.

Don't hoard idle money. Put it to work. Money invested in War Savings Stamps pays big dividends.

port this time the armistice was signed. I chanced to be over in New York City that night and people sure went wild. I have never seen such a demonstration as was pulled off. It was dangerous to be safe around that old. burg that night.

Father on we came to a torture ma-ty first" and the destroyers converse to a version of a chair placed between two posts, with a screw scope was last seen. The following land, without a convoy. Stopping at Southport, England, to get a pilot, we proceeded on to Southampton, where we took on 17 Red Cross nurses, then mas. During these three days we took on a load of wounded and after dinner on Christmas day sailed for home with 2,475 wounded and sick on board. On our way encountered several storms. At 2:30 a. m. on New Year's morning, while in a storm and fog our ship Tan on a sandbar off Fire Island, New York. As the storm grew worse it hurled our wessel 100 yards farther ashore and when the great swells would come in raised her 15 and 20 feet high, and then suddenly drop her on the bottom. Seemed every time when she hit the bottom Abandon come near for fear of being hurled against our ship. The life saving grow from Fire Island tried all day to come all combined succeeded, in removing the wounded, who were lowered over the side of our ship by our crew.



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TELES ASSESSORD CONTRIDUCTION AND DEDITOR AND

ALK about smokes, Prince Albert is geared to a joyhandout standard that just lavishes smokehappiness on every man game enough to make a bee line for a tidy red tin and a jimmy pipe-old or new!

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R. J. Reynolds Tobacco Co., Winston-Salem, N. C.

ran a straight course over five min- ed back, transports split up two toutes at the time, and the zig zag gether and took different courses west- in 18 days she was floated and towed ates at the time, and the zig zag getner and took different courses west. to Brooklyn Navy Yard, where she is course from France to New York, ward. Ours taking a northern course, to Brooklyn Navy Yard, where she is therefore aded several hundred miler we soon got orders to keep a sharp, today, undergoing repairs. therefore aded several hundred miles we soon got orders to keep a sharp to the trip. Nine days from the day look out for icebergs. It was August we left Brest, France, the Cape Hat, but cold as winter. Our navigator told teras light ship off the coast of North us we were near the spot where the Carolina was sighted, one Saturday Titanic wert down. At the end of ten night. We then turned up the coast days we were again back in New York. for New York, following a lane pat. This time we lay at Hoboken for more rolled by the termine the termine the second s rolled by torpedo boat destroyers, than a month ewing to the propeller reaching New York on Monday. The shafts being out of order.

This basin was then flooded

first thing we saw in the papers was On Oct. 5th, 1918, I was transferred that the Cape Hatteras light ship off to Bay Ridge barracks, Brooklyn, N. the coast of North Carolina had been Y., and eight days later was placed on shelled and sunk by a German sub- a draft that went to the U. S. S. marine. Had we reached one day Northern Pacific, formerly a Pacific later, we would in all probability had coast steamer, but now a U. S. S. some target practice.

the ship, take on supplies and troops. Starting on our fourth run to the out to sea in the usual manner. When about 48 hours out of New York at 1:00 a.m. one of the twin propellers flew off of our ship and striking the the day is an out of the twin propellers flew off of our ship and striking the the day is a storm when a storm the storm the storm the storm the twill made a terrible when the storm the stor hew off of our ship and striking the huil made a terrible report. We thought sure we were torpedoed, but upon investivation discovered the trouble. The signal men then flashed the news to the flag ship and it immediately signalled us to turn back for New York, awing to the fact we could not maintain the stand-ard aneed with one propedler. Retract

ard speed with one propeller. Retrac-ing our course without a convoy, the next afternoon about 3:30 a cubmar ine periscope appeared about 800 yards away. A crowd of us boys were yards away. A crowd of us boys were standing on the after part of ship talking when our attention was call-ed to the periscope which was camod-flaged. Just then one of the six inch game overhead on the gun deck open-ed fire. It simost lifted me off my feet. Thought sure my tooth were all k ocked out, and the explosion did jar the filling out of a fellows tooth standing near me. My rs felt like the drums were bursted. No one had to tell me or any one else to move from under that gun. The gun cotton burned me all the way on my neck all hands. By the time a second shot at hands. By the time a second anot wan fired I was standing on my tees had mouth open and ears pluced up with my fingers. They fired eight shots, the last one hitting right at the peristope, it then the spray had great spray and when the spray had cleared away there was no periscope away there was no peris to be seen. The next day we we meet by destroyers and convoyed i New York, where we unloaded tro and supplies then went into dry d at Brooklyn Navy Yard. A few d later I secured a five-day furlo five-day the U. S.

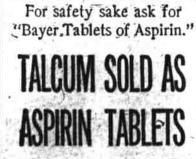
transport. In five days from the time It took seven days this time to coal and sailed for France with a small

Starting on our fourth run to the other side, we were placed in a con-voy of eight transports and eccorted on the ninth day we, landed at Brest.



I now have an application in for release from active service. I being in the Naval Reserve force cannot secure discharge for four years, but am only supposed to serve while this country is at war. One thing sure, my con-science will never trouble me so far as this war is concerned, for I feel that I have done my share.

Yours very truly, BEN C. ALLEN, Seaman.



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