

An American flag is draped diagonally across the frame, with the blue field of stars on the left and the red and white stripes on the right. The flag is set against a background of dark, weathered wooden planks. The text is overlaid on the right side of the image.

VETERANS DAY

★★★ HONORING ALL WHO SERVED ★★★

A special publication of The Dalhart Texan • Tuesday, November 10, 2020

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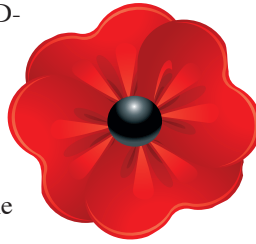
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LOCAL EVENTS

Due to social distancing restrictions in response to COVID-19, Veterans Day celebrations in Dallam and Hartley County will look a little different this year.

Traditionally, a parade honoring our local service men and women is held in downtown Dalhart, followed by a special ceremony at Central United Methodist Church. However, those activities have been canceled this year due to COVID-19 and the increase in positive cases in the bi-county area.



The Dalhart Elks Lodge will still host their annual breakfast for all veterans and first responders. That breakfast is free and held from 7:30 a.m. until 9:30 a.m. at the Elk's Lodge, 122 North Jefferson Street.

Dalhart Intermediate School will honor our Veterans during their seventh annual Veterans Day program on November 11. This year, the program will be virtual. They will have two programs that will go live on Facebook. The first program will be at 10:15 a.m., and the second program will begin at 12:45 p.m.

The Texas Panhandle War Memorial will post a new, pre-recorded Veterans Day celebration November 11, 2020, at 11 a.m. on their Facebook page, TexasPanhandleWarMemorial, and their web site, TexasPanhandleWarMemorial.com. The service will feature the Pledge of Allegiance, invocation, remarks from the Texas Panhandle War Memorial Board, and feature a keynote speech by U. S. Representative Mac Thornberry.

Although the traditional ceremonies will not be held this year, we all wish to recognize and honor the men and women who have served our country in the armed forces. Thank you for your service.

GOLD STAR FAMILIES



Gold Star Families are those who's family member died while in military service. The tradition began in following World War I.

Families would place a flag or banner outside their home with a blue star for each member of the family serving the armed forces. If the loved one died, a gold star would replace the blue star.

Gold Star Mother's Day has been observed on the last Sunday of September since 1936. The Gold Star Wives organization was formed at the end of World War II, and the Gold Star Lapel Button was established in August 1947. Gold Star Spouses Day is April 5.

There are three Gold Star Families in the Dalhart area.

They are Glen and Donna Milton, the family of Gary Andrew Milton, who was killed in action June 13, 1968.

Janelle Michael is the family of Bobby Dwayne Stanley, who was killed in action in Vietnam on June 19, 1968.

Roy Davis and Alene Davis are the family of David Allen Davis, who was killed in action on September 19, 2009.



VETERANS DAY

Honoring All Who Served

Countless thanks to our Veterans



HISTORY OF VETERANS DAY

The month of November is a special time for the nation's veterans. While Memorial Day honors fallen soldiers and service people, Veteran's Day, which takes place each November, is an opportunity to commemorate the efforts of all who have been in the armed forces, with a special emphasis on living veterans. While people are encouraged to thank veterans throughout the year, Veteran's Day is a particularly poignant time to show your appreciation for the men and women of the military.

Veteran's Day takes place on November 11 and marks an important moment in history. On November 11, 1918, World War I, known at the time as "The Great War," unofficially ended when an armistice, or temporary cessation of hostilities, took place between Germany and the Allied nations on the eleventh hour of the eleventh day of the eleventh month. World War

I ended on paper when the Treaty of Versailles was signed on June 28, 1919. In November 1919, President Woodrow Wilson proclaimed November 11 as the first commemoration of Armistice Day, according to the U.S. Department of Veterans Affairs.

Armistice Day became a federal holiday in the United States in 1938. However, after subsequent wars, including World War II and the Korean War, veterans' service organizations lobbied for Armistice Day to be revised so it would be more inclusive of all veterans. On June 1, 1954, President Dwight D. Eisenhower signed legislation to strike the word "Armistice" from the holiday's name in favor of "Veterans." Since then, November 11 has been known as "Veterans Day" and has honored veterans of all wars.

Veterans Day was moved to the fourth Monday in October for

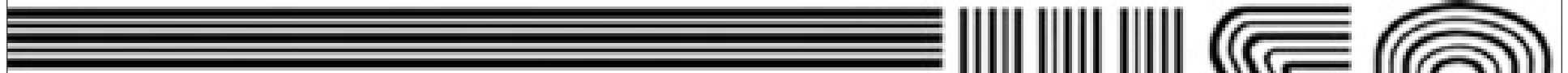
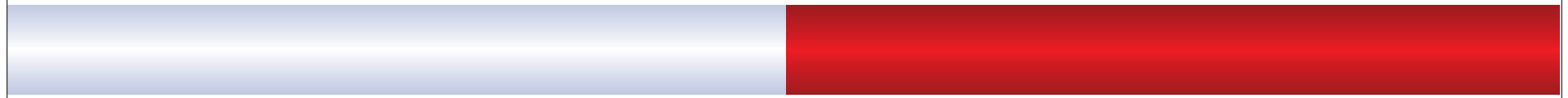
roughly seven years under the Uniform Monday Holiday Act, which sought to ensure three-day weekends for federal employees by celebrating certain national holidays on Mondays. But since November 11 bore such significance, many states disapproved and continued to observe the holiday on November 11. In 1975, President Gerald Ford signed legislation to return the observation of Veterans Day to November 11 beginning in 1978. Should the day fall on a Saturday or Sunday, the federal government observes the holiday on the previous Friday or following Monday, respectively, according to History.com.

The United States isn't the only country to celebrate its veterans. Canada, Great Britain, Australia, and France also commemorate the veterans of World War I and II on or near November 11 as Remembrance Day or Remembrance Sunday.

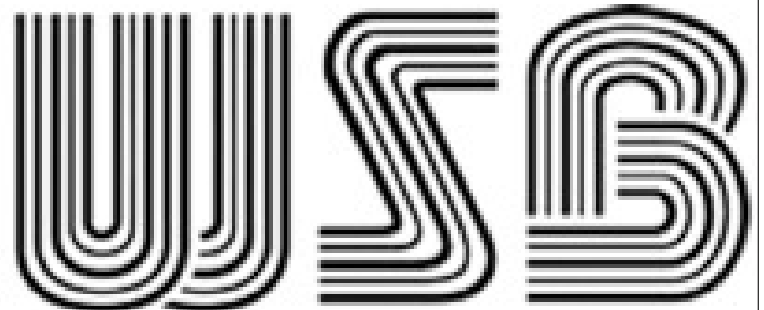


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DALHART AREA VETERANS

Middle East Wars

Ryan Beasley, U.S. Army & Texas National Guard, 1994-2010

Tommy Hughes, U.S. Army & Texas National Guard, 1999-2012

Max Morris, U.S. Marine Corps, 1999-2003

Shane Stevenson, U.S. Air Force, 200-2006

Stephen White, U.S. Army, 2005-2012

Richard Murrery, Jr., U.S. Army, 1992-1994, Field Artillery 13

Manuel Cruz, U.S. Marines, 1999-2005, Operation Enduring Freedom Afghanistan 2002

Darren Anderson, U.S. Navy, 1999-2010, Aviation 1st Class

Dawn Anderson, U.S. Navy, 2004-2012, Electronics Tech 2nd Class

Stephen Michael White, U.S. Army 2006-2013, Operation Enduring Freedom

Dessert Storm Era

Robert Ledbetter, U.S. Air Force, 1982-2002

Kurtis Abla, U.S. Air Force, 1988-1992

Tammie Green, U.S. Army, 1988-1996

Juan Solis, U.S. Navy, 1988-1996

Dr. Matt Turner, U.S. Navy, 1990-1996

Vietnam Veterans

Roger Banks, U.S. Army, 1969-1970, served in Vietnam operations

Johnny Bivins, U.S. Army, 1967-1968, worked with communications equipment in the field

Noel Brown, U.S. Army Artillery, 1968-1970, commander of gun crew in Vietnam

Victor Chandler, U.S. Air Force, retired from Air Force after 20 years of service, served five one-year tours of Vietnam doing special operation surveillance

Curtis Davis, U.S. Army, 1966-1965

Larry Fisk, U.S. Army, Specialist 5-5, served in Vietnam eight months as mechanic/dispatcher

Gary Frost, U.S. Marines, 1971-1976, Captain and Pilot, flew F-4

Phantom Jets in Vietnam

David Guest, U.S. Army, 1968-1967, Sergeant E-5, served 14 months in combat with artillery unit

David Jennings, U.S. Army, served in Vietnam one year as a helicopter mechanic

Paul Henderson, U.S. Army, commissioned officer ROTC from Texas Tech, served in the Army Material Command in the mid 1960s

Steve Holfield, U.S. Navy, E-5, crewman on an E-18 radar plane, electronics technician

Ed Hopkins, U.S. Army, Purple Heart recipient, served in Vietnam until wounded

John Charles Hornoff, U.S. Navy, 1966-1968, Petty Officer 3rd Class, served on a destroyer off the coast of Vietnam as an electrician

Jerry Palmer, U.S. Army, 1970-1971, in charge of 50 caliber machine gun truck called Eve of Destruction

Wayne Porter, U.S. Army, 1970-1971, helicopter pilot in the 7/1st Calvary

Bob Stillwell, U.S. Navy, 1969-1970, served as an intelligence specialist working to direct enemy forces

C.J. Unruh, U.S. Army, 1970-1971, helicopter pilot, Chief Warrant Officer,

Veterans who served in the Vietnam Era, 1955-1975

Richard Amyx, U.S. Air Force, E-4, served as an air traffic controller at Kelly Air Force Base in San Antonio

Solomon Aragon, U.S. Army, PFC, served as truck driver at Fr. Campbell, KY and Korea

Robert Brasch, U.S. Army, SP4 (E4) (T), served as a clerk typist in the 11th Armored Calvary Division, Germany

Roy Brown, U.S. Army, Specialist E-4, served as a missile crewman in Alaska

Byron Carey, U.S. Army, Infantry Specialist 4th Class, served in Germany as a heavy equipment operator from 1959-1962

Bill Cunningham, U.S. Air Force, Staff Sergeant, served in Crete in the Mediterranean Sea near Greece

Tim Daily, U.S. Army, Infantryman

with 7th infantry division, Sergeant E-5, served in Korea and Germany

Ron Fisk, U.S. Army, Sergeant, E-5 trained also served in security with the intelligence department, served in Ft. Lee, Virginia, and Ft. Hood, Texas

Travis Horn, U.S. Army, PFC, served in Germany for two years

Jerry Lee Medford, U.S. Army, Specialist 4th Class, military policeman, stationed in West Germany for the Berlin crisis

Donald Peterson, U.S. Air Force, 6913 RFM Special Services, Germany, 1952-1956

J.C. Phillips, U.S. Army, Specialist 4th Class, crypto operator, Orleans, France

LeRoy Schaffner, U.S. Army, medical lab technician, served at Ft. Sam Houston, Texas, Landshut, Germany, Ft. Carson, Colo., and Ft. Mead, Maryland

Bruce Scott, U.S. Navy, Petty Officer 2nd Class, stationed in Antarctica and South Pole

Franky Scott, U.S. Army, E-5 Sergeant, served as a combat medic in Korea on stand by for Vietnam

Dwight Stovall, U.S. Army National Guard, Sergeant E-5, served as a radio technician

Larry Wilkerson, U.S. Army, Specialist 4, served as a company armorer

Korean War

Bob Askey, U.S. Army, stationed at missile site in Massachusetts, Ft. Ord, Cali., Ft. Carson, Colo., and played football for battalion

Truman Been, U.S. Navy, served on a mine sweeper, deep sea diver

Paul Bowen, U.S. Army, combat engineer, 101st Airborne, had a crew of six men put up field hospital, removed minefields from DMZ

Sonny Dawkins, U.S. Navy, stationed at San Diego, Cali., in maintenance

James Melius, U.S. Navy, served on the USS El Dorado in Taiwan and later in Alaska

Oscar Prizillas, U.S. Navy, stationed at Kingsville in the Naval Air Station as air craft mechanic and later

in charge of aircraft operations

Melvin Prizillas, U.S. Navy, stationed at Kingsville at the Naval Air Station as aircraft mechanic

Dan Peterson, U.S. Air Force, served three years in Germany

Glendon Pyle, U.S. Navy, Master Chief Petty Officer, served on a ship and was an instructor at the Naval Reserve Training in Indiana

Bill Raney, U.S. Air Force, served at Shepherd Air Force Base in Wichita Falls, Texas

Jim Richardson, U.S. Air Force, stationed at Lake Hunt, N.J., in a helicopter squadron

Chester Rose, U.S. Marines, stationed in Sand Diego, Cali., infantry training at Camp Pendleton and in charge of military equipment in San Francisco

C.L. Sanborn, U.S. Army, stationed at bases in Colorado for cold weather training

Frank Shepherd, U.S. Army, 5th Regimental Combat team, mission to clear paths through minefields, spent 186 straight days in trenches of DMZ

Tommy Sherrill, U.S. Army, served 10 months in Korea, with 68th Gun Battalion between Seoul and Incheon, Korea

Joe Thomas, U.S. Marines, stationed at Camp Pendleton, Cali., worked in electrical supplies

World War II Veterans

Orville Henry Finch, U.S. Army, tank gunner, served in the European theatre at the Battle of the Bulge

Norval Karnes, U.S. Navy, P.T. boat, served in the Pacific

Billy Lamb, U.S. Navy, served in the Pacific

Jack McMeans, U.S. Marine Corps, served as Browning automatic rifleman, saw action in Caledonia, France, New Zealand, New Hebrides Islands, Tarawa, Hawaii, Si Pan, Okinawa and Nagasaki, Japan

Henry Ritter, Aviation engineer as a rifleman, saw action in New Guinea, New Briton while building air strips

Howard Robertson, U.S. Navy, sonar man, on the picket line in the Pacific

CURTIS DAVIS, U.S. ARMY

Curtis Davis was drafted into the U.S. Army in 1965 at the age of 21, shipping out to Vietnam on his birthday that year. Davis grew up in Conlen and attended school in Stratford.

“I knew that my number was coming up, and I was going to join. About that time, they drafted me, so I just went along with that,” he said.

Davis attended basic training in Ft. Polk, La., and then went to Ft. Sill, Okla.

“I went in as a welder. But, the company I was in didn’t have a welder, so I didn’t do anything in Ft. Sill,” he said.

Davis entered the Army in April, and by September was on a ship for Vietnam.

“There were two troop trains that left Ft. Sill at the same time. I went to California, got off the train, walked across the lot, got on a ship and spent

31 days on that ship. The day we got on the ship was September the 29th. That was my birthday,” he said. “We got on the ship, and it took 31 days to get to Vietnam.

Davis was with an artillery unit that would transport ammunition as close to the front lines as possible.

“The unit I was in didn’t have a welder. So everything that had to weld, we sent it to ordinance. Other than that, I drove a Jeep. We had to escort our own hauling ammunition. The MPs didn’t like to escort our convoys. We drove too fast. We had all that ammunition, and they didn’t like to be around that. So, we had to furnish our own ammunition. So, we built our Jeeps for 50 caliber machine guns, escorted our own convoys,” he said.

“There were times we would go to Long Binh to load ammunition, and everybody would get in line

and you may be there 24 hours, trucks pulling out and pulling out,” he continued. “And you just sat and wait your turn. There was no telling where you had to go. You would go there, and then you had to unload all that ammunition. A lot of times, you unloaded it on a pallet, hooked them up to a helicopter, and they took the ammunition up somewhere else. And, we never really knew where it went, but we got as close as we could get.”

He said from time to time he would weld at the landing strips.

“We weren’t really right on the front lines, but we were close enough where we could get the ammunition to them whenever they needed it, day and night,” he said.

“When we first got there, we were at Long Binh, and we spent 30 days there at a staging area. No one knew where we were going; we were just there. No ammunition. You had



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to carry your gun around with you, your rifle, but you didn't have any ammunition to put in it," he said. "We were right next to the highway that went to the Siagon college, and we sat there and watched these people go into college every morning. I never seen so many '55, '56, and '57 Chevrolet convertibles in my life. Every Frenchman over there owned one of them. These young ladies going to college, they had a driver, and they would drive them to college. If they were downtown, these drivers would be wiping the dust off of them. And you just drooled to go by looking at some of these cars."

"Convoys was what was the scary part, because you never knew," he said. "Sometimes, we would have to stop and call in, and they would drop napalm. That got a little hot, when they would drop the napalm just over the road from you."

Davis returned to the United States exactly one year after departing for Vietnam.

"When we got back, we landed at Oakland on September the 29th, my birthday," he said.

After returning, Davis had orders to go to Germany, but it didn't work out the way he had planned.

"I thought, okay, that would be good because I knew some people in Germany. My distant cousin married a girl from Germany, and she had two sisters who still lived over there. And, they couldn't wait for me to get to Frankfurt. They had it all planned. So, I get my orders. I was home 45 days before I got my port call, and went to Ft. Dix, N.J., and walked in the door, they looked at my paper, and told me I didn't have enough time to go to Germany," he said. "They told me to find me a bunk and they'd cut orders. They told me to go to this certain barracks. So, I went up there, walked in the door, and 90 percent of the people, the guys that I was with in Vietnam, was in the same barracks."

Davis stayed in New Jersey until

he was eventually transferred to Ft. Carson, Colo., where he finished his second year of service and was discharged in April 1966.

"The time I was in Ft. Carson, it was the highest AWOL (absent without leave) rate post there was," he said. "You couldn't leave the post unless you had a pass. The sergeant had to sign the pass. If he didn't sign, or you were late turning it in, you had to spend the night on the post. I was stationed on the post anyhow. I think I went to town one time. Just over Christmas time, all these AIT guys went home for Christmas and never showed back up. They had enough of the Army life. It didn't bother me."

He said he couldn't make the trip to Conlen because it was just over the mileage limit for traveling while on a three-day pass.

Davis has lived in Dalhart nearly 50 years, and he and his wife, Patricia, married in 1982. Davis worked as a welder for 15 years and then made a career driving truck hauling cattle.



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DONALD PETERSON, U.S. AIR FORCE

Donald Peterson grew up in Minnesota in a farming family. He joined the U.S. Air Force in 1952 at the age of 18 looking for a way to pay for college.

“I didn’t have the funds to go to college. We lived on a farm, and I didn’t want any part of farming,” he said.

The desire to attend college, coupled with an interest in flying, led to his decision to join the Air Force.

“It was a choice between the Navy and Air Force, because I wanted the four years of college. I guess, I had an interest in flying, not personal flying, but being a part of flying, and that’s why I chose the Air Force,” Peterson said.

Peterson attended basic training in San Francisco and then went to Wyoming and eventually cryptography school.

“I went to Cheyenne, Wyo., for business school. From there, I went to the Belleville, Ill., Air Force base (Scott Air

Force Base) for cryptography school. I spent six months in the military school. I was transferred from there to San Antonio to wait to be sent overseas, and I spent the next three years in Germany in a radio squadron in cryptography and courier duty,” he said.

Peterson said the three years spent in Germany had a typical workday routine.

“It was a typical day in that we went to work at eight o’clock and worked until five. And, they had shifts you worked. There were three shifts that worked 24 hours a day. The radio squadron was employed 24 hours a day. I guess you would say it was a normal situation. People just worked their eight hours. They served meals four times a day. You had breakfast, lunch, dinner and a midnight supper. It was a very excellent. We never complained because it was very good food,” he said.

While stationed in Germany,

Peterson found that he had the opportunity to travel, which was something he enjoyed.

“We had three six-day passes we could obtain when we were not on duty. I did a lot of traveling, which I really enjoyed. We could go take a train two or three hours to Frankfurt. Then, we called it a hop. We could sign on and get a ride in an airplane to most any place in Europe outside of Russia. The pilots had to have X number of hours of flying time each month. At Frankfurt, they had a big base there. So, the pilots would sign up for their flying time they had to have and we could sign in as a rider, and we got free rides to different parts of Europe. I spent time in Morocco, Spain, England. I traveled quite a bit, in my free time, which I really enjoyed,” he said.

After serving four years, Peterson was discharged and came home. He attended college and became a teacher.



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It was also during this time that he and his wife, Alona, married.

In 1987, Peterson had the opportunity to get back into agriculture, and this opportunity led him to Dalhart.

"I came back and went to college

and got a four year degree. It was in education, so I was a teacher in Minneapolis, Minn., for 17 years. Then an opportunity came along to get involved in agriculture, farming. We had some land that we owned in

Minnesota. We traded that for land in Dalhart, Texas. I got a leave of absence from teaching, a five-year sabbatical type thing, and moved to Dalhart. At the end of five years, I had the option to get back to teaching or just stay in

Dalhart, and I chose to stay in Dalhart," he said.

The Petersons have been in Dalhart ever since, and they now have three grown children.

MILITARY SERVICE SONGS

U.S. Army

Verse: First to fight for the right, And to build the Nation's might, And The Army Goes Rolling Along Proud of all we have done, Fighting till the battle's won, And the Army Goes Rolling Along.

Refrain: Then it's Hi! Hi! Hey! The Army's on its way. Count off the cadence loud and strong (TWO! THREE!) For where e'er we go, You will always know That The Army Goes Rolling Along

U.S. Navy

Anchors Aweigh, my boys,
Anchors Aweigh.
Farwell to foreign shores,
We sail at break of day-ay-ay-ay.
Through our last night ashore,
Drink to the foam,
Until we meet once more.
Here's wishing you a happy voyage home.

U.S. Marines

From the Halls of Montezuma
To the Shores of Tripoli;
We fight our country's battles

In the air, on land and sea;
First to fight for right and freedom
And to keep our honor clean;
We are proud to claim the title
of United States Marine.

U.S. Air Force

Off we go into the wild blue yonder,
Climbing high into the sun;
Here they come zooming to meet our
thunder,
At 'em boys, Give 'er the gun!
(Give 'er the gun now!)
Down we dive, spouting our flame
from under,
Off with one helluva roar!

We live in fame or go down in flame.
Hey!
Nothing'll stop the U.S. Air Force!

U.S. Coast Guard

So here's the Coast Guard marching
song,
We sing on land or sea.
Through surf and storm and howling
gale,
High shall our purpose be.
"Semper Paratus" is our guide,
Our fame, our glory too.
To fight to save or fight to die,
Aye! Coast Guard, we are for you!

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HENRY RITTER, ARMY

Henry Ritter came to Dalhart in 1939 at the age of 17 and went to work on the feedlot. He was drafted into the Army Engineers in 1943, and was one of five sons of Minnie and Bud Ritter who served in the army during World War II.

Ritter received basic training in Ben, Ore., was stationed in New Guinea and New Briton with the 1913 Aviation Engineers as a rifleman.

“We got in there and built roads and construction. We built places for airplanes to land,” Ritter said.

Ritter is modest about his years in the service.

“There really wasn’t much to it. I was over there two years, and then I came back to California,” he said.

After his discharge in May 1945, Ritter returned to Dalhart and went to work for JT Ford Motor Company for approximately six months. He then went to work at Furniture Fashions for Caylor Caddell at the original store downtown. He’s still a part of the

company.

“I worked for them all the time after I got out. I retired once, and then came back,” Ritter said.

Ritter married Anita Lyon while he was in the service, and they had three daughters – Sheila, Kathy and Fawn. Ingram said Anita passed away the same day President John F. Kennedy died.

He remarried Wileta Posey, and they have been married for 20 years.

About being a parade marshal, Ritter says with a chuckle, “I guess that’s alright; I haven’t got anything else to do.”

Although Ritter doesn’t say much of his service, he is proud for doing his duty for his country.

“It’s just one of those things we had to do. You were drafted, and you had to go to the serve. That was it,” he said.

When asked if he was proud of his service, he responded, “Oh, yeah, yeah. I never want to do it again, but it was a good experience.”

JACK MCMEEN, MARINES

Jack McMeen was born in 1925 in Mineral Wells, Texas in the front bedroom of his grandfather’s home. Some of his childhood was spent in San Angelo Texas, but he grew up in Dalhart and was a graduate of Dalhart High School. He spent some time in the oil field before his military service.

McMeen volunteered to be drafted into the United States Marine Corps because he “wanted to be part of the best.”

He completed boot camp in San Diego, Calif. and fought in the Second Marine Division as a Browning Automatic Rifle (BAR) man from 1943 to 1946.

His first assignment was in New Caledonia, France. From there, he went to New Zealand, the New Hebrides Islands, Tarawa, Hawaii, Si Pan and Tinian, Okinawa and Nagasaki in Japan, and then was released to come home.

“We saw a lot of interesting places, that’s for sure,” McMeen said.

In addition to belonging to the Second Marine Division, he was in the second regiment, second battalion, second platoon in the second company fox, second squad, second group and the second man in the group.

“I probably have more twos behind my name than any other Marine in history,” McMeen said. “It just happened to work out that way.”

McMeen married Betty June Kelly, of Nara Visa, N.M., in 1947. They raised two children, Beverly, who now lives in Borger with husband Tom Benton, and Patrick, who now lives in Amarillo with wife Dolly.

Together, they have three grand children and five great-grandchildren.

After returning home from war, McMeen worked for the Dalhart Volunteer Fire Department for 41 years. He retired from the Dalhart Consumers Co-op where he worked at the grain elevator, feed store and meat locker plant.

WE SALUTE OUR XIT VETERANS

 <p><u>Joe Lang</u> United State Air Force 1977-1981 Bombing & Naval Navigation Computers Technician Awarded USAF Training Ribbon & USAF Good Conduct Medal</p>	 <p><u>Mark Stillwell</u> United States Navy 1989-1993 Radiomen 3rd Class Petty Officer Awarded Shellback Certificate</p>	 <p><u>Valentin Diaz</u> United States Marine Corps 2014-2019 Combat Engineer Sergeant Awarded National Defense Ribbon, Global War on Terrorism Ribbon, 2 Over Seas Ribbons, Good Conduct Ribbon, 1st Class Pistol Ribbon, Marine Security Guard & 1st Class Pistol and Rifle Badges</p>
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BILLY LAMB, NAVY

Billy G. Lamb was living in Rocky Ford, Colorado, when World War II broke out. He remembers being in the theatre on December 7, 1941 when the movie was interrupted to announce the bombing of Pearl Harbor.

He was 16 at the time.

Shortly after that, his family moved to Clayton, New Mexico.

Lamb continued in High School in Clayton until May 9, 1943, when he joined the Navy.

He was 17 when he headed to Raton, New Mexico to catch a train headed for San Diego, California.

Lamb went to Boot Camp in San Diego, then he caught a ship for 5 days to a submarine base on Midway Island where he stayed for seven months.

Because Midway had been attacked before, they often had to stay in foxholes at night. He never saw a female for all those seven months.

There was one Holstein cow on that island so they could have fresh milk for the hospital and the guys stationed there

had to guard that cow.

When he finished his time at Midway, he flew back to San Diego in only 8 hours.

After that he went home to New Mexico for 30 days of leave.

After that, he returned to San Francisco where he was told that he had "caught a Kaiser's coffin".

The United States had made fifty aircraft carriers so quickly that one of them sank when it was put in the water and another one split in two.

However, that was his assignment, so he went to Bremerton, Washington to go to school to learn about aircraft carriers.

After training, he left for 19 months of sailing around the Pacific on the USS Munda. He had motion sickness all the time and there were many days he couldn't eat for the nausea.

He worked as a coxswain running a small boat taking people back and forth to shore.

See **LAMB** on page 14

ORVILLE FINCH, ARMY

Orville Finch, Jr. was born in 1924 in Dalhart. He grew up as a cowboy on his family's ranch with a deep interest in all things aviation. He was a master model airplane builder during his youth, which eventually led him to pilot small engine planes. This would turn out to be a lifetime hobby.

He attended Kemper Military School in Missouri prior to his wartime experiences.

After he received training in the United States Army, Finch left New York headed for Europe, instead of the original destination of Japan, to fight in the Battle of the Bulge in January 1944. Once in France, Finch's battalion boarded "forty and eight" French boxcars.


The train was slow going at first and soldiers grew impatient. After several hours aboard, the train began to gain speed. Due to faulty brakes and a downhill slope, the train collided into an empty train station and a village named St. Valery-en-Caux. A total of 89 soldiers were horrifically killed in the crash, 50 men from Finch's battalion of 700, and 152 sustained injuries.

"The aftermath of the wreck was horrendous," Finch said. "We hadn't even reached our destination and we had already lost so many men. I lost a good friend in the wreck. We were 10 feet from each other. He was killed and I didn't get a scratch. That's just one of those things."

Finch has published books including illustrations of his experiences in the military. He recalled a story of how his faith helped sustain him during a daunting time while overseas.

"Toward the war's end, we wound up in Czechoslovakia. Thousands of soldiers gathered around that little town and they expected the Germans to show up in Tiger tanks. A Tiger tank would knock a hole in ours just like that. So, we were a little scared at that point. I was a gunner in a tank so I was inside the tank, but I heard a conversation outside between a high ranking officer and a captain: 'Captain, have you ever seen action?' and the captain replied, 'Yes sir, some.' The officer then

See **FINCH** on page 14




**With Gratitude,
Happy Veterans Day!**

**Thank you,
Veterans**

On Veterans Day, we'd like to share our admiration and appreciation for the brave men and women in uniform whose service and sacrifice have protected our freedom and our way of life through the generations. To all of our dedicated soldiers both past and present, our deepest gratitude and best wishes remain with you and your families on Veterans Day and always!


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HEROES OF WORLD WAR II

These paid the supreme sacrifice, losing their lives for our country during World War II.

Guy Dugger, 23, fireman first class in the U.S. Navy died in action during the Japanese attack on Pearl Harbor, December 7, 1941.

Tom Richard Mansker Jr., 20, Gunners Mate 3rd Class USNR was killed instantly in France on June 25, 1944.

Lt. Ferg O. Luscombe, Jr. 23, was killed in action with the American Air Forces near Java, February 8, 1942. He was commander of a flying fortress shot down on a bombardment mission by a large Japanese fighter formation.

Sgt. Judson R. Giddings, 25, U. S. Army Air Corps died from injuries received in a plane accident in Easton, England July 1, 1944.

Seaman First Class Alva Leroy Clary, 23 lost his life in action against the Japanese, May 6, 1943. Billy (Tex) Bonham, 24, a merchantman and former employee of the Dalhart Texan, killed when the Pinkney Henderson was torpedoed and exploded, August 19, 1943.

Pvt. Donald L. Brosseau, 21, died of pulmonary tuberculosis in a Japanese prison camp. Exact date of death not known but War Department entered it as August 16, 1943.

Pvt. Oland Emanuel, of Hartley, was killed in action in the Southwest Pacific, July 31, 1943.

Second Lt. Perry Thomas Frederick, 28, was killed in action October 20, 1944.

Sgt. W. R. "Billy" Corkill, 20, a Liberator nose gunner was killed in action over Italy, June 13, 1944.

Cpl. O.D. (Oda) Burgess, 28, died November 23, 1944, on Biak Island as a result of injuries received in a vehicle accident according to the War Department.

First Lt. William H. (Bill) Hylton, 28, presumably died of wounds received in a raid over Germany. His death was reported as March 4, 1944.

Cpl. John W. Gill, 19, was killed in action against the Japanese at Tarawa. He was killed in March 1944. Pfc.

John O. Glass, 31, Radio Operator with the Army Air Corps, killed in a B-17 Bomber on October 3, 1943.

Cpl. Robert L. Wilson, 23, with the

Commando Infantry in France was killed in action, July 8, 1944.

First Lt. Earl McDaniel, 24, of Kerrick, was killed in action in North Africa early in December, 1943 when his plane crashed in the Atlas Mountains.

Staff Sgt. Sterling S. King, 30, top turret gunner in a Billy Mitchell bomber, was reported killed in action in Italy in February 1944. His father, Rev. Geo. M. King was pastor of the Dalhart Baptist Church.

Marine PFC Richard Patt Stovall, 23, of Hartley was killed in action in the early part of December, 1941 in the Pacific war theatre.

Staff Sgt. W. T. (Dub) McCarty, 28, was killed in action in Italy on Christmas Eve, 1943.

Pfc. Cloyce Milton Lesley, 21, Infantry, was killed in action somewhere in the European theatre of war, May 24, 1944.

Lt. Leo W. French, Jr., 23, was killed

in action on the Anzio beachhead in Italy, March 2, 1944.

Pfc. Verne Spillman, 28, was the first Dalhart boy reported killed in the French Invasion, on June 11, 1944.

Staff Sgt. Charles H. Goettling, 20, Army Air Corps was killed in action over Nazi territory, May 8, 1944. He was a gunner on the Fort "Stormy Weather."

Pfc. Kenneth E. Shewbert, 26, infantryman, killed in action in Italy on October 16, 1943.

Sgt. Edgar H. Bowling, 33, was killed in action on Saipan in the South Pacific on July 8, 1944.

Raymond Allen Gussenhovern, 22, former employee of The Dalhart Texan, died of diphtheria, June 28, 1943 in a Japanese prison Camp.

Lt. Pruett Garner, 24, was killed in action in North Africa, February 4, 1943.

S-Sgt. E. Jack Moorner, 28, died when his plane was shot down 40 miles north of Lapezia, Italy on August 17, 1943.

Cpl. Homer L. Frazier 28, was killed February 16, 1944 in Italy. He was one of the soldiers who guarded President Roosevelt and British Prime Minister Churchill in their historic Casablanca conference.

Pvt. A. C. Titsworth, 20, lost his life as a result of enemy action in the North Atlantic on February 3, 1943.

Sgt. Robert H. Reynolds, 25 was killed in the European theatre of war on May 13, 1942.

2nd Lt. Erwin L. Schultz, 22, of Channing was killed February 8, 1943 in an airplane accident in Alaska.

(Editor's Note: All those not listed from another town are Dalhart residents, or were residents and several graduated from Dalhart High School. This information was taken from a book published by the Dalhart Publishing Company, in the late 1940's by Ed Bishop, Publisher, Albert H. Law, Editor and C. H. Hawkins, Production.)

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Veterans Day**
November 11th

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WORLD WAR II POW, MIA, WIA

PRISONERS OF WAR:

Charles McCoy, seaman, first class, U.S. Navy. Japanese prisoner
Capt. John S. Coleman, prisoner of the Japanese
Pfc. James P. Kincheloe, prison camp near Stalag, Germany
Merrill R. Gibbens, Japanese war prisoner in Moulmein, Burma
Pvt. Wm. Nathan Peery, prisoner of the Japanese since the fall of the Philippines
Cpl. Kenneth Storey, prisoner of the Japanese
S-Sgt. John C. Case. Nazi prisoner
Lt. James R. Brown, prisoner of war in Germany
Lt. Randell L. Bradley, prisoner of war in Germany
S-Sgt J. L. Graham, prisoner of war in Germany
Lt. A. M. James, Jr; Japanese prison camp since the fall of Bataan on April 29, 1942 and fall of Corregidor 27 days later.
Lt. Rex A. Beene, prisoner of war in

Germany.

MISSING IN ACTION:

Capt. J.R. Fox, Jr., reported missing in action since March 11, 1943
Pvt. (H) Larry Montano, reported missing action In Belgium in early October 1944
Pvt. James F. Allen, has been missing in action since October 21, 1944
Pfc. Robert Monroe, reported missing in action since November 10, 1944 in France Ensign
Joe Billy Langhorne, reported missing on August 20, 1944
Coast Guardsman Delmer Koch, seaman second class reported missing on May 3, 1944
Col. Ted S. Faulkner, commander of the 468th Bomb Group missing in the Asiatic theatre since November 5, 1944
Sgt. Alfred O'Connell, missing in the Far Pacific theatre, following the fall of the Philippines

S-Sgt. Julius F. Zimlich, missing over Guadalcanal since April 23, 1943

WOUNDED IN ACTION:

Sgt. Patrick R. Day, wounded in April 1944, hospitalized in England until July when sent to France
S-Sgt John Garcia, wounded in action, October 23, 1944 in the Philippines
Coxswain Kenneth Ray King, back on active duty in the Pacific after being wounded by a Japanese shell
S 1-c John D. Hogue, wounded on May 1, 1944 while serving in the Marshall Island and New Caledonia, has recovered and back on duty.
Pfc. Albert W. Rainwater, wounded while serving in France from June 7 to 17, 1944
Pfc. Chester Dulaney, injured on Guadalcanal in 1943
Pfc. Alton E. Porter, slightly injured in France Lt. Raymond Sylvester, infantryman, seriously wounded in

Germany

Pfc. Elmer Metz, Paratrooper, wounded October 6, 1943 in Italy.
S-Sgt. Robert C. Elliott, he was attacked by 15 civilian German farmers in October 1943, when his parachute brought him down in a field after a raid over Schweinfurt. He was in a German prison camp several months.
Pfc. Burl Gill, seriously wounded in Italy
Pvt. Lewis H Brown, seriously wounded in France about July 18, 1944
Cpl. Dewitt W. Cash, slightly wounded in France, August 2, 1944 Pvt. Bonnie J Moore, wounded in Belgium, September 7, 1944
S-Sgt. Durward L. Hinds, wounded three times, holds Purple Heart, DFC, Air Medal and five Oak Leaf Clusters.
(Dalhart Publishing Company, in the late 1940's by Ed Bishop, Publisher, Albert H. Law, Editor and C. H. Hawkins, Production.)

*With Gratitude
To Our Veterans*

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MICHELIN

WAYS TO GIVE BACK

Service members and their families make many sacrifices to protect the lives and freedoms of their fellow citizens. The following are three unique ways to give back to these selfless men and women, who often benefit greatly from even the simplest of gestures.

1. Serve as a driver for veterans.

Unfortunately, many service members return from overseas missions with disabilities, some of which prevent them from driving. Adults who want to help service members can serve as drivers for veterans who can't drive themselves. Such a gesture ensures they won't miss any appointments with doctors or physical therapists, helping them get on the road to recovery that much quicker.

2. Donate your airline miles.

Some disabled veterans receive medical treatments far away from home at facilities that specialize in treating certain types of injuries, which can make it difficult for their families to be there

for them during their recoveries.

By donating airline miles to military families, ordinary adults can ensure injured servicemen and -women can still see their families during difficult times in their lives.

Access to such support systems can be a big help as veterans work to recover from their injuries.

3. Sponsor a service dog.

A significant percentage of veterans return home with post-traumatic stress disorder, or PTSD. PTSD has been linked to a host of conditions, including depression and anxiety.

However, programs such as Companions for Heroes, an organization that places service dogs with veterans, has helped many veterans successfully cope with PTSD. By sponsoring a service dog through an organization such as Companions for Heroes, adults who want to help service members can provide an invaluable service to men and women fighting to regain their quality of life.

LAMB

continued from page 11

He also had guard duty every four hours when he wasn't running a boat.

He remembers the USS Munda broke in the center and he could see the ocean through the crack, but the carrier was

able to limp into shore to be repaired.

Billy lacked three months having in three years of service in the Navy when he was discharged on February 21, 1946.

He was 20 years old when he headed back to Clayton, New Mexico, with many adventures and stories to tell and to be forever changed, because war does that to people.

FINCH

continued from page 11

said, 'Well you're sure going to see it this afternoon.' With that, I lay my head on my gun control and quoted John 3:16 from the Bible. As it turned out, there were no shots fired in anger that day, the Germans pulled out, we slept in their barracks that night, and the war was over the next day."

Finch returned to Dalhart after the war to tend to his family's ranch near

Dalhart for a few years before he met his wife, LeaBelle. They married in 1960 and had two children, Carl and Donna. Carl currently lives on the ranch with his wife Michelle. Donna is deceased. Together they have three grandchildren and five great-grandchildren.

Looking over the events of his life, he notes what an interesting time he's had in all his adventures.

"I've just had a very interesting life. The Lord has sustained me all this time in all my endeavors."



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