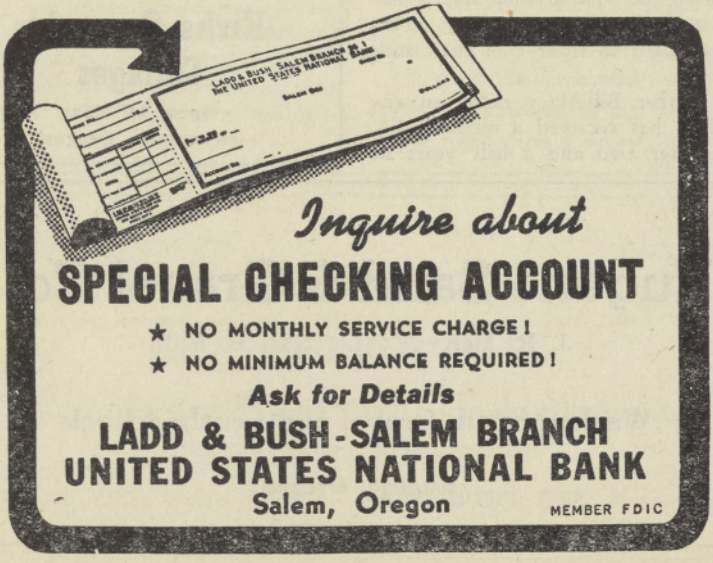
Hereford, joined the Army Engineers in April, 1944. For some reason he was not sent across with his original company but was kept in the U.S. with five others of his company, and stayed on the Pacific Coast until May, 1945, when he was sent to the Ryukyus. Not much has been heard from him except that he landed safely. He is a son of Ed Watkins, motor grader man at Hereford. Hubert L. Watkins, who was given a paragraph in the July-August State Employee is also a son of Ed Watkins. Hubert's parents inform us that he had a narrow escape when in one of the last drives a German bullet crossed in front of him and grazed his chest. "Just a scratch and all right now," he said. We'd prefer doing our own scratching.

A friend of Pfc. Clarence R. "Bob" Smith, former gas attendant at the John Day Maintenance Office, informs us that Bob crossed the Rhine with the first tank corps to go over. We were unable to verify this with his relatives, but having observed him riding a motorcycle through the streets of John Day before joining, we believe if he drove a tank with the same zeal, it had a lot to do with the early crack up of German morale after he entered the service. He is at Ulm, Germany, and says he may stay a year or more.

Bob Barnum has moved from the Philippines to "Somewhere in the Western Pacific." Due to strict censorship, Bob was unable to give us more interesting news of his work as he has in the past.

A former Oregon State Highway Commission engineer has been training Chinese soldiers to handle the motor trucks flowing into China over the Stilwell road.

A lack of Chinese mechanics bottlenecked the supply movement necessary during the war to speed tons of supplies to forward areas. Thousands of Chinese, many of whom never had seen such giant trucks, were given special training at the driver training school of Chinese services of supply.