

Kinsey hot line

It is very pleasant and gratifying to hear and read evaluations of the 1971 Legislature which indicate that this session was perhaps one of the most productive and far-reaching in its scope, particularly in view of the many issues which faced us when we convened.

The important problems acted upon cover a wide spectrum, including consumer protection, nuclear siting, the 18-year-old vote, a new criminal code, some government reorganization, urban consolidation measures, bicycle trails, the returnable bottle and can measure, a new approach to property tax relief, pay raises to public employees, a no-fault divorce law, and increased benefits to survivors of workmen killed on the job.

Oregon's 1971-73 general fund budget was set at an all-time high of \$793 million, but the increase over the 1969-71 budget is the smallest in a number of years. Plagued by a business recession, we feel we did very well with the resources we had at hand.

The financial needs of primary and secondary education were given top consideration by the 1971 Legislature. Where in

years past education's financial needs were considered after all the other appropriations for government services had been made, we reversed the process this session and considered education's needs early in the session.

This was of great assistance to school districts in their budget planning. The state's contribution to local schools is approximately 23%, and an increase of \$24.9 million was allocated in order to keep it at that level during the next two years. This increase of \$24.9 million was based upon a growth and inflation factor of 0% per year, and school districts will thus be able to increase their budgets by this amount without seeking additional revenue from property taxes.

The formula and other new formulas which were developed over thirty years ago and is no longer applicable to the population and property patterns of the state.

Total Communication

"Communication is the driving force of world economy, and we are able to guarantee total communication." These are the words of Mr. Sam S. Markson, translation coordinator and spokesman for the firm of Professional Translators. This is a new, sophisticated service organization in the Portland area specializing in quick, accurate translations from or into any of nearly twenty-five foreign languages. Professional Translators say they can deliver insured, certified translations with accuracy, speed and dispatch. Their service includes not only the usual German, French, Italian, and Spanish, but also other European tongues such as Russian, Polish, Finnish, Swedish, Norwegian, Portuguese, Greek, Dutch, and Hungarian, as well as the more Hebrew, Korean, Kikuyu, Swahili, Vietnamese, and Yiddish.

Professional Translators is capable of handling a variety of language problems, including business forms and letters, contracts, bids and specifications and legal documents. Another feature offered by this firm is their multi-language conference service. Professional Translators is equipped to translate several languages instantly and simultaneously for sales conferences, business meetings, and seminars with an arrangement similar to that used at United Nations Headquarters in New York. In it, one person speaks his native language into a microphone, and his associates on the other side of the table will hear the translation into their native language instantly through a set of earphones.

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The 35,000 black Americans now serving with their non-black shipmates in the U.S. Navy work with highly technical equipment on board air-conditioned ships. Their way, however, was paved with the blood and sweat of early black sailors whose history forms one of the most exciting, but overlooked, chapters in Naval History.

Stories of these seamen doing their jobs during times of war and peace have gone untold, and their participation in the Navy has become a forgotten part of their heritage.

In the Navy's first sea fights, those of the Revolutionary War, 1500 blacks served their country loading guns, working sails, mending boats, and piloting coastal vessels. If a sailor was a slave, he was emancipated after three years of military service.

During the War of 1812, the Navy's first test in defending the newly-formed United States, one out of every six sailors was black.

Black Americans served proudly with Commodore Oliver Hazard Perry when he won a key battle against the British on Lake Erie. After the battle, Perry said of John Johnson, one of 15 black sailors on board, "His name ought to be registered in the book of fame and remembered

The Black Man in the Navy

with reverence as long as bravery is a virtue."

During the battle, Johnson was struck in the hip by a 24-pound cannon ball and was nearly cut in half. As he lay dying on the deck, Johnson said over and over, "Fire away my boys, no haul the color (the American flag) down."

During the Mexican-American War (1846-1848) some 1,000 black Americans served in America's young Navy.

Some 30,000 blacks fought in the Union Navy during the Civil War, and many others on Confederate ships. Some were slaves, and some were freedmen. In the Union Navy one sailor in four was black.

Many slaves attempted to flee the South during the early days of the war. While thousands succeeded, few escapes were more daring than that of Robert Smalls, a coastal pilot on the new Confederate steamer CSS PLANTER.

At 4 a.m. on May 13, 1862, when the officers were ashore, Smalls and an escape party of 15 slaves got the PLANTER underway. The 313-ton ship pulled slowly from the wharf near the Confederate headquarters in Charleston Harbor. With the Rebel flag flying, the ship was steered toward the open sea.

Getting out of the harbor was no easy job because several Rebel forts guarded the harbor entrance. As he passed each outpost, Smalls gave the correct sign with the ship's whistle. Everything was made to appear as though the PLANTER was on a routine mission.

Finally, the ship came abreast of the huge guns of Fort Sumter, and since everything appeared normal she was allowed to pass. As soon as he was out of range of the fort's cannon, Smalls hoisted a white flag and sailed the ship into the hands of the Union fleet blockading the harbor.

For their brave acts, Smalls and his crew were awarded half the cash value of the ship and its cargo by President Abraham Lincoln. In addition, Smalls was named Captain of the vessel until the PLANTER was decommissioned in 1866.

Robert Smalls, a native of South Carolina, was later elected to both the South Carolina and U. S. House of Representatives. During the War between the States, five blacks were awarded the Medal of Honor. The first so honored was Robert Blake, an escaped slave. Blake's ship, the USS MARBLEHEAD, was lying at anchor in the Stone River of Legareville, N.C.

In the early morning hours of Christmas Day, 1863, the Confederates attacked the ship. Blake, a steward, could have hidden below decks; instead, he substituted for an injured powderboy and routinely served the rifle gun during the 14-hour battle. He was praised for his "cool and brave" conduct by his commanding officer.

Three black Americans were cited for outstanding bravery during a key naval battle at Mobile Bay, Ala., less than one year later. John Lawson of Pennsylvania was crew member on Rear Admiral Daniel Farragut's flagship, the USS HARTFORD. Lawson's battle station was below decks where he supplied powder to the gun crews above him. A shell struck his position and Lawson was smashed against the side of the ship. Although badly wounded in the leg, Lawson ignored his injury and kept passing powder to the guns.

In the same battle, on board the USS BROOKLYN, two other sailors distinguished themselves in combat and were also awarded the Medal of Honor.

William Brown of Maryland and James Mifflin of Virginia, served the powder line of their ship (which took two direct hits during the four-hour battle), stood their ground and kept the guns supplied. Fast, accurate Union gunfire, made possible in part by these men, helped the Union Navy defeat the Confederates at Mobile Bay.

The fifth Medal of Honor of the War between the States was earned by Joachim Pease of New York, a gun loader on the USS KEARSARGE. The KEARSARGE was chased the powerful Confederate raider CSS ALABAMA into the French harbor of Cherbourg. When the ALABAMA tried to make a run for the open sea, the KEARSARGE challenged her and a bitter 60-minute battle followed. While the gun crew on the ALABAMA fired fast but wild, the KEARSARGE made each shot count.

The ALABAMA was sunk in 40 fathoms of water, and, according to his commanding officer, Pease "fully sustained his reputation as one of the best men on the ship."

In the 40 years of peace that followed the War Between the States, black Americans continued to serve in the United States Navy. Some distinguished themselves as heroes, but most just did their jobs, and did them well.

Joseph B. Noil, a native of Nova Scotia, was one of the heroes. He was a crew member of the USS POWHATAN when that ship was anchored off the coast of Virginia on Dec. 26, 1872. About 11 p.m., Noil heard a shipmate fall overboard. Without hesitation he jumped into the 25-degree water and pulled boatswain's mate J. C. Walton back on board. Walton was exhausted, but safe. For this heroic act, Noil became the sixth black sailor to win the Medal of Honor.

When the Spanish-American War broke out in 1898, Noil continued its policy of enlisting black Americans into the ranks on a fully-integrated basis. Black enlisted men and petty officers served in the engineering departments and at the guns of ships that defeated the Spanish at Manila and Santiago in the Philippines.

It was the Spanish-American War that established the United States as a power on the seas. Two black American sailors were cited for extraordinary courage during this War and won Medals of Honor.

On Feb. 11, 1898, just a few days after war was declared, Daniel Atkins, a ship's cook from Virginia, was on board the USS CUSHING en route to Cuba. Huge waves swept the deck. A lifeline broke, and a young officer was swept overboard.

After a rescue attempt by boat failed, one crew member tried to swim to him, but was exhausted by the time he reached the officer's lifeless body.

Atkins then tied a line around his waist and plunged into the water. He swam to the two men and tied ropes around both. One at a time, all three were pulled back aboard by their shipmates, but the officer was dead. Atkins was praised for his gallant conduct and later awarded the Medal of Honor.

Robert Penn, also a native of Virginia, was on duty near the boiler room of the USS IOWA a few months later. Suddenly the ship was ripped by an explosion. Penn, a fireman second class, rushed to the scene and found boiling water pouring from a ruptured boiler. The hot coils had to be removed from the steam boiler or else there might be another explosion.

Penn placed a board across two buckets in order to keep his feet out of the scalding water covering the deck. Then he carefully began the process of transferring the fire to a safe place. For this act, performed at the risk of serious injury, Penn earned the Medal of Honor.

During World War I the Navy first began showing partiality in its treatment and use of black personnel. Some 10,000 black Americans volunteered for the Naval service during that time, but for the most part, they were assigned non-combatant roles. Fully-integrated living quarters were maintained aboard Navy ships until 1920, at which time segregation became apparent. In addition, black Americans were only allowed to enlist as stewards or to fill jobs on supply-type vessels.

Such conditions did not prevent individuals from serving valiantly during World War II. Dorie Miller, for example, was a steward aboard the battleship USS WEST VIRGINIA docked at Pearl Harbor on Dec. 7, 1941.

During the attack by Japanese aircraft, Miller helped his wounded captain to cover. He then manned a machine gun, which he never had been trained to operate, and destroyed at least two attacking airplanes. He was later awarded the Navy Cross by Fleet Admiral Chester W. Nimitz.

In 1943, Miller was one of the many men killed when the aircraft carrier USS LISCOMBE BAY was torpedoed and sunk by a Japanese submarine.

Leonard Roy Harmon was also a steward during World War II. During the battle for the Solomon Islands in the western Pacific, Harmon rendered valuable assistance in evacuating the wounded on board the USS SAN FRANCISCO and caring for them at a dressing station. He was killed by enemy gunfire while

trying to protect a shipmate. A destroyer escort named USS HARMON was launched in 1943.

Beginning in 1942, the Navy demonstrated an enlightened view toward desegregation and equal opportunity for all of its personnel. Over 30 directives were issued between 1942 and 1947 in order to make equal opportunity a reality in the fleet.

One of the first steps taken was to tackle the long-neglected area of procuring officers from the black community. During the period between the Civil War and World II, no black Americans were commissioned as officers in the Navy.

In 1943 however, the Navy announced its intention of training those who met officer candidate school qualifications.

Between 1943-54, a total of 60 black officers were sworn into the Navy from this program.

In 1949, Wesley Brown became the first black man to graduate from the U. S. Naval Academy at Annapolis, Md. Several other black Americans had been appointed to the Academy before Brown, the first in 1872, but none had ever completed the required course of study.

By the time of the Korean conflict, the black officer and enlisted man were once again an integral part of the Navy's operating forces, and a fleet-wide competitive examination system was instituted to insure promotions based on ability instead of a man's racial heritage.

Among the officers who served with distinction in the Korean War was Ensign Jesse L. Brown, a native of Mississippi. Ensign Brown was the first black American to win the wings of a Naval aviator. For a daring series of attacks on enemy ground troops and supply lines, costing him his life on Dec. 5, 1950, Brown was posthumously awarded the Distinguished Flying Cross and the Air Medal.

In a further effort to recruit black officers, the Navy established a Reserve Officer Training Corps unit at a predominantly black college, Prairie View A&M in Texas in April 1968. The first class of officer candidates graduated in May 1970.

Job for Veterans

SALEM -- (Special) -- More jobs are being filled by returning servicemen as the result of an intensive campaign by the Oregon Employment Division and the Governor's Task Force on Jobs for Veterans. R. O. S. Morgan, Administrator of the Employment Division, said today that a recent study shows that the number of non-agricultural jobs being filled by recently separated veterans has increased 65 percent, comparing the first five months of this year to the last six months of 1970.

Veterans are returning to Oregon at the rate of about 700 a month, Morgan said, and there are approximately 16,000 unemployed veterans in the state. The Employment Division, in cooperation with the Governor's Task Force, has mailed letters and informational brochures containing services and training opportunities for veterans to 42,000 Oregon employers. The letter, signed by Governor Tom McCall, urged employers to hire veterans and to use the informational brochure to learn about training opportunities through which veterans might fit into their businesses.

Veterans are returning to an Oregon labor market in which there are nearly 60,000 more workers than there are jobs. Oregon employers have thus far been highly responsive to the state, local and federal efforts on behalf of veterans, Morgan reported.

President Visits 3 Cities

George Christian, ACA President, spent six days in Chicago, Denver, and Cleveland visiting with key figures of minority contractors associations.

The trip was to study, inquire and assess their activities in relationship to applying and programming the activities of ACA.



RUCHELL MAGEE, Angel Davis' lawyer known co-defendant, salutes supporters before being chained to chair in San Rafael County courthouse. Magee has been challenging judges as racists; he also petitions to move case under Federal jurisdiction. These acts automatically delay State proceedings. Magee also suggests Angela Davis' lawyers put her case forward by filing a writ of habeas corpus; it is not clear why her attorneys reject this move at this time.

Black banks get \$700,000 deposit from Honeywell

Honeywell Inc. announced today it has deposited a total of \$700,000 in 10 black-owned banks in eight major cities in the United States.

The cities are Chicago, (2) - Detroit, Houston, Los Angeles, Minneapolis, New York, Seattle and Washington, D.C. (2).

Stephen F. Keating, president of Honeywell, said the company took the step to help support the black-owned banks in their investment programs aimed at building the strength of minority business.

Keating said money in time deposits of the type made by Honeywell gets re-invested as many as five times through normal banking practices which means a total investment impact in the communities involved of a possible \$3.5 million.

Said Keating, "Honeywell's program of supporting black-owned banks and other minority enterprises will help them take their rightful place in the mainstream of American business. This, we feel, is a positive way to help the individuals involved and the communities in which they live and work."

Honeywell identified the banks as: First Independence National Bank of Detroit; First Plymouth National Bank,

Minneapolis; Freedom National Bank, New York City; Independence Bank of Chicago; Industrial Bank of Washington, D.C.; Liberty Bank of Seattle; Riverside National Bank, Houston; Seaway National Bank, Chicago; The Bank of Finance, Los Angeles; United Community National Bank, Washington, D.C.

Department at the Chicago Urban League, convener of the broad-based citizens' movement.

"We receive anywhere from 10 to 20 calls per day, and although some can be handled on-the-spot by AFS members, many are of a legal nature and require professional help," explained Burke.

To date, some 2,000 calls have been taken over the hotline, and each has either been solved to the satisfaction of the caller or is being personally followed up and investigated by qualified volunteers, Burke said.

The law students' responsibilities include interviewing persons who have called Survival Line for legal aid, building briefs for the attorneys, and referring callers to the proper agency or organization for additional help. Persons who are interested should call 285-5800 and talk to Burke.

Four Awarded Relief Seen on Insurance Problems

With the passage of House Bills 1290 and 1377 in the 1971 legislative session, a step has been made toward eliminating the problems in obtaining insurance.

Essential features of the Bills: 1290 - Makes unfair trade practice of discrimination in terms, conditions or granting of insurance policies for buildings, business or dwellings based solely on geographical location within single municipality. 1377 - Creates Oregon Fair Plan Association to provide essential property insurance where normal market not adequate.

Christian Wins Contract

George Christian Electric Company successfully bid and won the electrical contract on Phase 2 of Tanglewood Apartments.

This is a 98-unit apartment complex in Lake Oswego.

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Multnomah County has career opportunities for college graduates between 21 & 32. Contact County Civil Service, County Court House, Rm. 140, Portland, Ore. 97204.

Life Center Has Parking Lot Sale

There will be a Parking Lot Sale June 19, 1971 9 A.M. - 5 P.M. 321 NE Russell St. (the parking lot) adjoining the LIFE Center.

Many lovely and useful items donated by the Board Members to be sold. Nothing under 5 and nothing over \$1.00 Children's, ladies, and men's clothing, jewelry and housewares for sale. The public is invited.