



COMMUNICATIONS BUILDING PORTLAND COMMUNITY COLLEGE

Successful Bidders were named Friday on the Communications Building at Portland Community College. Architects for the building are McNeil, Bloodworth, Hawes, Peterson, Minden Con-

PCC Awards bid

At a special meeting Friday, the Portland Community College board of directors awarded bids which totaled \$1,711,416 for the construction of a Communications Building at the college's Mt. Sylvania campus. This is the first time in recent years that the college has received bids which were lower than the estimated cost.

Successful bidders were: Minden Construction Company (\$1,120,200) for general construction work; Sunset Valley plumbing & Heating (\$40,516) for mechanical work; and W. R. Grasl Co. (\$189,700) for electrical work.

Protein Shortage in Mother's Diet Can Cause Brain Deficiency in Children and Grandchildren

Lack of sufficient protein in a mother's diet could lead to brain deficiency in her children and grandchildren, even if her children are adequately nourished throughout their lives. This discovery was made by three University of California research

doctors in Los Angeles during experiments with laboratory rats. Drs. Stephen Zamenhof, Edith Van Marthens and Ludmila Grauel recently reported their findings in "Science," official journal of the American Association for the Advancement of Science.

In fact, people can be allergic to just about anything according to Dr. Macaulay. Wives can make husbands allergic to them by using the wrong face powder. In a booklet published by the British Medical Association, Dr. Blair Macaulay, an allergist expert, told of a business tycoon who felt terrible and blamed his troubles on his wife - and he was right.

Other allergy-causing items cited in the booklet were girdles, garter belts, metal in wristwatches, yeast in beer, housecats, milk coats, lobster, and even plastic dentures. Dr. Macaulay said an allergy results from the body's defense mechanism going haywire. The body naturally produces antibodies to fight dangerous substances and viruses. But in some people the mechanism is slightly abnormal and the body reacts to substances which are harmless to most people.

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Face Powder Can Make Husband Allergic To Wife, Says Doctor

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Behind the scenes

There are people behind the scenes in all public service businesses. You may have the type of job that is important in making the company for which you work a total service to the public. The work of the clerk, janitor, salesman, supervisor, or manager is necessary to produce a company's product, public service. Take for instance the people who work behind the scenes when you take a trip by air.

Make up your mind to give up driving and sitting on long bus or train rides. The air fares seem rather high on inquiry, but you do get a lot of service for your money. From the moment you call to inquire about a flight to the moment you have reached your destination, there are people working for your convenience, comfort, and safety.

The reservationist is at head of the line. Following suit are the other public contact people. The day of your flight you see the skycap at curbside, and next, the ticket and baggage agent at the passenger service counter. As you board the plane, you are directed to your seat and made comfortable by a stewardess. Just prior to takeoff, the captain announces on the loudspeaker that your flight of pleasure is about to begin. Within a short period of time you have seen and been assisted by at least six people. There are that many more working behind the scenes.

The heavy bags that were packed with your vacation clothes didn't ride from the baggage counter to the airplane on a conveyor belt. Ramp service men have the task of distributing baggage, air freight, and mail to the various flights. If they are detailed for food service that day, they drive trucks laden with breakfast, lunch, dinner, or snacks between the kitchen to the plane. Cooks and food workers have prepared these.

Everyone is working to produce the product of public service with convenience, comfort, and safety. Preparation for a flight is not just a decision to go on a certain plane. There is much planning and many people involved in getting a plane off the ground. Of course, there are still the clerks, janitors, salesmen, and supervisors. Everyone is working to produce the product of public service with convenience, comfort, and safety.

Black Trainers

Transportation is a key industry in America and trucking is the most critical of the major transporters. Until last year, of more than 18,000 transportation companies in the U.S., none of those with authority to operate as a common carrier in all 50 states was owned by Blacks.

Allstates American Van Lines, owned by Timothy Person, became the first black company to obtain common carrier rights for all 50 states when the Interstate Commerce Commission granted him full authority last year. He had been twice turned down by the federal agency because of challenges of white companies.

The ICC had not granted full authorization rights to a black firm in its 36 year history. The eleven member commission has never had a black commissioner and among five motor carrier board members and 101 district supervisors, the commission has only one black employee, an attorney in Boston.

Of the approximately 15,201 motor carriers in the country, there are 18 blacks with limited authority. There are more than 4,000 household goods carriers, but until Person was granted his license, no black firm had full authority to haul household goods nationally.

Most black truckers, most of them independent owners, are forced to haul illegally or to work for a carrier with rights. It is estimated that from 10 to 12% of the 300,000 truckers who operate without ICC rights are black.

The Independent Truckers League, Inc., with headquarters in Harlem, was organized to help minority truckers bid more efficiently for jobs, create new trucking firms, improve financial planning and secure ICC rights.

Albino Lions Club

The second annual installation of officers for 1971-1972, of the ALBINO LIONS CLUB were held at the Thunderbird-Jantzen Beach Motor Inn, the District Governor, Charles L. Klingforth, President, Charles Ganter; First Vice President, Paul Knauts; Second Vice President, Al Nelson; Third Vice President, James Unthank; Secretary, Frank Gaylor; Treasurer, Gregory Keyes; Lion Tamer, Alphonse Hickerson; Tail Twister, Tony Turner; Directors, Chalmere Jones, William Newborn, Jack Cune, Herb Amerson.

The ALBINO LIONS CLUB Auxiliary conducted their yearly installation of new officers the same evening.

Important In reference to an article in last week's paper stating Mamie Strickland as Stenographer Supervisor, we would like to correct an error that occurred. Mamie is not Stenographer Supervisor, but Senior Stenographer. We apologize for this mistake and hope that no ill-feelings arose from it.

The Black Man In The Navy

Not long ago Captain Samuel Lee Gravelly, Jr., USN, assumed command of the guided missile frigate USS JOUETT (DLG 29). More recently, Commander George L. Thompson, USN, completed a tour as commanding officer of USS L. R. CRAIG (DD883) to join Attack Carrier Strike Force, Seventh Fleet, USN, is serving as Chief Radiologist and Executive Officer of the Naval Hospital, Lemoore, Calif.

What these three naval officers have in common is their race--they are black Americans. Their story is told here to point up the steadily improving role and opportunity for the black Americans in the sea service. Today the Navy has a concerted program to increase the number of black Americans both in the Regular Navy and in the Reserve. At this writing there are 539 black officers in the Navy, ranging from warrant officer to captain.

However, Secretary of the Navy John Chafee said in a directive to all naval personnel that "our accomplishments leave much to be desired." He called for immediate action to solve racial tension and greatly increase the percentage of black Americans in the officer corps. Adm. E. R. Zumwalt, Jr., Chief of Naval Operations (CNO), followed this up with a directive outlining specific actions to be taken by naval personnel to insure equal opportunity.

Here are the stories of three Negro officers in the Navy, which exemplify the opportunity that is open to young men and women who have what it takes for a naval career: Commander George L. Thompson would rather have people think of him as a professional sailor proud of commanding a U. S. Navy warship than as a black man in the hierarchy of an officer corps. Cdr. Thompson himself was in the Bureau of Personnel when the Navy began a concerted effort on a minority officer recruitment program in 1962.

Things have changed in some ways. When Cdr. Thompson assumed command of CRAIG, one difference was demonstrated. "Before he arrived," noted Lieutenant Commander C. M. Walter, CRAIG's executive officer, "I was probably the only man on the ship who knew he was a Negro--and I knew only because I was told by a friend of his who knew he was coming to CRAIG."

As Cdr. Thompson pointed out, in itself marked a major advancement. "At times in the past, pains were taken to inform a ship that it was to receive a black officer. Now, however, I was able to come to CRAIG not only as an officer, but as the commanding officer, without any special notice."

Asbestos work, boilermaking, bricklaying, carpentry, cement and concrete finishing, glazing, iron work, electrical work, lathing and plastering, operating engineer work, painting and paperhanging, elevator construction work, plumbing and pipefitting, roofing and slating, sheetmetal work and tile setting and terrazzo work.

Contractors and subcontractors involved in projects under the plan will be required to make a "good-faith" effort to achieve their numerical goals within a specific time frame in both their Federally-involved and non-Federally-involved construction work.

The plan is being initiated after findings of public hearings held last year in St. Louis by the Labor Department revealed a pattern of recruitment, hiring, training, referral and access to union membership which has resulted in the exclusion of minority group persons (Negroes, Spanish-surnamed Americans, Orientals and American Indians) from meaningful representation in the construction industry.

In January 1960 he became executive officer of USS THEODORE E. CHANDLER (DD717). He took command of Chandler 15 Feb. 1961.

Capt. Gravelly's second command was assumed 31 Jan. 1962; USS FALGOUT (DER 324). Under then-Lt. Gravelly's command, Falgout patrolled the Pacific Early Warning Barrier. He attended a naval warfare course at the Naval War College, Newport, from August 1963 to June 1964, then served as program manager of the National Emergency Airborne Command Post.

In January 1966 Capt. Gravelly received still another destroyer command: USS TAUSIG (DD 745). In June 1968 he became coordinator of the Navy Satellite Communications Program in the office of the CNO, with additional duties in the Navy's space program.

In May 1970, Capt. Gravelly assumed his present command of the guided missile frigate USS JOUETT (DLG 29).

"If a man is going to succeed he'll make it no matter what he is doing." That is the personal philosophy of Captain Paul S. Green, MC, USNR, who is now chief radiologist and executive officer of the Naval Hospital, Lemoore, Calif.

He's demonstrated it in his own life. Capt. Green didn't originally plan to make the Navy a career (he was drafted, in fact) -- but during his 16 years of active duty, he's been certified by the American Board of Radiology and has attained one of the highest ranks available to a Reserve officer.

"Probably none of this would ever have happened if I had been given a choice," he says. "I had a very successful civilian practice and had absolutely no desire to serve with the military."

"Mine is not the story of 'rags to riches,'" the doctor says, recalling his early life in Warren County, N.C. "I've never lived in a ghetto. My father was a businessman and a very good provider. It wasn't difficult for him to put three children through college at the same time. We always had plenty to eat and lived in a comfortable home."

After graduating as valedictorian of his high school class, Capt. Green entered Shaw University, Raleigh, N.C., graduating in 1939 with a major in biology.

"I certainly didn't set any academic records there," he says. "I was much more interested in the bright lights in the big city and, like most young men, wanted to buy an automobile."

Armed with his diploma and a teaching certificate, Capt. Green tried unsuccessfully to find work as a teacher. "As I look back," the doctor comments, "I can see why no

one was impressed with my supposed teaching ability. I was only 19 years old and right out of college. Fortunately, for me, I was able to get a job with my father working in a fruit and produce store.

"I earned money to buy things, but after two years I felt I wasn't really accomplishing anything. I entered Howard University in Washington, to work on a master's degree in zoology. Shortly afterward, in September 1941, I was accepted for medical school."

Through an accelerated year-round program of study, he earned his M. D. degree in December 1944. For the next year he served his internship in Lincoln Hospital in Durham, N. C., and then went into private practice in the small town of Lenoire, N. C., where, as a doctor, "I was declared essential and given a deferment."

"A year later, I moved to Henderson, N.C., a much larger town, where I again entered private practice."

As a general practitioner in Henderson, Dr. Green treated both black and white patients and his practice thrived for seven years.

"I had realized success as a civilian doctor," Capt. Green says, "when in 1954, I was drafted into the Navy as a lieutenant, and a bit disappointed at having to give up my practice."

"But his attitude soon changed. 'I had a great deal of respect for my co-workers' in Navy medicine, he says, 'and found that I not only liked my work very much, but the Navy as well. I guess 'infatuated' best describes my attitude.'"

So when his two-year obligation was up, Dr. Green extended for six months--then for four years--and finally for seven years--and an indefinite extension.

After his first duty at the Naval Gun Factory, Washington, Capt. Green went to the Naval Hospital San Diego as officer in charge of a mobile X-ray unit. This duty started him working on the specialty that led to certification as a radio-

logist. All applicants for certification by the American Board of Radiology must complete three years of specialized training and one year of practice in radiology, plus written and oral examinations.

Looking forward to his eventual return to civilian life, Capt. Green again shows he believes in his philosophy of success. "As a radiologist," he says, "there's no reason in the world why I can't build a successful private practice."

After duty as assistant battalion commander at NTC Great Lakes and schooling at the Sub-Chaser Training Center, Miami, Fla., he joined the crew at USS PC 1264. Through the closing months of World War II and until February 1946, he served as communications officer, electronics officer, and later executive officer and personnel officer of the ship, one of the first two Navy ships with all-black enlisted crews.

After three years out of active duty, Capt. Gravelly returned to the Navy in 1949. His first duty was with the Naval Recruiting Station and Office of Naval Officer Procurement, Washington. After a communications course from October 1951 to February 1952, he served as radio officer of USS IOWA (BB61) until June 1953. Then he was transferred to USS TOLEDO (CA 133), on which he was communications officer and assistant operations officer and served in Korean action while serving on both ships.

In July 1955, he became assistant district security officer for the 3rd Naval District, Capt. Gravelly took an amphibious warfare course in the fall of 1957, then joined USS SEMNOLE (AKA 104) as operations officer. Although many of the Negro spirituals have been arranged and interpreted by known composers, their words and music are traditional and their individual authorship is not known.

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