

### Service Men

Where They Are  
What They're Doing

#### Candidate



STAFF SGT. VERNON CHANCE

Pvt. Dean M. Lauderback, who recently returned to McClellan field, Sacramento, after completing a specialist course at the Vultee Aircraft, Inc., in Nashville, Tenn., has been transferred to the bombing and gunnery range at Tonopah, Nev. He is one of a group selected to set up the air base there.

Lauderback was graduated from the Spartan School of Aeronautics, Tulsa, Okla., in November, 1942. He is the son of J. G. Lauderback of route six.

Sgt. Aubrey Steinbock, of the US army chemical warfare department, recently visited relatives in Salem and is now on his way back to headquarters in Alabama. He visited Camp Adair and reported the physical facilities superior to those he has seen on the Atlantic coast.

Margaret Clark of Sweet Home received a letter Monday from her son, Pvt. Sumner H. Clark, somewhere in north Africa. He writes that Collins and Connelly, Lebanon; Carper, Cooper and Curry of eastern Oregon and himself, "the six Cs," are still in one outfit. They shared sleeping quarters all during their training here in the states. The letter, written December 31, said they were receiving Christmas mail in fine shape.

Cpl. Harold M. Cherry, son of Mr. and Mrs. H. A. Cherry, route six, is now in New Guinea and his brother, Cpl. Robert A. Cherry, is in Australia.

A. C. Friesen, specialist first class, US naval reserve, is home on a short furlough after completing recruit training school in San Diego. He finished second in his class and will report Friday to Portland for duty. Before entering the navy, Mr. Friesen was associated with Loder Brothers sales department in Salem and was prominent in fraternal work. He is past worthy president of the Salem Eagles and at present is the state conductor of the Eagles.

Pvts. Robert P. Hamilton, son

**SWEIGLE**—Mr. and Mrs. Menno Dalke have received word of the promotion of their son, Clayton, to staff sergeant. Clayton and Raymond Bond, also of the Sweigle district, are believed to be with Gen. MacArthur's troops in New Guinea since the information given out by the war department at Seattle in January stated that the 41st division is fighting on the island near Salamaua. After the two left Camp Lewis they were known to be in Australia, but this was the first message telling what part they were taking. Mail is received regularly by the two, and their letters have arrived home, but always post-marked San Francisco.

Mrs. A. N. Poole received word on Tuesday from the provost marshal general that her son, Kenneth L. Grimes, is now interned by the Japanese at Santo Tomas camp near Manila.

Grimes joined the army air corps following his graduation from Salem high school in 1931 and was at Cavite when the bombing took place. He was then a civilian shop foreman at the naval air base there. Grimes had never returned to the United States since being assigned to duty in the Philippines but had intended to come home in January of 1942. The last word received from him by his mother was the day after the letter was mailed some time the attack on Pearl Harbor, but prior to the bombing.

Robert George Coates, son of Mrs. Orpha Coates of 1139 Union street, enlisted in the marine corps on Tuesday in Portland. Coates is a graduate of Albany high school.

Oren Dearshear, grandson of Mrs. Ella Tyler, has returned to the United States after serving overseas for a year. He is in the army air force as an engineer. He is now visiting his mother, Mrs. Mable Dearshear, in Nebraska.

**MONMOUTH**—Elmer Bork, son of Mr. and Mrs. E. C. Bork, is spending a 15-day furlough at home with his parents. He entered the armed forces in October, 1941, and has been stationed in an Alaskan area. Next month



### UNIFORM INSIGNIA U.S. NAVY

ALL Navy personnel must be first-class fighting men with courage, stamina and the will to win. However, the completion of modern naval warfare also demands trained skill. Each man must know his job and know it well. In the Navy, every officer and man's job is known by the insignia he wears. The various insignia which identify the duties performed are represented on this page.

As an aid to those, the meaning and official name of all insignia in the regulations of these insignia is the key to the successful interpretation of the code that they are called upon to perform.

he will start to school for six weeks studying aviation mechanics. He has been serving as an aviation mechanic's mate, third class. He was graduated from a Monmouth high school and was engaged in farming here with his father prior to joining the army. Asa Campbell, who has been stationed with the naval forces on Treasure Island, has written friends here that he will soon be transferred elsewhere. His parents are spending the winter in Oklahoma.

Kenneth McCrea, son of William McCrea, Monmouth, has written home that he is "somewhere in the Pacific" with the armed forces. Prior to joining the army he had been engaged in livestock farming with his uncle, Ed Riddell, and brother, James McCrea.

**MONMOUTH**—Kent Woodward, who is stationed at Fort Lewis with the medical corps, came home for a weekend visit with his parents, Mr. and Mrs. Woodward, here. He was graduated from Oregon College of Education and taught a year at Klamath Falls before entering the service. He was sent to the mid-west for special training and is in the dental division.

Mrs. C. E. Snair reports that her two sons, Hal and Max, both

in the armed forces, are well. Hal is in Iceland, where he has been since last April. Max, formerly a cook in a Portland restaurant, is now captain of the galley in a Rhode Island naval port.

Mrs. Snair says she writes daily to one of her boys, alternating the letters so that each one gets a letter every second day. In addition, she writes to 15 other boys in the service, believing that a friendly, newsworthy letter means much in the life of a boy far from home and friends. Mrs. Snair, formerly a nurse, helps her husband do the work on their dairy farm here, trying to supply the place vacated by the youngest boy when he went into the army.

**LYONS**—Mrs. R. F. Lyons was thrilled Saturday morning when she received a cablegram from her son Cyril who is stationed somewhere in north Africa. The cablegram read: "Have arrived safely in north Africa. Christmas greetings and Happy New Year to you." Cyril is still doing office work and stated in one of his letters that he and Keith Taylor, another Lyons boy who enlisted at the same time, were again separated after meeting in Africa.

**ALBANY**—Lt. Lucius D. Campbell, Seattle, Wash., has been

awarded the navy cross for meritorious service, according to word received here by his mother, Mrs. Jessie F. Campbell. Another son of Mrs. Campbell, Robert William, in training at Farragut, Idaho, and who has been in Albany on leave, left this week to report for sea duty. He is a sea-naval second class with the US naval reserve.

Major Edward C. Robertson, Albany, has been awarded a silver star for bravery in action in the north African campaign. Mrs. Robertson has learned. Major Robertson's citation stated he had displayed conspicuous gallantry when he braved open machine gun and artillery fire to rally his battalion of field artillery during an assault last November. The star was pinned on him by Maj. Gen. Jonathan W. Anderson. Mrs. Robertson, the former Maxine Monteth of Albany, and young daughter Cynthia are living in Albany. Previous to being called into service, Maj. Robertson was in charge of the Main street Standard Oil service station here.

**PIONEER**—Sgt. Victor Carl Black surprised friends when he arrived home Saturday. He has been stationed at Camp Lee, Va.,

and has been transferred to Vancouver, Wash.

Mrs. Ray Cozel has received word that her nephew, Merle Stalcup of Ennis, Mont., has been killed in action on the Solomon Islands. Stalcup was a cousin of Mrs. John Keller, jr.

**PERRYDALE**—Al Koenig, sea-man second class at the naval training station at Farragut, Idaho, spent Friday at the Bob Mitchell home. He also visited his brother, Carl, in Amity. He was on his way to a southern training camp.

**HAZEL GREEN**—Word has been received here by relatives that Lt. and Mrs. Nathan Morrell Cray were visitors recently at the home of Pvt. and Mrs. John Zumstein, formerly of Hayesville, now residing in Lincoln, Neb. Pvt. Zumstein is a student at the army air mechanics school. Lt. Cray has been transferred from Lowery Field at Denver, where he was training advanced armaments, army air corp, to Yale university, where he will teach. Mrs. Zumstein and Mrs. Cray are cousins.

### Press Confab Begins Friday

**UNIVERSITY OF OREGON**, Eugene, Jan. 20.—The 25th annual Oregon Press conference will open on the University of Oregon campus Friday, with representatives from most of the state's leading papers expected to be on hand for the two-day session. Mary Conn Brown, Redmond, is president of the association.

Nearly every discussion by conference representatives will center around some phase of the war as it affects the press in general and Oregon newspapers in particular. Representatives of various war agencies, including the censorship office, office of war information, WPB and OPA, will be on hand to answer questions.

Featured speakers for the meeting will be Wendell Webb, Associated Press correspondent who covered a battle of Midway. Gov. Earl Snell and retiring Gov. Charles A. Sprague are expected to appear on the program of the journalistic gathering.

### Ship Sinking Still Mystery

**PORTLAND**, Jan. 20.—(AP)—The mystery of what caused the new tanker Schenectady to break in half at its dock here Saturday night deepened Wednesday.

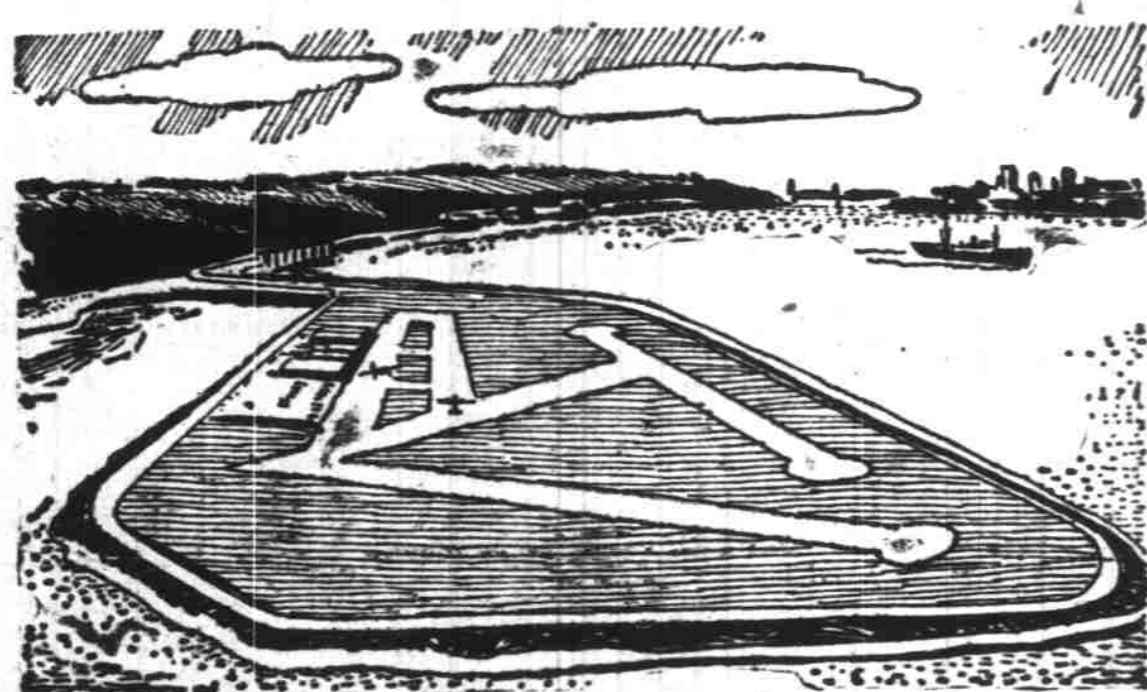
"It's absolutely unique," said John F. Bruns, principal hull inspector for the maritime commission. "We just don't know what it is, but we know it wasn't the workmanship because the break wasn't through the weld."

Bruns pointed out that 30 of the same type tankers are operating satisfactorily on the east coast, and said an attempt will be made soon to raise the vessel.

Rear Adm. Howard L. Vickery, vice chairman of the maritime commission, and shipping company representatives were expected to arrive tonight for the investigation, described by Bruns as "not even started yet."

# Swan Island Comes Into Its Own!

## WITH PGE DELIVERING THE POWER



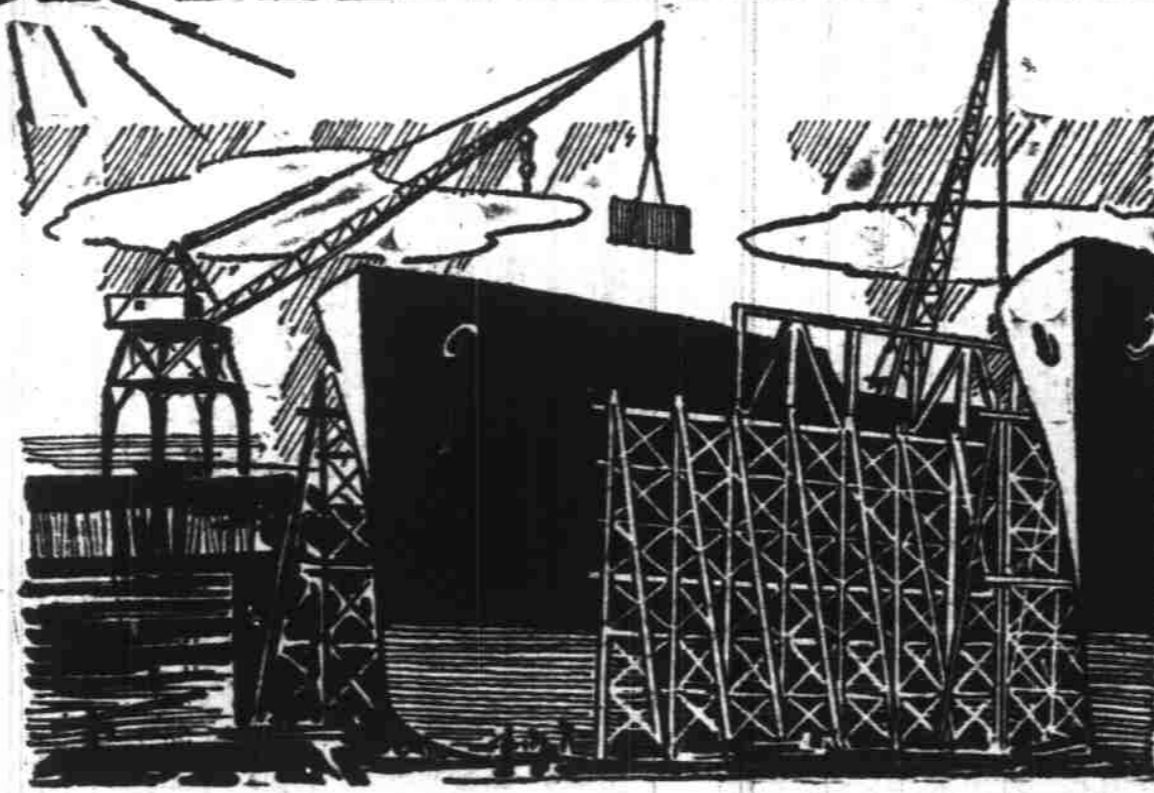
**CONCEIVED** by Port Commission as an industrial center; but first made an airport.

From cat-tails to payrolls! That's the dramatic record of Portland's Swan Island. And it's a story linked with PGE's alert, foresighted construction of facilities to deliver the power.

Twenty years ago a progressive-minded Port of Portland Commission laid plans for developing Swan Island—then a brush-covered, swampy eyesore—into an industrial center. Its location near the center of Portland, with access to deep-water and rail transportation, made it a "natural" for a factory center.

But then the era of developing airports arrived, and the Port Commission decided that Swan Island could best serve immediately as a hub of air transport. At that time, the Willamette River's main channel swung east of the island. The Port deepened the west channel, making it the main artery, and used the river-bottom material to build up the island.

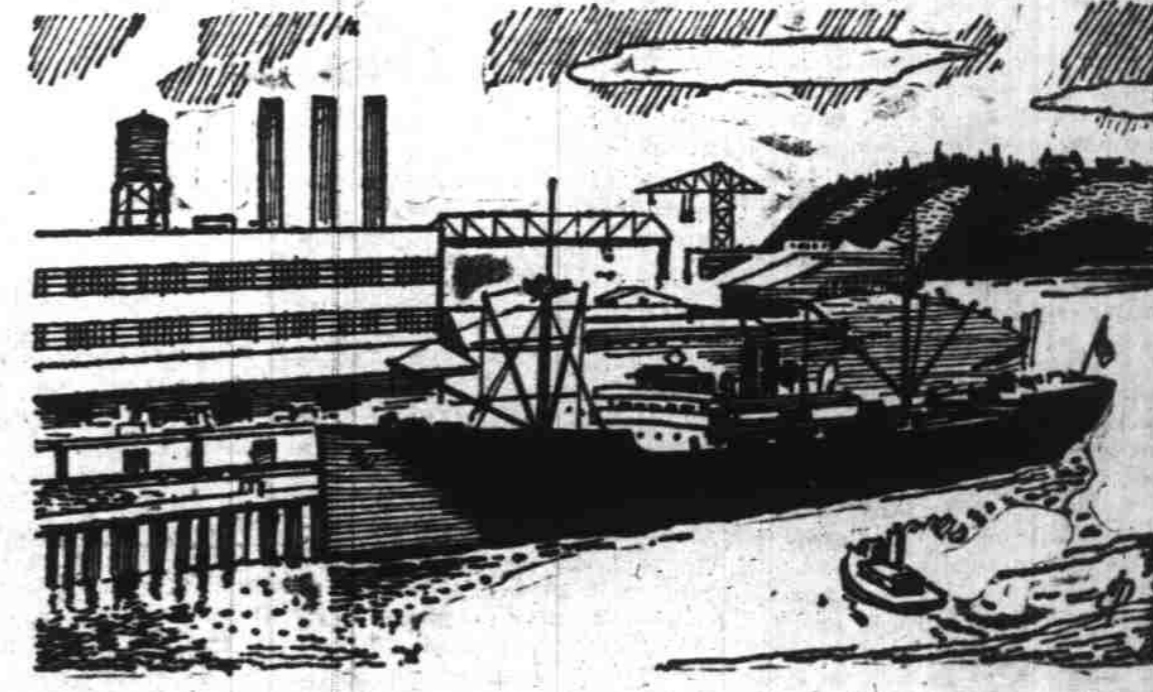
PGE built a line that carried the first electric service to Swan Island. In succeeding years, PGE built larger and larger lines, and installed the necessary transformers and other equipment.



**PRESENT:** Builder of largest commercial ships on Pacific Coast.

When the Kaiser interests began planning the construction of a great shipyard on Swan Island, PGE jumped into action and met every requirement ahead of schedule. PGE delivered all of the power for building the Swan Island shipyard... and is now delivering all of the power for building giant tankers which have almost double the capacity of the famous Liberty Ships. These are the largest commercial ships built on the Pacific Coast.

Swan Island, and scores of other war industries in this area, are now reaping the benefits of PGE's half-century of pioneering. For more than 50 years, PGE has demonstrated its faith in the future of this region... by developing five waterpower plants, a great steam plant, and by building a network of lines throughout a 2500-square-mile territory. In the past four years, the farsighted PGE management has spent 4 1/2 million dollars to enlarge PGE's capacity for serving scores of vital war industries and other industries. Part of this huge expansion enables PGE to deliver the many thousands of horsepower required 24 hours a day by the Swan Island shipyard of the Kaiser Company, Inc.



**FUTURE:** An industrial center served by PGE's lines.

After victory is won, perhaps Swan Island will continue to make ships. Or, perhaps, airplanes. Or any number of other products.

With commendable foresight, the Kaiser interests have built this shipyard so that it is quickly and easily convertible to manufacturing processes.

Whatever the plans after victory, the facilities that PGE built up will help give Swan Island industry a head start in serving post-war markets.

PGE's record of providing service ahead of schedule on Swan Island is just another example of how free enterprise is measuring up in the war program.

Today PGE is delivering a quarter-million horsepower to war industries and other users throughout a 2500-square-mile area stretching from St. Helens to Salem. We are delivering 37% more power than three years ago. And we are providing this power at rates that are among the very lowest in all America—actually lower than the rates of many taxpayer-subsidized utilities. The average family pays less for electricity in Portland than in any other city of Portland's size on the Pacific Coast. And, compared with 1934 the average PGE residential customer gets 52% more electricity per dollar!

DELIVERING 1/4 MILLION HORSEPOWER



# PORTLAND GENERAL Electric Company