

Service Men

Where They Are—What They Are Doing



Oscar Wigle now of Bethel but formerly of the Brush Creek district near Silverton, has written that he is well over a sore throat after some time in the hospital. He is believed to be in the Mediterranean area.

Pvt. Eldred Williams, who fought in the Sicilian campaign, is now recuperating from an illness and is at O'Reilly hospital in Springfield, Mo. He spent a few days at Halloran General hospital in New York before being sent on to Springfield.

Mrs. Robert Pitzer and small son are with her husband, Sgt. Pitzer, at Moses Lake, Wash. Mrs. Pitzer is the daughter of Mr. and Mrs. E. A. Domogalla.

Vernon Simmons has been advanced to sergeant and is with the post engineers at the Marana army air base near Tucson. Mrs. Simmons, the former Helen Seeley, is making her home at Tucson for the present.

OAK POINT — Mr. and Mrs. Alfred Klug have received word that their son, Warren Klug, is attending the university at Wichita, Kan., taking aviation training. His wife is with him at the mid-west post.

Richard Comstock, son of Mr. and Mrs. C. C. Comstock, is home on a 21-day leave from naval duty in the South Seas. In October he met his brother, Bob Comstock, and the brothers had a nice visit.

William Gordon Merriott, son of Mr. and Mrs. W. A. Merriott of 1220 North 16th street, has refused a principal appointment to the US military academy at West Point in order to continue training as a navy flyer. He has been sent to pre-flight school at Monmouth, Ill.

Robert Osland, USMC, former Statesman carrier who became assistant circulation manager here and later was circulation manager of the Coos Bay times, Marshfield, left Monday after spending a furlough with his mother, Mrs. Sigurd Osland, 1785 South 12th street, Salem, and will return to undertake office work with the marine corps at San Diego. He has recently completed his boot training at San Diego.

Nerville Wells Bennett, whose home address is 623 Calhoun street, Dallas, has been promoted from captain to major in the air corps, the war department has announced.

CAMP MACKALL, NC, Dec. 13.—First Lt. John A. Ritchie of 1696 State street, Salem, Ore., is one of the officers of the air forces Troop Carrier command participating here this week in large scale maneuvers involving an entire division of airborne troops.

The battle exercises involve movement of fully-equipped officers and men in troop-carrying gliders and huge transport aircraft. A demonstration of procedure followed in evacuating wounded men from battlefields to base hospitals by air is also scheduled.

Lt. Ritchie is the son of Mrs. V. H. Ritchie of Salem. He is assigned to a troop carrier group as pilot.

The Troop Carrier command is the branch of the army air forces charged with carrying men and equipment into battle areas throughout the world. The giant C-47 twin-engine planes used are a military version of the familiar Douglas airliner.

Mrs. Katherine Moore, 590 South 22nd street, received a card from her son, Jerry E. Moore, who has been in a prison camp since the fall of Bataan. He reported that he has been in the same camp, Philippine Prison Camp No. 10B, since his capture. His health "is fair" and he is "not under treatment." He sent greetings to his friends and said he is well.

Moore was in the army air corps when taken prisoner, his mother said.

Penicillin to Be Available Soon For Civilians

NEW YORK, Dec. 13.—(P)—Maj. Gen. Norman T. Kirk, army surgeon-general, announced today that penicillin would be available in "adequate supplies for military and civilian needs within the next six months."

"It is with great pride that I am able to report today to the fathers, mothers, wives and sweethearts of our fighting men that penicillin is literally in mass production," Gen. Kirk told the American Pharmaceutical Manufacturers' association in a program broadcast over WOR.

Judge Fee Approves Snedecor Proposal

PORTLAND, Dec. 13.—(P)—Federal District Judge James A. Fee approved today a recommendation of Kates Snedecor, federal referee in bankruptcy, for composition of debts of the Jordan valley irrigation district.

Snedecor proposed that the district receive a \$78,000 loan from the Reconstruction Finance corporation to pay 20 cents on the dollar on \$430,000 in district bonds in default since 1929.

Hunter Offers New Teacher Training Plan

PORTLAND, Dec. 13.—(P)—Fredrick M. Hunter, chancellor of the state system of higher education, today replied to criticisms of Oregon's teacher training by recommending a duration program which would continue the colleges of education on a skeletal basis.

The program, which will go before the board tomorrow, would increase training of teachers already employed, emphasize vocational education courses at the colleges in Ashland and La Grande, and work toward a permanent state school fund and salaries high enough to attract competent teachers.

The chancellor also submitted three possible alternatives, involving drastic reorganization which would cost from \$750,000 to \$1,000,000 at the outset. They were:

1. Abandon teacher training throughout the state and establish a new central institution in Portland.

2. Concentrate teacher training the University of Oregon and Oregon State college.

3. Convert the colleges of education (Monmouth, Ashland, La Grande) into regional vocational schools.

War has cut enrollment to 317 at the three colleges of education, and reduced budgets nearly 30 per cent, Hunter said. They have a capacity of 1550 students.

Military Police on Trains Nursemaid Soldiers, Civilians

Some 460 neat, alert soldiers are acting as father-confessors, information sources, and policemen to approximately three-quarters of a million servicemen who ride the trains in the eight western states of the Ninth Service command, army reserve forces.

They are the train guards of the corps of military police. In cooperation with the navy's shore patrol, they attend the welfare of military personnel—and frequently give needed aid to civilians—on 116 trains, it was reported today at the Fort Douglas, Utah, headquarters of Maj. Gen. David McCoach, jr., commanding officer.

Much of their work is routine train patrol. All of it is based on an old adage: "An ounce of prevention is worth a pound of cure."

They check passes, furloughs, and orders of military personnel. They guard against loose talk on the part of service men. They prevent excessive drinking and any untoward incident. They assure that service men are in proper uniform when moving about trains and stations.

Once an hour they must patrol the train on which they ride. Frequently they patrol more often as a routine check. They encounter few cases of trouble.

Arrests have been few, although "MPs" are authorized to make arrests if necessary for any offense which reflects discredit upon the services. Usually the mere presence of an "MP" is sufficient to cause military personnel to be quiet and orderly. They are respected by the enlisted man and officer alike.

This is probably due largely to the type of men who are now being selected, trained and used as military police. Train guards are chosen by their commanding officers for their diplomacy, tact and common sense. Their assignments are considered highly important.

The day of the brow-beating, blustering "MP" is past, if, indeed, it ever actually existed. Now he leads, not drives. He sets a good example.

His weapons, a police-type stick and a revolver or pistol, are used only as a last resort—when absolutely necessary to enforce discipline or defend himself. He is identified by a brassard (band) around his left arm lettered "MP."

Above all, he is a friend to traveling service men—or he isn't an MP.

He must have possession of mind, ability to lead and a spirit of ingenuity, for not all his duties are routine. Incidents on every run test his ingenuity. Take a recent example:

Near Stockton, Calif., a train-bus collision killed nine persons and injured a number more. Gasoline from the bus had been spilled over the wreckage, thus creating a setting for a potentially greater tragedy. When the

train stopped the train guards quickly obtained the services of two army nurses and two navy pharmacists' mates from the train. Then they supervised the setting of a guard around the wreckage.

Several times military police have obtained assistance when the stork was about to overtake trains. But the enlisted man—the forlorn and unfortunate soldier—is the military policeman's greatest charge and care.

There's the case of the private from the hinterlands who arrived in Butte, Mont. Shortly afterwards he discovered he had lost his billfold. With it had gone his ticket and money. He was desperate. An "MP" on the Salt Lake City-Butte run, however, appealed to the Red Cross in the mining city. The organization lent him the money and the young private continued on his first furlough.

Too frequently to mention individual cases are the times the modern "MPs" have given up their berths to a sick soldier, suddenly taken ill while traveling. And almost numberless are the times military policemen have nursed ill men of all branches of our fighting forces until they could be removed from trains to the nearest hospital.

But the guards have their lighter moments, too. The members of the detachment located at Fort Douglas are unanimous that they never have a tour of duty that some man or woman doesn't ask: "What time does the six-thirty train get into Salt Lake City?"

And then there is always some woman at some station along the route who, without giving her

Metal Workers' Strike Looms In Northwest

SEATTLE, Dec. 13.—(P)—Officials of the war production board and war manpower commission took action today in an attempt to avert the prospect of an imminent strike in 77 Oregon and Washington foundries and metal working plants.

The state WMC agreed to begin an immediate survey on the manpower situation in the industry. A shortage is alleged by the moulder and foundry workers union (AFL). If a shortage is ascertained, a wage increase can be granted as a basis for attracting more workers to the essential war industry.

The WMC action came as the result of an urgent request by T. A. Mardon, WPB regional production service manager.

The regional war labor board acceded to Mardon's request that its hearing on the workers' demand for wage increases be reopened on results of the survey.

The union membership voted overwhelmingly a month ago to sanction strike action in the wage dispute. The 30-day "cooling off" period under the Smith-Connolly bill expires Wednesday.

The strike threat came after the labor board refused to meet the union demand for a pay scale increase of 8 cents an hour to \$1.28

name, asks anxiously: "Is my husband on that train?"

for journeymen and 93 cents for helpers.

"It is hoped that the union and employers will do nothing to affect the situation adversely until the WMC has opportunity to make this fact-finding survey," Mardon declared. "Urgent war production should not be held up. Everything possible is being done to solve the problem."

UO High School Paper Contest Starts Soon

UNIVERSITY OF OREGON, Eugene, Dec. 13.—(P)—The annual high school newspaper contest sponsored by the school of journalism, University of Oregon, will be held early in 1944 although the 19th annual Oregon High School Press association conference has been called off because of wartime conditions. It was announced by Dean Eric W. Allen of the school of journalism. The contest will be supervised by Robert C. Hall, associate professor of journalism and superintendent of the University Press.

Entrants should submit copies of two issues published since the beginning of the school year before March 15 to Mr. Hall at the school of journalism, who asked that the entrance fee of \$2 to cover the cost of judging and preparation of a comprehensive critique be sent along with the papers. Previously the awards have been made in the fall on the basis of issues published during the spring.

How to recognize a Cat Cracker

A few weeks ago, when we mentioned "Cat Cracker" in one of our advertisements, a number of people wrote us to ask us more about them. Since we're rather proud of one we're building at Union Oil we are only too happy to oblige. Here you are:



1 "Cat Cracker" is the industry's name for its newest type of refining equipment—the catalytic cracking unit. There are a number of other important units in our new 40 million dollar 100 octane gasoline plant, but adding the "Cat Cracker" will enable us to make more 100 octane from a barrel of crude than we could ever secure by older methods. Here's why:

2 Ordinary cracking methods yield a base stock gasoline of about 76 octane. Catalytic cracking yields the same amount of gasoline, but of a much higher grade. For the catalyst acts as a "molecule immigration inspector"—allowing only those petroleum molecules which have high engine performance value to "get by."

3 What this increased performance will mean to our armed forces now, and to your automobile after the war, goes without saying. But to put the catalytic cracking method into operation requires a tremendous amount of plant. For example:

When Union Oil's new 100 octane gasoline plant is completed, it will cover an area of 30 acres and have a distribution system more than 50 feet high.

The "Cat Cracker" unit will be 20 stories high and have its own elevator and telephone system!

Total heat consumption in the plant would supply the heating requirements of the cities of San Francisco and Oakland combined.

Special energy apparatus would take care of the needs of 10,000 homes.

Steel used in the construction will equal in weight the amount necessary to build 25,000 automobiles.

The plant will use 100,000 gallons of sea water 22 miles—primarily for cooling. This much fresh water would supply the requirements of an industrial city the size of St. Louis, Missouri.



4 Finally, we'd like to make one more point. This 100 octane plant represents an investment of \$40,000,000. But the U. S. Treasury didn't have to put up a penny. We dug up the money ourselves without any help from Government subsidies. We're rather proud of this, of course, but the fact that we could do it is far more important than our personal feelings.

For it points up a principle that has had more to do with our country's war production record than any other influence in American life. That principle is our American System of Free Enterprise. Because of this free, competitive system every American business, large and small, has been encouraged to develop as far and as fast as its abilities would take it.

Consequently, when war came, companies like Union had already developed the "know-how," the resources and the capacity to convert to military production without a hitch. As a result, our nation has been able to do the greatest job of war production ever accomplished by any people in history. We believe that's something to think about.

Union Oil Company

AMERICA'S FIFTH FREEDOM IS FREE ENTERPRISE