

# Serving Uncle Sam

Edited by Margaret Magee

Well traveled, at least on the European continent will be many of the soldiers of Uncle Sam's army, who remain in that country with the U. S. armed forces, with numerous trips to places of interest arranged for them. Former Salemite taking advantage of these trips is Tech. Sgt. Louis Updegraff, who has briefly sketched them for his sister, Mrs. Ted Woelk, and his mother, Mrs. Bessie Updegraff, in letters to the two.



Tech. Sgt. Louis Updegraff

One of the first trips made by the sergeant was to the Brenner Pass, which required about 14 1/2 hours with the traveling done via army truck. Describing the Alps as rougher than the Rockies with the treeless, snow-covered mountains 4,500 feet above the sea level at the Pass, Updegraff told of crossing the border and going a short distance into Italy. The road by which they made the trip, he stated, followed the Rand river, which was similar to the Sandy river at this time of the year with the water white from melting snow. Close by was a double track railroad on which ran electric type trains. Many tunnels were cut through the mountains with the track running through them. En route to and from the Pass the Americans passed through country that the sergeant described as rolling land, all farmed unless wooded. Farming, he noted, was done in a very crude way with oxen used for most of the work. Only six tractors were seen in the fields and few horses were to be seen. As the group passed two air fields they saw German planes burned or wrecked, with some of them "simply out of fuel." Among the planes were some jet planes used by the Germans in the last part of the war. Described by Updegraff as giving the men a funny feeling was the German convoy encountered on the trip. The convoy, which stretched as far as eye could see, was composed of all types of German equipment being taken to collection points. The trucks were of all makes, with lots of Ford V-8 1 1/2 ton trucks like the US 1940 and '41 models in the long line. These were from factories that the Germans had taken over in Germany. Practically all of the heavier equipment, the soldier stated, had diesel motors. Early in June the former Salemite made a trip to Hitler's hideout at Berchtesgaden in Austria, where the men were shown an underground air plane hangar that was being constructed when the war ended. The hangar of reinforced cement, circular in shape, with the top about level with the ground, was described by Sgt. Updegraff as a big engineering job that looked as if it would stand up against any bombing. On an airfield close by were seven turbines from jet planes, the construction of which could be seen even though they were badly shot-up. These motors burned alcohol. The building at Hitler's hideout were said to have been pretty badly bombed. On the trip to Berchtesgaden the men saw Goering's special train, which had an all wood finish inside with the white maple highly polished. The cars were divided into private compartments, each with a private bath, telephone and fully equipped. They also went to the Goering Art Museum where was collected art looted from all over Europe. They, however, did not visit the museum, being informed that they were expecting special visitors.

Telling of the road on which they made this trip, the army man stated that it was a six-lane super-highway divided in the center by trees and grass. The Germans, he added, had blown up some of the bridges. Late in the month Updegraff was to go to a rest camp near Luzern, France, at which city is said to be located the most powerful radio station in the world. The Germans for some reason left this station undamaged and the Americans had it in use again within a few hours. Over this station the men get much of their armed forces radio programs. Enclosed in the letter was a picture of a big German gun of the type that gave the Americans a good deal of trouble. The gun, whose bore is 11 inches or 274 m.m., was able to send shells 30 miles, and shrapnel from its shells sometimes weighed three to five pounds. Sgt. Updegraff, who is with company B of the 138th ordnance maintenance battalion, with the Third army, is now stationed at Toggling where the men are quartered at an aluminum plant, which when in use by the Germans, employed at least 10,000 slave laborers. Power for the plant was generated by turbines and at the plant is still a huge stockpile of virgin aluminum in all shapes with pieces weighing from a pound to over 100 pounds. The sergeant's outfit has a former officers' or doctors' quarters with hot and cold water, a radio, shower rooms and many other things that to those men seem like luxuries after the long time spent in battle. Of the town of Toggling the former Salemite says: "This town Hitler kept girls to raise children for Der Fuehrer. I have seen various medals awarded girls having the most babies for the Fatherland and believe me there are plenty of children here, from mere babies up to a few years old. Every home has from four to six."

### Sgt. Roen Visits

Stationed at the airbase at Boise, Idaho, for the past three years, Tech. Sgt. Thomas Roen, Jr., with his wife and two year old daughter, Marlene, is now visiting in Salem with his parents, Mr. and Mrs. Thomas Roen. The air corps man, in the service for four years, will leave Salem July 26 to report to Salt Lake City for his new assignment. His wife and daughter will remain in Salem. When first entering the service the sergeant was stationed at Sheppard field, Texas, for seven months and then was at Fort Lewis for a time before being assigned to duty at Boise.

### Independence—Pvt. Jack C. Cooper

of Independence, a veteran of 28 months service in the transportation corps in Europe, arrived at Presque Isle army air field in Maine July 10. Eugene Weddle of the U. S. navy spent last Saturday visiting with his parents, the E. A. Weddles. Llewellyn T. Arrell, fire controlman third class, formerly of Independence, has seen action in three major invasions, Sicily, Iwo Jima and Okinawa, aboard a cruiser. During the Okinawa campaign his ship destroyed many Japanese installations and knocked down five planes, three of them bent on suicide dives. Arrell attended Independence high school and before entering the navy in November, 1942, was a crane operator at the Oregon shipyard in Portland. Mrs. Byron Ruddell has received word from her son, Glen Hardman, with the U. S. marines, stating that he expects to be home soon from service in the Pacific.

### Silverton—On a 20-day leave

that is being spent with her parents, Mr. and Mrs. Andrew Hollin, is S1/c Odin Hollin on his first visit home in two years from the South Pacific area. The navy man arrived in Silverton Monday. Three others sons of the Andrew Hollins are Sgt. Lloyd Hollin in Okinawa, S1/c Alvin in the Aleutians, and Cpl. Nevil Hollin, recently discharged after serving 37 months in the South Pacific.

### Emmons Promoted

From the Pacific, where he has been on duty since the first of this year, has come word of the promotion to senior grade from lieutenant junior grade, July 12, of C. S. (Pat) Emmons. The naval officer, in the service since February, 1944, during the time that he has been overseas, has been at a number of Pacific islands, including Okinawa and Saipan. He also was at Pearl Harbor. Mrs. Emmons and the couple's four sons, David, Harry, Patrick and Michael, make their home in Salem.

### Sisson in States

Arriving in the States July 17 aboard a hospital ship was Capt. William A. Sisson, who telephoned his wife of his arrival and informed her that from Stark General hospital in Charleston, S. C., where he was taken after reaching the States, he expected to be sent to an army hospital nearer home. Sisson, who was in command of an engineers company with the 104th Mountain division, in April received shrapnel wounds in the chest, back, hand and arm and has since been confined to the hospital. Entering the service in May, 1942, he left for overseas duty in December, 1944. During the captain's absence from this country his wife and son William Howard, have been making their home in Salem with his parents, Mr. and Mrs. Brown E. Sisson.

### Dyer in Salem

Docking in New York City earlier this month with the 104th division, with which he served overseas, Capt. William C. Dyer Friday arrived in Salem to spend a 32-day leave with his family. The captain whose family met him last week after his arrival at Fort Lewis, where he reported to receive his leave, left for overseas late last summer with the 104th division, which he joined while it was stationed at Camp Adair. At the termination of his leave Capt. Dyer will return to his division at San Luis Obispo. His wife and young son will join him at the California camp. Woodburn—Tech./5 Ed Murphy, son of Mr. and Mrs. W. J. Murphy, arrived home Monday on a 30 day furlough and is visiting his family and friends. A veteran of 14 months with Patton's Third army, he was with a reconnaissance group of the mechanized cavalry, serving in France, Germany and Austria with some time spent in Scotland and England. At the end of his furlough he will report to Fort Lewis and then to Ft. Bragg, N. C. The Murphys have two other sons in the service, Staff Sgt. Joe Murphy, crew chief on a B-25 in the South Pacific, and a nd John P. (Jack) Murphy, S. 2/c, serving on the USS Murray in the Pacific. Angela M. Kosse, WAC, a daughter of Mr. and Mrs. John Kosse, route 1, Woodburn, has been promoted from private to private first class at Las Vegas, Nevada, army air field. Pfc. Kosse entered the service July 10, 1944 at Los Angeles, Calif. She has two brothers in the service, one of whom, Tech. Sgt. Jerry, now home on furlough, spent 21 months in a German prison camp. Shelby S. Stuckey, son of Mr. and Mrs. L. S. Stuckey of Woodburn, has been promoted to corporal while serving with the 120th General hospital in Manila. His wife resides in Arnett, Oklahoma. Stuckey spent eight months in New Guinea before going to the Philippines and for participation in the New Guinea and the Philippines campaigns wears the Asiatic-Pacific ribbon with two Bronze Service stars and the Philippine Liberation ribbon. He has two brothers in the service, Verne, a corporal in the air corps and Elbert, a staff sergeant with the Engineers. Naval aviation cadet Loren W. Olson, son of Mr. and Mrs. Elmer Olson of Woodburn, route 1, has completed the course at the U. S. naval pre-flight school at Chapel Hill, N. C. and has been transferred to the naval air station at Glenview, Ill., for primary flight training. Cpl. John W. Hanrahan of the Timberwolves, who returned last week from the European

### Elfstrom Heads Chest Group

The pre-campaign committee of the Salem United War chest will be headed by R. L. Elfstrom in this year's drive according to plans set up Friday afternoon at an organization of the campaign committee. Elfstrom's selection for the important pre-campaign job was made by Carl Hogg, campaign chairman, and approved by the rest of the committee. Other changes were effected with naming of Leo Page to head the mercantile division, Ed Majek the professional division, Roy Houck for the industrial division and Ralph Campbell to handle general gifts. The rest of the organization will remain much as before. C. A. Kells will be secretary of the campaign committee, Blanche Allen office secretary, and its temporary headquarters will be set up August 1 on the second floor of the YMCA. Division heads include: W. L. Phillips, automotive and transportation; Fred Anunson, contractors and builders; Carl Aschenbrenner, educational; George Alexander, government; al; Francis Doerfler, rural; Ralph Johnson, utilities; Dorothea Steusloff, women's. Gardner Knapp is publicity chairman. No West Salem chairman has yet been named.

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Together in the Philippines recently were these four officers from Salem, two of them air corps men and two from the 41st division. The four (reading from left to right) Lt. Bill Chapman, Lt. Col. Armin E. Berger, Lt. Gordon King and Lt. Richard Grabenhorst met at the headquarters of Col. Berger, who since has been moved to Mindanao. Chapman, son of Mr. and Mrs. Clarence Forbis of Salem, is with the 41st division. His wife resides in Eugene. Col. Berger, also of the 41st division, has been overseas for many months, the long stay broken only by a leave spent here last year. His wife resides at 2145 South Cottage street. The air corps men are Lt. King, a pilot, whose wife and son make their home in Salem on Wilson street, and Lt. Grabenhorst, son of Mr. and Mrs. George Grabenhorst. Grabenhorst, with the ordnance branch of the air corps, has been overseas 28 months.

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### Scott Speaks About Position of Church

Reverend James Scott, of the Church of Christ, Cottage and Shipping streets, spoke to the Hollywood Lions club Wednesday noon on the position of a church in the community. Qualities of community life were discussed, especially the need for all religious organizations to be of benefit to a community, and not just live off it. He said that the quality of business institutions, educational facilities, and social life, all go to make up the community, besides the religious side of it. "One thing we must all do," he said, "is to speak well of our neighbors and emphasize their good qualities, not knock them." His previous work as sales manager for a large mid-western firm helped him in his present work, he said.

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### Synod Objects to Envoy at Vatican

Portland, July 21 (AP)—The Presbyterian Synod of Oregon was on record today as objecting to the United States' sending a representative to the Vatican. Calling the practice "a violation of our national principle of separation of church and state," the group sent a petition to the president and to Oregon congressmen.

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### Council Moves Against Espee

Recently an automobile crossed a railroad track at a Salem street intersection. The crossing was so bumpy a hub cap flew off the auto, crashed through a nearby apartment window and landed on a davenport. No one was sitting on the davenport, so no one was hurt. This was related to the city council Friday night by City Engineer J. H. Davis to illustrate the miserable condition of grade crossings in Salem. The council voted to do something about it. "I am receiving many complaints from the people of this city," Davis said. "I want to help them, but I can't get anywhere by talking to the officials of the Southern Pacific company. I have talked myself black in the face. The council will have to back me up." Alderman Albert H. Gille added the charge that some S. P. engineers have a habit of pulling the whistle open at night and leaving it there all the way through town. "The Southern Pacific franchise on Union street," said Gille, "expires next year. That's a good club to hold over their heads." He made further complaint that the passenger depot grounds in Salem "are the most unkempt in the state of Oregon." Gille asked Davis for a suggestion as to what should be done about the crossings. Davis suggested the S. P. be asked to make a complete survey of its crossings in Salem and make a report subject to review of the council. On motion of Alderman Lloyd Rigdon the council voted to ask for the report to be made at the second council meeting in August. Another complaint by Davis was that Southern Pacific section crews have removed two survey monuments, one of them dating back to 1868. Gulfport Army Air Field, Miss.—Second Lt. Kenneth Lester Wilkinson of Turner, Oregon, has reported to this station for combat crew duty aboard a B-29 Superfortress. Prior to entering the army in May, 1943, Wilkinson was an employe of the Willamette Iron and Steel company in Portland, Oregon.

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**NOTICE**—Store will be closed July 30 for about a month, as we are enlarging our store.

In the meantime we are having an expansion sale. The sale includes a large stock of Diamonds at pre-war prices.

Complete stock of Jewelry  
Don't forget, Saturday the 28th, is the last day

**THE JEWEL BOX**  
S. MUCHNICK  
Jewelers  
443 State St., Salem  
Store hours 9:15 a.m. to 6 p.m.

**\$25.00 REWARD**

For information leading to the recovery of a 95 H. P. Ford motor and hand truck stolen from

**Davidson's Auto Service**  
July 14th or 15th  
CONFIDENTIAL — PHONE 8955

**3 NEW Outstanding MODELS**  
(Each Complete Ready to Wear)

1 Model A-2-A. New, improved model of the famous, nationally popular standard Zenith for the person of average hearing loss. New, patented "Prentiss Tube" brings clarity and volume range with low battery consumption. Complete, ready to wear, only \$40.

2 Model A-3-A. New Air-Conduction Zenith. A brand new, super-heavy instrument with volume in reserve to assure maximum clarity and tone quality even under the most difficult conditions! This special model complete, ready to wear, only \$50.

3 Model B-3-A. New Bone-Conduction Zenith. A new, powerful precision instrument created especially for the very few who cannot be helped by any air conduction aid. Exclusive Zenith "Stator Mount" automatically warms when headband pressure exceeds normal adjustment. Complete, ready to wear, only \$50.

A MODEL FOR EVERY CORRECTABLE TYPE OF HEARING LOSS!

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FOR SEEING and HEARING  
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