

## NOBODY BLAMES YOU, SAILOR



Anybody knows that among men, sailors are probably the most adept with needle and thread. Above we see Donald Dahlke, seaman first class, having a button sewed on the cuff of his blouse by charming Dolly Kilgallen, a hostess in a New York City USO clubhouse. What the picture does not and could not show is how that button got off that sleeve. To be a seaman first class a fellow has long since learned the simple operation of sewing a button on his middy. Could it be that Donald deliberately pulled that button off? Could be, what with such an attractive young seamstress standing by to sew it on again. At any rate, Don, nobody blames you. Seaman Dahlke's home is in Portland, Ore.

## Girls Found to Fit Into Air Field Work

### Number Increases as More Pass Training

The duties of a housewife and welding a strip of fuselage or hammering rivets into the belly of a gas tank are as different as the contracts of traffic on east coast highways in 1941 and 1942, yet, so that key machinists and technicians may be relieved for fighting jobs with Uncle Sam's armed forces, women have answered the call for work in March Sub-Depot machine shops at March Field—and like it!

In July, 1941, had a pulchritudinous bit of femininity walked briskly down March Field's hangar line, scores of khaki-topped heads would have raised for a moment and noses would have pointed in the general direction of what was then called "sweatin' material." Now when a uniformed soldier—the number of military personnel employed in the shops and engineering hangars greatly decreased—passes through this area he gets the "eye" and probably feels as lonesome and conspicuous as a three-month-old pup at a bridge party.

The number of women workers on technical jobs on the "line" and in the shops is steadily increasing and more are being trained as each week passes, according to Maj. Paul R. Blair, commanding officer of the Sub-Depot, and their

work is highly satisfactory, he says. Natural ability to perform delicate tasks on intricate machinery and an enthusiasm for their new type of work is making good female machinists and aiding the war effort tremendously.

The women are employed in many phases of the technical work. Strolling through the machine shops it is no uncommon sight to see several girls engrossed in welding a welding torch over damaged airplane parts or other equipment.

Sheet metal workers run heavy presses with dainty hands the "boy friend" strokes with a soft caress at night in the moon light. They use screwdrivers with the deftness they formerly exercised on a can opener, and wrenches, hammers, drills, bits and braces are no longer strangers to them.

On the "line" they drive tugs running errands, hauling supplies or towing airplanes. Girls, used to "back seat driving" in the boy friend's sedan before the war, are now at the wheel for Uncle Sam. Soon it is expected that they will be working on airplane engines and many more will take their places in the hangars.

They work in the stock rooms, pack parachutes and are employed in myriad other duties.

The girl you see in the machine shop, attired in slacks, blouse, with a curvaceous figure camouflaged by a leather apron, looks different from the one you see on the March Field bus enroute to work in the morning or evening because she wears street clothes then—yet it is the same girl with the same spirit, cheerful and enthusiastic about doing her bit to whip the Axis.

Some were experienced workers before coming to March Field, however, others had never had any experience with anything more mechanical than a combination egg-beater and hair curler. One was a school teacher before joining Uncle Sam's corps of "women in overalls," another worked in a five-and-dime store. They come from all walks of life and from all parts of the country. Some are married, some single, several have husbands in the Army Air Forces and other branches of the service.

Air fields over the United States

are finding American women adequate as replacements for men, the war department recently announced. These women at March Field form a small part of the one fourth of all 700,000 war department civilian employees.

The army air forces are gradually adding women mechanics to the air fields throughout the country as a part of its program to employ 25,000 women during the present calendar year.—Post Beacon, Riverside, Calif.

Fifteen spring and bumper companies have pooled their facilities to build \$25,000,000 worth of armor plate a month.

### Employment Office Has New Manager

Dean Beistel, Corvallis manager of the U. S. employment service, has been called to service in the army. The new manager will be Charles Paradis of Ontario, who has been with the employment service for many years in eastern Oregon.

## Red Cross Courses in Disaster Are Offered

Two trained workers will come to Corvallis Friday to lead disaster preparedness and civilian war aid meetings which will begin at 9 o'clock in the morning and continue through the day and evening. These sessions are to be held in the new Red Cross headquarters at Fourth and Jefferson streets and all members of the two divisions and others interested are invited and urged to attend.

John K. Scott of the disaster staff will lead a disaster conference to be followed by individual meetings with each of the disaster sub-committee chairmen and his full committee. At the conclusion of these meetings a meeting is to be held with the disaster preparedness committee as a whole.

Miss Anne Carter, trained social worker, will give a course on instruction on disaster case work and civilian war aid. This course will cover case work procedures in the emergency period of enemy action and natural disaster for which the Red Cross is very definitely responsible.

## Salem Trying to Get Critical Area Status

A Salem delegation went to Portland Tuesday to confer with federal housing officials in an attempt to have Salem designated as a critical defense housing area.

The delegation consisted of Clay C. Cochran, business and extension manager of the Salem chamber of commerce; Ray J. Stumbo, chairman of the city transportation committee; and F. I. Bressler, lumber dealer.

A new type of opaque glass that floats like cork and can be used as the buoyant element in the construction of life boats, life rafts, life preservers and pontoon bridge supports has been developed by one company.

He — "Would it be improper for me to kiss her hand?"

She — "It would be decidedly out of place."

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If his time office does not have the Sentry, anyone there can get copies necessary by asking for them. Or address Box 347, Corvallis.

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