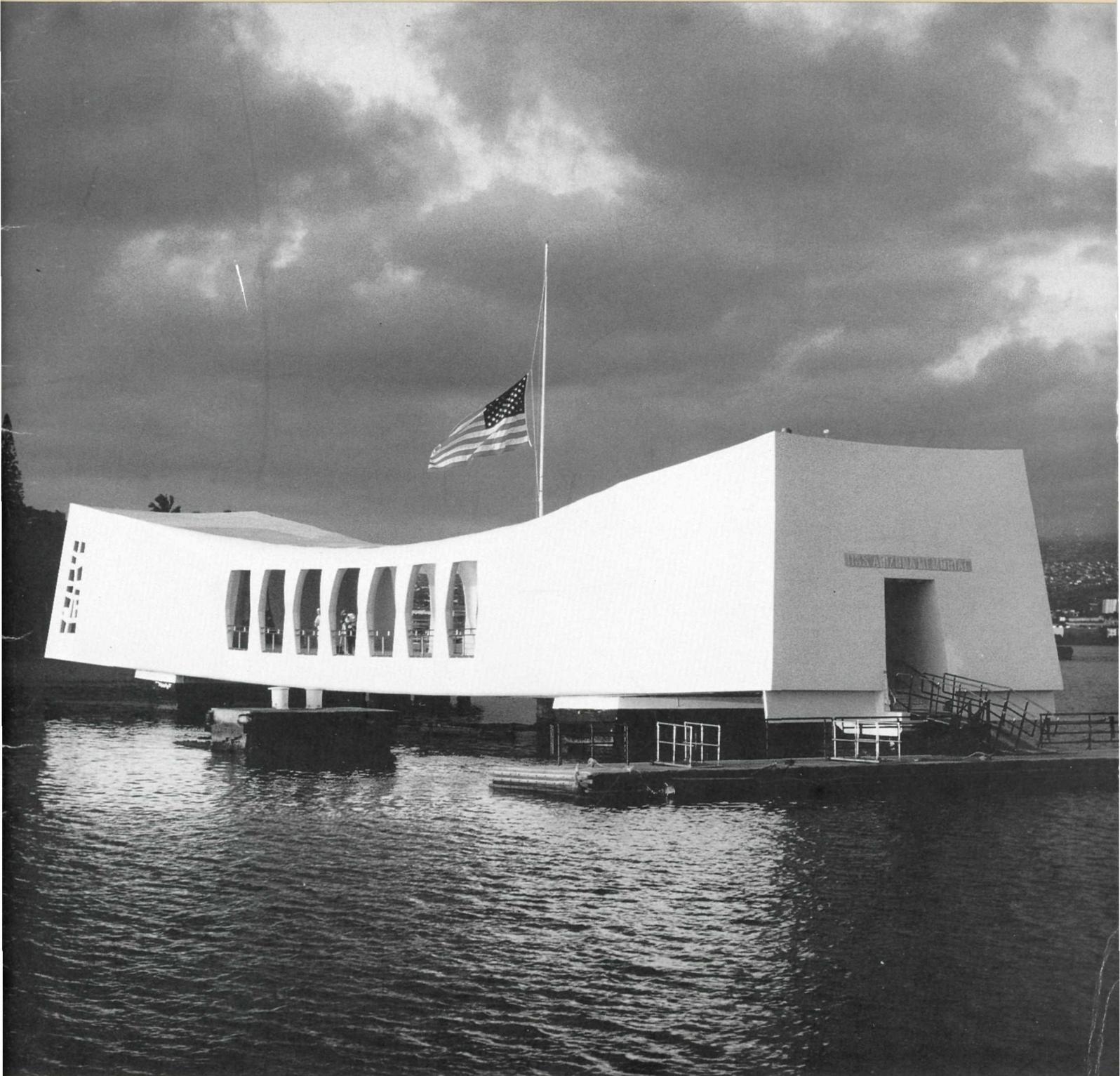


COURIER

NEWSMAGAZINE OF THE NATIONAL PARK SERVICE



VOL. 36 NO.4

WINTER 1991

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COVER

The front cover's view of the USS Arizona Memorial suggests the solemn, contemplative nature of the site 50 years after the Pearl Harbor attack by the Japanese. The harbor was a lot different on December 7, 1941, as the back cover suggests. In this contemporary view taken while the Pacific Fleet was under attack, American sailors and marines battle the fires on the Pearl Harbor ships.



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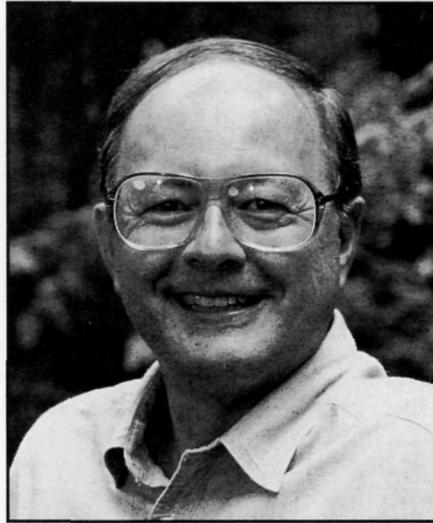
PAINFUL LESSONS OF HISTORY

On Sunday morning, December 7, 1941, a sleeping Pearl Harbor was suddenly awakened by the fierce realities of war. The naval and air forces of the Empire of Japan conducted a massive surprise attack on the U.S. Pacific Fleet at its base at Pearl Harbor, seeming to break the backbone of the Fleet. This strategic strike was intended to destroy the U.S. Pacific Fleet and enable the Japanese to dominate the Pacific.

In the weeks following December 7, the American public listened through a kaleidoscope of emotions—horror, shock, fear, and anger—as the extent of the damage and destruction at Pearl Harbor became known. More than two thousand Americans were killed and over one thousand were wounded. In addition, a total of 27 American ships were either lost or damaged, and more than a hundred planes were destroyed. To Americans, it was then and continues to this day to be, as President Franklin D. Roosevelt characterized it in his speech to Congress requesting a declaration of war, "a date that will live in infamy."

Now, fifty years later, this milestone anniversary of the attack on Pearl Harbor will be marked at the USS Arizona Memorial. As interpreters of the site, we have the sobering, difficult task of telling the story of this tragic event. This year, working closely with the U.S. Navy and State and local officials, we will be hosting a number of commemorative programs centered at the Memorial to pay homage to those who died and those who were wounded that day.

I think we have a responsibility, particularly at the Memorial and on this anniversary, to give those who were directly affected by the attack on Pearl Harbor—survivors and their families and those who lost their loved ones—the opportunity to participate in the remembrance of this day. They're more than just visitors; they're people who are a part of the history that we're commemorating. Because the USS Arizona Memorial can only accommodate a relatively small number of people and there is great interest in visiting the site on and around the 50th anniversary, there has been concern that survivors and family members might be prevented from participating. To avoid that situation, we're handling things a bit differently than we normally would. Although, generally speaking, it is inappropriate for parks to give preferential treatment to any select group of visitors, we have appealed to those who are not survivors or families to plan their visit some time other than December 7 and the surrounding days. I believe our request has been understood and well received by the public—all of us can appreciate and respect the special relationship of the survivors and families to the Memorial and appropriately allow them preference.



There may be some who wonder why we would want to commemorate such a tragic event in American history, perhaps thinking it best to forget and lay such a painful episode to rest. How could we *not* commemorate this event and honor its fallen heroes, as well as its survivors? Certainly, we in the Park Service will *never* forget; our mandate is to preserve and educate, and at the USS Arizona Memorial, a great deal of what we are doing is educating the public—telling them what happened. No matter how painful or terrible that day was, we cannot recast, gloss over, or forget what occurred. We must recount—to the best of our abilities through eyewitnesses, military intelligence, and other sources—the events as they unfolded on that fateful day.

But there are other reasons why we as a country should not allow ourselves to forget Pearl Harbor. I would like to hope that we could learn from such terrible experiences, because as the philosopher George Santayana said, "Those who cannot remember the past are condemned to repeat it." There were painful lessons learned from the attack. For one thing, we very clearly learned the United States does not exist in isolation—a message that continues to be important today. This event, which took our country by surprise and propelled us into World War II, should be remembered for more than just its horrible immediate impacts.

In this issue of the *Courier*, you can "witness" some of what happened that day through the eyes of a few of those who were there. Throughout the country, as we near the first week in December, attention will be turned toward Pearl Harbor. The USS Arizona Memorial is the focus—a "place" where we honor and remember. Many Americans lost their lives; others were wounded; none should be forgotten. We are honored to participate in commemorating the 50th anniversary of Pearl Harbor. And, lest we forget its lessons, we are proud to have the responsibility for memorializing those lost and educating the public about this solemn moment in our history—a day that lives in infamy, but which now also lives in memory.

James M. Ridenour

FROM THE EDITOR

I grew up hearing about *The War* from relatives who lived through and endured that difficult and frightening time. *The War* was something my uncle fought in. It was the era when my father was a young man, stationed in Washington, the bookkeeper for his unit—an unromantic assignment compared to my uncle's exploits in Italy, or so the child I was happened to think. *The War* was distant from me. It was someone else's adventure, as unreal as a story I might have heard at night. It was a time, I was told, when the whole world went mad at once... but also a time that seemed to belong to someone else—to my family and their families—a time that had nothing to do with me.

And yet...

Growing older makes you think. Growing older makes you question your relationship to everything that has gone before you and everything that will come after. It leaves you wondering not simply where you stand as part of your own generation but also as part of every other—what your true heritage is. And so, more than a year ago, I came to wonder about *The War*, about who I was because of it, about how it had shaped the world I entered as one of those baby boomers whose collective presence is now shaping another era, the one their own children now shout and play in. I still don't have answers, only questions, and the intuited understanding that many of us are who we are because of that massive conflagration.

Ed Bearss' suggestion that the December issue of *Courier* focus on Pearl Harbor has served to encourage the process of questioning and perhaps of appreciation also for the sacrifices, known and unknown, made during that painful time. It has helped me hear the not-so-distant echo of those days, to ask my own father the question long-time employees of the Department of the Interior have been asked in this issue: "Where were you on December 7, 1941?"

My father remembers, of course, down to the minutest detail, as many others of us recall the day John F. Kennedy or Dr. Martin Luther King was shot. Such losses force us to question; sometimes they ask us to face our future in a way that differs radically from the direction we were headed before these losses occurred. To write that the world changed completely after Pearl Harbor is easy enough to do for someone who is a generation removed from the event. But for those who lived through that day and through the days that followed, the experience of that vast and unalterable change required of them a far deeper adjustment—

required them to question and reevaluate, not quietly in reflection but in the midst of the demands of war, when nothing could have looked or felt or seemed the way it had before.

This *Courier* issue then becomes a starting point, a place to consider the way the world looked in 1941, a way to think about how those who were there and those who came after—the lucky ones who passed through that year and the four years following—held their lives together, adjusted, made it through the chaos to more peaceful days and nights. Readers will find numerous articles that reflect this: "Where Were You On...." recollections from people as well known to the NPS community as Secretary of the Interior Manuel Lujan and Deputy Secretary Frank Bracken; as well as recollections of the survivors of December 7, 1941, men whose continuing gifts to the present generation are their own individual stories told to listeners at the USS Arizona Memorial, giving those listeners a key with which to understand the past.

But what comes after that? How can we as professionals as well as citizens of the world community put to good use the commemoration of World War II events occurring during the next few years? Part of it happens in our own heads and hearts. It happens as it did for Monika Miles, daughter of Emily Bolton, a long-time NPS employee whose recollections of wartime Germany are shared here. Monika started asking questions, something we all do at some point or other. These questions—her need to understand her relationship to the life-altering events her mother had experienced—led to an oral history project recording the accounts of men and women who came to America after *The War*.

Another portion of it happens in the way we recognize and honor our responsibilities not simply to the individual communities in which we live but also to the world community of which we are a part. How we use our time, our intelligence and our good will may have as much to do with the world of tomorrow as the conflagrations of the past.

The past as it relates to World War II may forever be a question no one ever fully can answer. The future is a question also, but one with potential for any number of responses, depending on the ways in which we come to terms with *The War*. In an issue of *CRM*, the Service's cultural resources management publication also focusing this month on Pearl Harbor, Jim Charleton writes, "Will the [Pearl Harbor] commemoration have meaningful content and enduring meaning that will spur preservation efforts? Will it conclude on a note of amity

and respect that at least partially reconciles America with Japan and the '40s generation with their children?" Important questions. Questions yet to be answered, but ones that all of us can have a role in answering and a responsibility to take on. And if we do, if we assume this challenge, then perhaps, on many more levels than one, December 7, 1941, will be, as it should, the day that will live in memory.

OUT WHERE A FRIEND IS A FRIEND

Dixie

H'lo and a good chin scratch to "Moe."

Moe is a coal black kitten who, by now I hope, has staked out a comfortably warm spot somewhere in the barn out at Grant-Kohrs Ranch NHS. I met him in early September while I was waiting to take a tour of the ranch-house. The little furball was sunning on a bench and he was not adverse to being picked up. Great claws there, Moe.

I had always wanted to visit Grant-Kohrs (Deer Lodge, MT) and over the years had directed many travelers from the east to drop in if they were in western "Big Sky" country. I was so excited about being there myself that after I got my new NPS Passport book stamped at the Visitor Center, I absent-mindedly forgot to put it back into my camera bag. I didn't realize this until hours later when I was at Yellowstone's Mammoth Hot Springs (via Helena and Livingston) and wanted to put in the next "cancellation."

Aaarrgggh!! Worse yet, when I had returned to the G-K's VC from the tour to buy a couple of books I noticed a passbook looking "out of place" on the counter. I almost asked why it was there.

So Y'stone, Grand Teton and Fossil Butte were missed, although in the case of the Butte, as at Craters of the Moon earlier in the trip, I arrived too late in the afternoon to have gotten it stamped anyway. Thanks to Superintendents Scott (Craters) and McGinnis (FButte) for cancelling my book after the fact by mail. It's back in the post again, this time to log in the big parks missed.

After 11 years it was nice to see Yellowstone once more. As on every Y'stone visit, I took a seat for a while in one of those comfy old rockers on the Lake Lodge porch—my second favorite "man-made" spot in the park. After all, if you're peacefully rockin' away with Yellowstone Lake to stare at, how bad can life be? My favorite such place in the park is only a

few miles away—wonderful Fishing Bridge. A brilliant September sunset and the absence of other visitors made my two-hour long bridge visit all the more fun and magical.

Nature's Inevitable Wrath

Though it's been three years since the "Nightline"-famed blazes, the fire damage you can see from right along the roadway is indeed amazing. Strange burn patterns remain evident. One canyon had charred sticks on one side and untouched, sturdy green trees on the other. Heartbreak. Awe. Curiosity. Hope. All these feelings and more zip through the psyche while passing the affected areas.

Except for firefighters though, I think most of us would have given nearly anything to "have been there" at that time. If there was a miracle method by which you could be placed somewhere to watch as a windswept firestorm vaults a ridge and crosses a canyon in a matter of minutes, wouldn't you like to see it? Nature's unleashed power is at the least spectacularly unforgettable.

Saddest of all on my tour were the miles from West Thumb into Grand Teton. It's going to take decades for it to "return." I hope someone has the foresight and determination to keep taking pictures of those areas over the years. Certainly the end result of such a photo project would make a tremendous exhibit in the year 2040.

At the Canyon Visitor Center there is a very informative, indepth exhibit about all aspects that created that blazing summer. The facts illustrated there in pictures, equipment and descriptions help assemble things in perspective.

Yellowstone Notes

• From a disgusted collector's viewpoint, a few years ago I wrote about the lack of quality t- and sweatshirts in some of the major park outlets. But this time, even though it was the end of the "season" the selection at all the Hamilton Store shops was still excellent in style and size. I knew things were better than 1980 when I actually had to contrast the many merits of each shirt in order to choose—before buying all three. Some designs still left me cold, but what an improvement!

• After more than a decade, cute little Ear Spring (along Old Faithful Geyser Basin Walk) continues to go about its bubbly business. Though I was lucky enough to see Twin, Giant and Riverside geysers erupt, Grotto remains my favorite "steamer." A disappointment is the "watered down" effect evolution and growth has had on the Black Dragon's Caldron over at

the Mud Volcano. It has lost its tar black color and, though its boiling area is larger, unfortunately, it is not as hellish looking anymore.

• Buffalo were everywhere; it seems like I saw half the park's herd. But I didn't come across a moose until I was on a Colter Bay (Grand Teton) Trail one rainy day.

• Entering through the Gardiner Arch North Entrance and taking a three-hour drive from West Yellowstone to Earthquake Lake enabled me to see the only two park entrances I hadn't seen before.

• Having experienced a couple of rainy, (and snowy) cold September days, I thought fire season was technically over, but when back home I found out differently.

I will return before 2002.

ANNOUNCEMENTS

George Turnbull, chief of Information Management, lost his home in the fire that claimed more than 1000 homes in the Oakland, CA, hills. The WRO's Employees Association is setting up an emergency relief fund for George. Make out checks to the Employees Association and send them to WRO, attention Debbie Allen, Division of Rivers and Trails.

Are you a second or third generation NPS employee? If so, your help is needed. The Nth Generation Study Project is asking for your assistance with a survey. Please write: The Nth Generation Study Project, P.O. Box 534, Mammoth, Yellowstone NP, WY 82190. All replies confidential.

LETTERS

Denis Galvin's report on the reprinting of Ab Good's Park & Recreation Structures stirs great memories. My original three volumes, now bound into one hard cover, is part of the family treasure. It was used for reference and inspiration in landscape architecture classes under Laurie Cox at Syracuse University in 1939 and 40.

For 15 years at Michigan State University and another 20 at Colorado State, generations of park administration students have been inspired by the rare combination of thoughtful park philosophy and delightful architectural graphics.

At one time separate reprints of individual sections on such basic facilities as barriers, signs, and fireplaces were readily available and used in short courses for park and recreation personnel from many agencies.

International students have taken the philosophy of architectural understatement and integration into the environment around the world.

While much of the subtle, compelling design philosophy was missing, the influence of *Park and Recreation Structures* was reflected in the design section of Ira Lyke's *Park Practice*, sponsored by the NPS and the National Conference on State Parks.

One of the great contributions of Ab Good's classic publication was the observation that man's intrusion, however small, deserves the same thoughtful planning and construction as major architectural features, for natural quality is so ready to vanish while artificial quality is so prone to persist. The message is for everyone who influences the park environment, not just designers.

One thing seems to be missing from the report. In some circles at least, this unique adaptation of the rustic style is referred to as *parkitecture*—rather fitting and a real tribute to the NPS architectural heritage.

Art Wilcox

Ret'd, Colorado State University

Your recent effort to report all sides of the housing crisis issue within the National Park Service is commendable. Having spent many years in substandard housing, in various field assignments during the years, I can sympathize with both the need for better housing and the tough job of keeping up with that need in our budget.

Probably the main reason that living in substandard housing was not a big issue for me was that I was single, and just tickled to be working in the agency. However, by the time I was married with two kids, and living in "required occupancy" Mission 66 housing at Shennandoah NP, the decision to raise rents to a comparable figure with rates in the surrounding community became a personal financial hardship.

At that time I had lived in "required occupancy" housing for more than six years and moved, without reservation, three times to advance my career experience, because that was what the agency's career development system wanted. Had I been working in private industry, I would have had the flexibility to buy a home to build up financial equity, but the low rents to that point made the lack of being able to invest in a home acceptable. By following the requirements of my job, I was over forty and had rented for more than fifteen years before I could afford to buy my first home.

My disagreement with the comparable rent policy, then as now, is that many park rangers,

who love their work, do not get sufficient financial assistance, as is often provided by private industry, to get through the early lean years of a career. The initial starting salary range of GS-5/7 for a bachelor's or even a master's degree, usually is barely adequate, depending on the amount of urbanization where one lives. That's o.k. if you're single or your wife works. However, those who live in "required occupancy" park housing do not necessarily get comparable salaries to pay those comparable rents, and required occupancy takes away their right to seek housing elsewhere.

I think that there must be required housing in national parks if we are to serve the public adequately on a twenty-four hour basis. However, park management should factor in the benefits to the agency from such arrangements and provide equitable compensation for required occupancy on a system-wide basis. Keeping existing park housing occupied does have financial advantages for the agency. We should be encouraging employees who must occupy such housing by financial incentive instead of making them feel that we are taking advantage of their dedication.

That ranger is at home, and available, for "the convenience of the government" if the residence is "required occupancy." Some of those interviewed in the August *Courier* can remember being awakened hundreds of times and at all hours for "agency business."

Whether it's a misdirected call for another office, a drunk who cannot find his car, or a lost hiker who has been missing three days, the ranger at that phone, or members of his or her family, is working from the moment the phone is picked up until the problem is resolved. We used to provide low rent as a means of rewarding rangers for living where we needed them. That perk went out the window with comparable rents in 1971.

Part of the original reasoning used to justify the comparable rent program was based on the fact that employees living in the parks were enjoying low rent, low cost of living and life in pristine surroundings. That may have been true in the seventies, but the increased after-hour call outs, travel up to 100 miles for groceries or a dentist, and general lack of "public services" usually evened the score in terms of benefits versus adversities.

There is a very delicate balance between meeting management objectives and responding to the legitimate needs of employees to retain the dedication they bring to their jobs. We should do everything we can to not detract from the extraordinary natural dedication our employees have for the ideals

the agency represents. Nor should the popularity of the park ranger career cause us to take advantage of that dedication. It would not be good management to lose our original investment in each new ranger because of poor living conditions or salary.

We need good housing for those who should live near their job. We also need to make sure they can afford to live in that housing and that the extra burden of "required occupancy" is fully compensated.

Malcolm Ross, Jr.

The consistent high quality of the National Park Service *Courier* over the years speaks very highly of its editor. I am sure you are receiving many accolades, especially for the 75th Anniversary edition. It is absolutely superb and I congratulate you and your staff, and thank you for its contents. Seeing so many comments and photos of old friends can really make an old timer very emotional. As an NPS annuitant since 1973, I am proud of our *Courier* and thank you for the professionalism and great industry I know it represents. I really loved seeing the capsulized history of the NPS, along with all the other fine contents. It added up to a really great edition of the *Courier*. Many thanks for the continuing excellence.

Martin B. Christenson

THE PUBLIC SPEAKS

I have had the privilege to stay in campsite C12 for two weeks. And to you I say "thank you." Thank you for sharing with me this space. Thank you for the water you have given me and for taking care of my trash and for giving me clean toilets. I have noticed how clean the campsites are and how the land is watched over. Thank you for the rounds made through the campground.

Thank you, **Russell**, for my Betatakin tour and you, **Celia**, for my Keet Seel tour and **Donald**, for our friendly conversations just when I needed them. Thank you, **David**, for Betatakin again, and you, **Noberto**, for making the rock band stop their midnight noise. Thank you, **Kee**, for making me laugh—it was a gift. And thank God for finding those three puppies a home.

I was hurting when I got to **Navajo National Monument**. But here I tended my wounds—met myself on the trail—and made my peace. I watched the sun top the mesa every morning and the stars and growing moon trek past my tent window every night. I have held my breath and listened to the wind walk. I have studied the ants and frozen in sight of the humming-

birds. And I have smiled to hear the spirit crows call out to each other and to me. I have sat up high and wondered about the Ancient Ones and the Present Ones. I sneaked over the fence to sit in front of Navajo Mountain and pray for everything I'm worth.

I am back together again.

And it is finished in beauty.

It is finished in beauty.

J.J., VA

The purpose of writing this letter is to let you know how courteous, friendly and helpful the **park rangers** were at **Appomattox Court House NHP**. One would never know that they probably answered the same questions time and time again, yet they never showed any impatience with the tourists or gave any indication that they were...tired of answering those questions...We particularly enjoyed the living history program. The **two young men** who portrayed...former Union and Confederate soldiers were great—they played their parts well. I thought they might have been actors and was surprised to learn they were college students...It's refreshing to know that there is at least one government agency that's doing something right.

R.A.P., San Jose, CA

BOOKS ETC.

Sempervirens, Redwood Natural History Association, 1111 Second St., Crescent City, CA 95531. \$12.95 plus \$3 for shipping.

Anyone who spent childhood summers at the seashore knows that a good jigsaw puzzle is the key to preventing boredom on rainy days. So when my husband and I headed to the beach, we took along the new puzzle from the Redwood Natural History Association (in cooperation with Galison Books).

The 500-piece puzzle is based on a watercolor by Liz James titled *Sempervirens*, from the botanical name (*Sequoia sempervirens*) for the redwood. The puzzle depicts a scene in the redwood forest as it might appear in a dream: a central view of the trees with shafts of sunlight breaking through to illuminate two hikers who are dwarfed by the world's tallest trees. Plants and animals indigenous to the redwood forest encircle the central scene, creating a kind of cameo effect: they provide a "frame" for the forest within. The puzzle is nicely boxed with a cover suitable for framing: a glossy reproduction of the *Sempervirens* illustration is decorative, and serves as a "guide" as the puzzle is solved.

We began piecing the puzzle together using

a strategy we had developed as children: locate the corner and edge pieces, and assemble the outside perimeter. Things went smoothly for a while, as obvious features such as the red crown on a pileated woodpecker, the horns of a black tail deer, the toes of a pacific tree frog, the blossoms of a redwood violet, and other readily identifiable colors and distinctively shaped pieces matched.

The challenge began in earnest as we assembled the central redwood portion of the puzzle, where subtle nuances in color from trunk to trunk contributed to our slow progress. We became so caught up that on several occasions one of us would plead "too much sun" as an excuse to leave the beach and head back to our room to work on the puzzle. The last piece was placed just before midnight. But despite "puzzle fatigue," we stopped to read the interpretive text, including a key listing the common and scientific names for all 36 plants and animals shown in the puzzle.

The Redwood Natural History Association's puzzle provided an enjoyable educational experience for two adult non-naturalists. We had additional questions about subject matter depicted in the puzzle that were not answered in the interpretive material or the key, and hope that future puzzles by this cooperating association or others include additional material such as a bibliography or salient facts about species and habitats illustrated in the puzzle. On the other hand, any good interpretive program should provoke curiosity, and this puzzle did prompt us to want to learn more about the redwood forest.

Diane Jung

For Pam Frazier, publications manager for Grand Canyon Natural History Association, it's "celebration time," thanks to three new projects now off the press and making a hit with park visitors. The first is *Grand Canyon Song: A Lyrical Journey from Rim to River*, a 33-minute video narrated by Katharine Ross, written by Lew Steiger and directed by Michael Collier. The second part of this success story is *The Kolb Brothers of Grand Canyon*, a wonderful little book by William C. Suran that carries as its subtitle "Being a Collection of Tales of High Adventure, Memorable Incidents, & Humorous Anecdotes." It is a passionate account of Ellsworth and Emery Kolb who, as the author reports, "were brothers, born in Pennsylvania, interested in photography and adventure and the Wild West, and, in the end, estranged over a business decision." Reading of their antics in the Canyon keeps a reader's adrenalin up. Finally, the Association's newest poster, illustrated by Lawrence Ormsby, shows

the plants and animals associated with the Tonto Platform, and includes a key giving useful information about such occupants of the Platform as the western long-nosed snake and the black-chinned hummingbird.

A Guide to Exploring Grand Teton National Park is a 150-page paperback, illustrated with pen-and-ink drawings and maps. Sixteen unnumbered pages in the middle offer spectacular color photography of the park. Co-authors Linda Olson and Tim Bywater are ranger-naturalists whose broad understanding of the Tetons is clearly communicated to the reader. Chapters 1 and 2 of the book are organized as a point-by-point traveler's companion, describing the human and natural history of places accessible to the automobile tourist. Chapter 3 invites the reader to hit the trail, visiting the authors' subjectively chosen "special places." The last chapter offers brief descriptions of nearby sites and attractions. Although the writers' backgrounds assure close attention to geological and biological subjects—bird, mammal, and common vascular plant checklists appear at the back of the book—the book also shows extensive knowledge of the human history of Jackson Hole. If it has a significant weakness, it is the failure to address the dominant resources for which visitor access is most difficult: the famed peaks of the Teton Range. Published as part of the Utah Geographic Series from Salt Lake City's RNM Press, it is available for \$10.95 plus \$2 postage from: Utah Geographic, Box 8325, Salt Lake City, Utah 84108.

The large format Sleeping Bear Yesterday and Today is a 190-page volume that is an obvious labor of love from *Detroit News* political columnist George Weeks, a native of nearby Traverse City, MI. Befitting a professional journalist, it reflects sprightly writing and principal focus on the area's human history, though the famed dunes and related natural resources were not neglected. The volume's more than 200 illustrations include a large number of historic photographs and numerous small maps. Recounted here are the Indian myths and folklore of the region and the history of European settlement and the shipping trade—including shipwrecks—of this part of Lake Michigan. The final chapter is devoted to a discussion of trails and presentation of scenic color photography of the national lakeshore established in 1970. Priced at \$24.95 in paper binding or \$39.95 in cloth, it is available from: A&M Publishing Co., Inc., 6346 Orchard Lake Road, Suite #201, West Bloomfield, MI 48322.

Walking the Blue Ridge: A Guide to the Trails of the Blue Ridge Parkway is a 264-page paperback discussing a full range of hiking opportunities for everyone from the casual novice to the veteran backpacker. Author Leonard M. Adkins of Roanoke, VA, is an accomplished hiker and writer whose attention is directed to the attributes of almost 200 trails found along the parkway as it winds through Virginia and North Carolina, linking the Shenandoah and Great Smoky Mountains NPs. Adkins offers guidance ranging from the length and difficulty of individual trails to basic advice on equipment and precautions and brief descriptions of the flora, fauna, and scenic vistas along each route. Text blocks tend to be short and terse, accompanying precisely measured descriptions that identify key landmarks and sites of interest along the trails. Presumably to hold down size and weight for carrying in a backpack, it is illustrated by only a dozen photographs and several maps. Sold for \$11.95, *Walking the Blue Ridge* is published by The University of North Carolina Press, P.O. Box 2288, Chapel Hill, NC 27515-2288.

Have you traded in your backpack for a baby carrier? *Best Hikes with Children in Colorado* by Maureen Keilty, the latest release from The Mountaineers, will help the league of hikers-turned-parents transform exploring Colorado's outdoors into a family affair. *Best Hikes* is for shorter legs, shorter attention spans, and curious minds. The selection of hiking opportunities spans the entire state from Colorado's metropolitan areas to the mountainous areas around Vail and Crested Butte. Price is \$12.95 for 256 pages full of information.

Southwest Parks and Monuments Association has four new publications for park lovers. Retailing for \$2.95, *Walnut Canyon National Monument* has the distinction of being a German translation, an attractive keepsake for foreign visitors or a gift for those with friends abroad. *Fort Scott National Historic Site* (\$2.95) was written by author and historian Robert M. Utley, a name familiar to many NPS employees and alumni. *Black Canyon of the Gunnison* (\$2.95) provides readers with a clear account of the park's geology and resources. The larger format *In Coronado's Footsteps* (\$6.95) by Stewart Udall, with an essay by Emil Haury, is an attractive contribution to the body of work on America's explorers that are being published as the Columbus Quincentennial draws closer.

IN PREPARATION FOR THE 50TH



HELPING HANDS AT THE USS ARIZONA MEMORIAL.

The National Park Service's "can-do" spirit is alive and well at the USS Arizona Memorial. The 50th Anniversary of the Pearl Harbor attack will draw thousands to this 3-acre park on a once-remote Pacific island. But you won't find hundreds of NPS employees planning and preparing for this historic occasion. In fact, the park staff—counting permanents, seasonals, and volunteers—numbers about 50. However, what the park lacks in numbers is made up in get-up-and-go. In addition to providing visitor services to an annual 1.5 million people, the staff created 4 days of special commemorative programs dedicated to the 2,403 individuals who perished 50 years ago during the December 7, 1941, attack on Oahu.

U *SS Arizona Memorial staff, volunteers, and Arizona Memorial Museum Association employees.*

"Our accomplishments are the result of everyone going that extra mile. It has not been easy, but we just dug in a little deeper and forged ahead," said Superintendent Donald E. Magee.

In this crucial year, the park was unable to fill three vacant positions because of the lack of interested applicants, mostly attributed to the high cost of living in Hawaii. Yet despite these personnel shortages, the park has completed a number of projects in preparation for the 50th anniversary.

"The park truly reflects our hard work, from the back lanai and museum where new exhibits were installed to the middle of Pearl Harbor where a freshly painted Memorial awaits our visitors," said Magee.

CAPSULIZED HISTORY OF WORLD WAR II

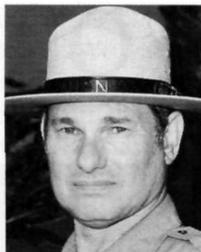
23 - 24 Aug 1939: Germany and Soviet Union sign non-aggression treaty

3 Sept 1939: Britain and France declare war on Germany

1 Sept 1939: Hitler invades Poland

5 Sept 1939: U.S. declares neutrality

Another major accomplishment for the memorial is the installation of its first entrance sign. "I am extremely pleased with the entrance sign because the park has traditionally suffered with an identification problem. Now the sign proudly proclaims to our visitors that we are a national park site," said Magee.



In addition to preparing for the upcoming anniversary, the park staff has also been busily developing appropriate programs to help Americans mark the December 7 anniversary. The special programs range from solemn tributes dedicated to those who perished, to educational programs detailing for later generations the consequences of the attack. The four days of programs planned for the week of December 7 were designed largely by a man from the Pearl Harbor generation. James (Jim) Harpster, a 15-year old at the time of the Pearl Harbor attack, volunteered last July for this enormous task.



When asked why he volunteered, Jim replied, "Few places in American history speak to us as emotionally and inspirationally as Pearl Harbor, and it was a singular (and unexpected) honor to respond when the invitation came to assist in arranging the 50th anniversary commemoration for the USS Arizona Memorial."

"I feel a kinship with those men and women who were here that day in 1941, as I believe all Americans must and do. I hope that we might do honor to those Pearl Harbor veterans, living and dead, 50 years later."

The former Rocky Mountain Associate Director of Public Affairs has contributed more than 2,000 volunteer hours to the park. Besides developing the commemorative programs, Jim was also instrumental in repainting the Memorial. When learning the park lacked sufficient funds for the job, Jim telephoned the Sherwin-Williams Company, a paint manufacturer, and inquired about a possible donation. For his extraordinary efforts, Jim recently received the Western Region Volunteer of the Year Award.



Another force behind the commemoration is the park's public affairs specialist, Blanca Stransky. The six-year NPS veteran was assigned the arduous task of managing the fourth estate—the media. According to Blanca, the anniversary will attract more than 100 different media entities from around the globe. "ABC, BBC, CBS, CBC, CNN, NBC, NHK, TBS, and TVK," remarked Blanca. "However, we have yet to hear from XYZ from Timbuktu, but I'm sure we will before it's all over."

Superintendent Donald E. Magee (left) believes the park's accomplishments are the result of everyone going "that extra mile."

"Aside from the lack of sleep and a couple of gray hairs, working on the commemoration has been a very rewarding experience. It has given me the opportunity to view our nation's history through the eyes of the individuals who lived it. Being of a later generation, I learned about the Pearl Harbor attack thumbing through history books. Now, I'm learning about history from our visitors and volunteers who lived it. You couldn't ask for better teachers," she said.

Kam Napier, an Arizona Memorial Museum Association employee, rounds out the 50th anniversary planning team. The 23-year old college student is kept busy responding to the hundreds of letters the park receives from people with direct ties to the Pearl Harbor attack. Many are survivors of that historic day while others are family and friends of those loved ones who perished.



The true stars of the commemoration are the six Pearl Harbor survivors who volunteer at the park. These men share eyewitness accounts of the Pearl Harbor attack with park visitors. Their recollections of seeing friends killed often bring tears to everyone in the audience, including those of a later generation. A park ranger recalls a little girl who asked her in a star-struck voice, "Is that a Pearl Harbor survivor? Can I shake his hand?"

For those of the Pearl Harbor generation these volunteers stir memories of a time when it seemed the whole world had gone mad. For younger generations, the Pearl Harbor survivors inspire them to learn and discover our nation's history by bringing it alive.

"We are extremely fortunate to have these men as volunteers. The Pearl Harbor story is their story and it's only fitting that they share it with our visitors," said Magee. "Many of our visitors have stated that they are truly our living treasures."

As the nation marks this milestone in American history, the staff echoes Jim's sentiment about the future, "I hope, too, that in remembering Pearl Harbor, we might yet learn to live in grace, in peace and friendship, as the enduring legacy of that Sunday in 1941."

9 Apr 1940: Germany invades Denmark and Norway

10 May 1940: Germany invades Low Countries and France

10 Jun 1940: Italy enters the war; Roosevelt follows with his "stab in the back" speech

SURVIVORS



ARTHUR CRITCHETT. *Arthur L. Critchett, 69, U.S. Navy, was serving aboard USS Dewey anchored off the north end of Ford Island.*

"It was one of those quiet Sunday mornings aboard USS Dewey. At approximately 0755 there seemed to be a large concentration of aircraft in the area. This was odd for a Sunday morning, as there usually wasn't much air activity. It wasn't long before loud explosions could be heard coming from the vicinity of Hickam Air Base and Ford Island, which was directly astern of our destroyer group. Also, large amounts of smoke could be seen coming from Battleship Row. It wasn't until a Japanese plane flew directly overhead that we realized Pearl Harbor was under enemy attack. From my vantage point, I saw USS *Arizona* blow up and USS *Utah* capsized. I observed several crew members sliding down the bottom of *Utah* trying to get off the ship. We were fortunate not to have any casualties."

Pearl Harbor survivors who volunteer at the Memorial from left to right: Joe Morgan, Warren Verhoff, and Bob Kinzler. Not pictured are Richard Fiske, Art Critchett, Bill Speer, and John Haverty.

JOE MORGAN. *Joe H. Morgan, 69, U.S. Navy, was in a hangar on the southwestern shore of Ford Island.*

"It was my lot to have the duty that Sunday morning and while in the hangar awaiting the 8 o'clock muster of the ongoing duty section, we began to hear planes diving. We did not pay any attention until suddenly there happened a loud explosion. We all ran outside the hangar thinking a plane had crashed. Instead, we saw a plane diving out of the sun, dropping two bombs in the vicinity of the patrol squadrons. When it pulled out of its dive we could see the rising sun markings under its wings. Suddenly, we realized we were being attacked by the Japanese

14 Jun 1940: Paris falls

21 Jun 1940: France capitulates to Hitler

7 Sept 1940: Daylight bombing of London begins "The Blitz"

26 Sept 1940: U.S. imposes iron and steel embargo on Japan



Navy. Planes were swarming all over the harbor like bees around a hive! We watched as one plane, flying down the channel, started somersaulting through the air after having one of its wings shot off. He crashed in the water abaft (toward stern) of *USS Curtiss*. Later, we observed a midget submarine surfacing in the channel just west of our hangar. It turned and took aim with its torpedoes on *Curtiss*. However, the gunners on *Curtiss* were quick-

er on the trigger and began shooting at the sub with five-inch guns, opening two holes in its conning tower. As the destroyer *USS Monaghan* was steaming down the channel in an effort to make its way out of the harbor, she rammed the sub head on, dropping two depth charges as she passed over it. As one Japanese plane flew over our hangar heading west, we opened fire and it burst into flames. We expected it to crash in the channel but the pilot guided his plane toward *USS Curtiss*, crashing onto its deck. This was the first kamikaze of the war."



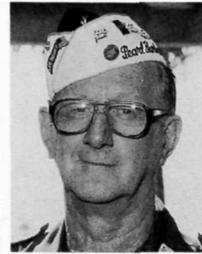
WARREN VERHOFF. *Warren E. Verhoff, 69, U.S. Navy, was assigned to USS Keosanqua.*

"We were taking a tow from *USS Antares*, which was entering Pearl, when we were suddenly attacked by enemy planes. We were bombed and strafed but returned fire. On completion of the tow job, we spent

the rest of the day salvaging and sweeping for mines and searching for enemy submarines. We watched *USS Ward* dropping depth charges on a Japanese submarine."

RICHARD FISKE. *Richard Fiske, 69, U.S. Marine Corps, was aboard USS West Virginia.*

"I was waiting to help the other bugler sound morning colors at approximately 0755 [when] I saw a group of airplanes coming from the direction of Schofield Barracks and Wheeler Field. At first I thought they were part of a Navy exercise drill, which was not uncommon in those days. They circled around the fuel tanks and began to come down the channel, launching their torpedoes. The first two torpedoes slammed into our port side. I was on the port side when the explosions occurred and was blown across the quarter deck to the starboard side. Picking myself up, I proceeded to my general quarters station which was the navigation bridge. During the time I was on the bridge I saw *Arizona* explode and *Oklahoma* capsize. We left the bridge around 0830 or so and went below to help put out fires and rescue men that were trapped. We took a total of nine torpedoes and three bombs during the attack. We settled to the bottom of the channel in about 7 or 8 minutes."



ROBERT KINZLER. *Robert Kinzler, 69, U.S. Army, was duty stationed at Schofield Barracks.*

"At 7:55 a.m. I was awakened by a very loud explosion and ran outside. We saw a strange plane flying across the quadrangle from the direction of Wheeler Field. It was not an Army plane because it had fixed landing gear, two men in the cockpit and a

large red circle painted on the fuselage. We had no aircraft identification instruction but soon word was passed that the plane was Japanese. All hell broke loose. A plane must have flown over the area as all the rifles and machine guns mounted on the battalion roof tops opened fire. In time, I eventually joined the rest of the company and mounted a truck to go to our battle station which was under the football stadium at Roosevelt High School. On our way to the school along Kamehameha Highway we got a very good view of the destruction that had taken place along Battleship Row. Upon arriving at our battle station we set up radio and telegraph nets with our outlying battalions. While at the stadium, I pulled regular shifts at the telegraph set and also did my share of guard duty."

WILLIAM SPEER. *William Speer, 73, U.S. Navy, was assigned to USS Honolulu.*

"I had just finished showering with only my skivvies on when I heard the planes. At first I wondered why the Army was holding drills on a Sunday. I looked out the port aft and saw a plane drop a torpedo, bank, and then I saw the red rising sun of Japan...the 'meat ball,' as we used to call it. General quarters sounded and I immediately took off for my battle station. I was assigned to the communication bridge and from there I watched the horrible devastation. We remained at general quarters all day and most of the night. After sunset some planes came in; some one fired and before too long everyone began to open fire. We later learned we had shot down four of our own planes, killing three pilots. The next day I finally got the time to go and put on more clothes, as skivvies had been my 'uniform of the day' on December 7, 1941."

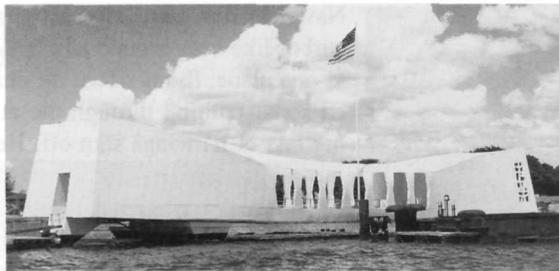
28 Oct 1940: Italy attacks Greece

11 Mar 1941: Land-Lease Bill signed

22 Jun 1941: Germany invades Soviet Union

6 Jan 1941: Roosevelt's "Four Freedoms" speech

6 Apr 1941: Germany attacks Yugoslavia and Greece



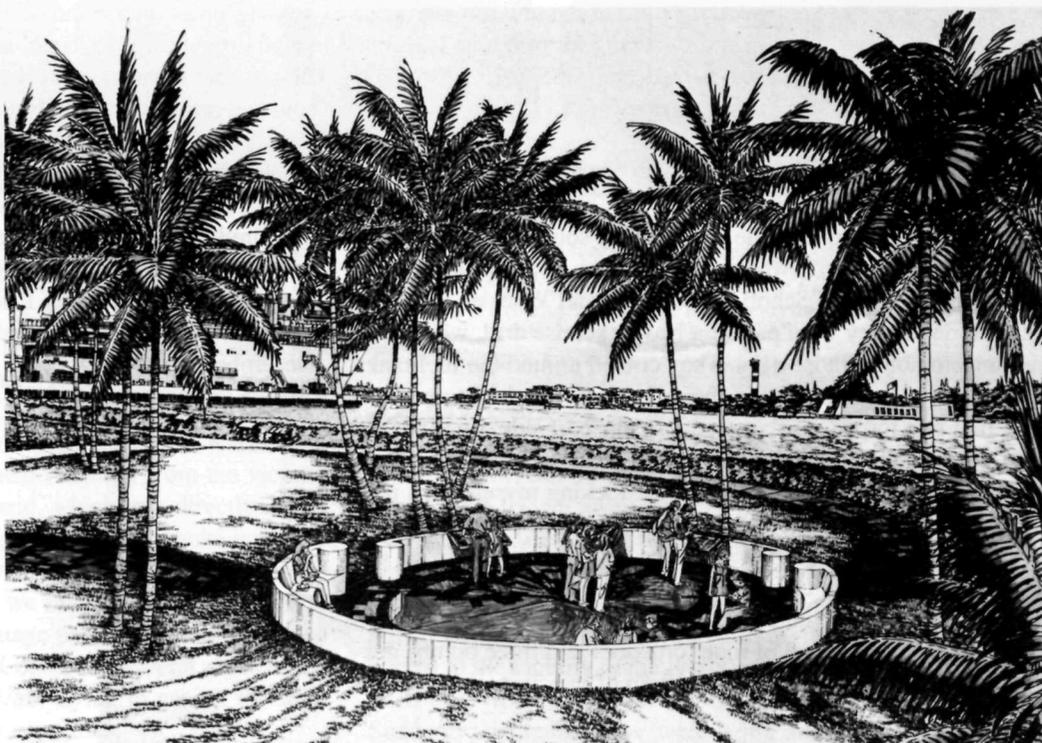
UNDERSTANDING THE USS ARIZONA MEMORIAL AND VISITOR CENTER

VISITOR CENTER. Pearl Harbor is situated on the Island of Oahu in the suburbs of Honolulu, a short distance west of the Honolulu International Airport. The USS Arizona Memorial at Pearl Harbor is operated by the NPS in conjunction with the U.S. Navy. Composed of the Arizona Memorial structure spanning the sunken battleship USS *Arizona*, and a shoreside visitor center and museum, the complex is located within the boundaries of the Pearl Harbor Naval Base, a designated National Historic Landmark.

The visitor center is on the shoreline overlooking Pearl Harbor, within view of the Arizona Memorial itself, and is the first stop for visitors intending to tour the Memorial. The U.S. Navy completed the visitor center in 1980, using a combination of appropriated funds and private contributions raised by Branch 46 of the Fleet Reserve Association. On September 9, 1980, the Navy transferred operation of the Memorial complex to the NPS. The Navy continues to operate the shuttle boat fleet that serves the Memorial.

Within the visitor center is the main reception area with an

Artist's rendering of the new Remembrance Exhibit on the USS Arizona Memorial Visitor Center grounds.



information desk staffed by NPS personnel. Directly behind the desk is a 50- by 15-foot oil painting of USS *Arizona* by artist John Charles Roach.

The interpretive program may include a brief talk by an NPS ranger or a Pearl Harbor survivor, a documentary film on the Pearl Harbor attack, and the shuttle boat trip to the Memorial. Rangers are stationed aboard the Memorial to provide information and lend assistance.

The landscaped area behind the visitor center includes water-

24 Jul 1941: Vichy France concedes bases in Indochina to Japan

26 Jul - 1 Aug 1941: U.S. and Allies freeze Japanese assets, cut off most trade and 90% of oil

9 - 12 Aug 1941: Roosevelt and Churchill meet in Newfoundland (Atlantic Charter)

front exhibits and provides an excellent view of Ford Island, the focal point of the 1941 attack.

REMEMBRANCE EXHIBIT. This December, a new exhibit, on the USS Arizona Memorial Visitor Center grounds, will be dedicated to honor all the victims of the Pearl Harbor attack—military and civilian—except for those who perished on USS *Arizona*. The latter are honored and named on the walls of the Memorial itself.

This "Remembrance Exhibit" is a circular concrete structure, the outer walls of which are about four feet high. There are two pedestrian entrances. Around its inner perimeter on one semicircular side is seating that looks out toward Pearl Harbor and the USS Arizona Memorial. On the opposite inner wall of a slightly smaller semicircle is an inclined surface arranged in 34 panels, which display, arranged by ship or shore installation, the names of all victims of the attack. Within each group, the names are arranged alphabetically.

In the center of the exhibit is a pedestal about 3-1/2 feet high, atop which is placed a relief map of Oahu that identifies all the locations attacked by the Japanese military on December 7, 1941.

The exhibit, located on the waterside lawn of the visitor center, is set in a grove of palm trees. It is some 90 feet from the *lanai* of the visitor center and about 30 feet from the water.

ARIZONA MEMORIAL. The Arizona Memorial is the final resting place for an estimated 945 Navy men and Marines of the 1,177 in the crew who lost their lives defending USS *Arizona* on December 7, 1941. The Memorial structure bridges and does not touch the sunken battleship, which rests in the mud of Pearl Harbor under 40 feet of water. It consists of a gleaming white, 184-foot-long concrete structure with a large entryway; an expansive, airy, light-filled, semi-open central assembly area for general observation; and a shrine chamber where the names of all those killed aboard the battleship are engraved on a wall of Vermont marble.

President Dwight D. Eisenhower approved the construction of the Memorial during his second term as president in 1958. In 1961 President John F. Kennedy signed a bill appropriating \$150,000 for its construction. The Pacific War Memorial Commission spearheaded a fundraising drive for the completion of the Memorial, and in 1962 it was dedicated.

The U.S. Navy, as a special tribute to USS *Arizona* and her lost crew, permits an honor guard to raise and lower the United States flag daily from a flagpole that is attached to the severed mainmast of the sunken battleship.

USS *Arizona* is at once an historic vessel, a memorial, and a tomb. Surviving crew members of USS *Arizona* may arrange to have their cremated remains placed aboard the sunken battleship. Five such placements have been made.

Contributions of Elvis Presley



On November 25, 1960, *Honolulu Advertiser* editor George Chaplin sent a letter to approximately 1500 editors of daily newspapers around the country asking for assistance with the USS Arizona Memorial Fund. The *Los Angeles Examiner* wrote an editorial on it. Colonel Tom Parker, Elvis' manager, read it and phoned Chaplin on December 7, 1960. He offered Elvis' services for a benefit concert for *Arizona*.

Colonel Parker had 300 \$100 tickets made up for the concert. He bought tickets for Elvis and himself. Other ticket prices were set at \$10, \$5, \$3.50 and \$3. The total number of seats available in Bloch Arena was 6,039. As of March 24, 1961, 196 of the \$100 tickets were sold. On January 16, 1961, a letter had been sent to the Bishop Trust Company from Harry G. Albright, Secretary of the Pacific War Memorial Commission, pointing out that Colonel Parker wanted all proceeds deriving directly from the show to go toward the construction of the USS Arizona Memorial. Albright instructed Bishop Trust to open a separate account to be established specifically for this purpose, set up as a subsidiary account of the USS Arizona Memorial Fund account, and bearing the designation "Elvis Presley Show." In his letter Albright stated, "In addition we ask you to credit the Presley Show account with any local contributions from the State of Hawaii of \$100 or more, whether they specifically designate the Presley show or not; this effective as of January 11, 1961."

Based on the above information it was discovered that monies were added to the Presley Show account that should have not been credited to Elvis. It is not known just how many \$10, \$5, \$3.50 and \$3 tickets of each denomination were sold. The Bishop Trust ledger has a number of discrepancies in light of the above information. By taking that into consideration the amount of money credited to Elvis' performance is not \$64,696.73 or \$53,000, or \$500,000, but more like \$45,360.25.

The actual amount doesn't really matter, though to some people it might seem important. Whether his contribution was \$1 or \$500,000, Presley helped raise funds for one of America's most meaningful memorials. He and scores of others made the USS Arizona Memorial a reality.

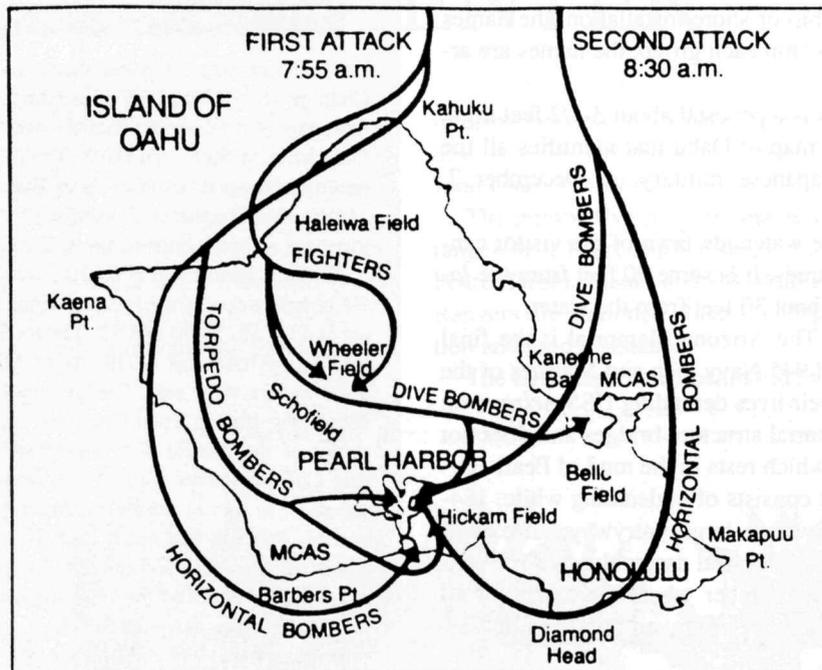
19 Sept 1941: Kiev falls to the Nazis

16 Oct 1941: Tojo becomes Prime Minister of Japan

26 Nov 1941: Secretary of State Hull presents final terms, demanding Japan evacuate China and Indochina; Japanese carrier force leaves home port for Hawaii

2 Dec 1941: German forces in Moscow suburbs

THE ATTACK ON PEARL HARBOR



By late 1940, Japanese-American relations had reached a low ebb. Japan was controlled by militarist factions who sought to solve the nation's economic problems through conquest in China and by challenging European/American interests in Southeast Asia. The United States applied diplomatic and economic pressure on Japan to force her to cease her aggression in China, steps that only angered the Japanese government. Although Japan continued to negotiate with the U.S., in November 1940 Adm. Isoroku Yamamoto, chief of the Japanese Combined Fleet, completed plans for an attack on the U.S. Pacific Fleet in Pearl Harbor. Yamamoto, who was personally opposed to war with America, recognized that Japan's only hope of success in such a war was to achieve a quick and

6 Dec 1941 - Mar 1942: Red Army seizes the initiative in a great winter counter-offensive, regaining territory in the Ukraine and west of Moscow

7 - 8 Dec 1941: Japanese attack Pearl Harbor, Guam, Hong Kong, and Malaya

8 Dec 1941: U.S. and Britain declare war on Japan

decisive victory, for he felt America's economic and industrial might would tip the scales in her favor during a prolonged conflict.

The attack on Pearl Harbor was coordinated with attacks on the Philippines (then a U.S. territory destined for independence), Guam and Wake Islands, Malaya, Hong Kong, and the Dutch East Indies, which were to be occupied by Japanese forces. There were no immediate plans, however to occupy the Hawaiian Islands.

On November 3, 1941, the Japanese Navy General Staff gave final approval for the attack on Pearl Harbor, and, on November 26, a task force of 30 warships and auxiliaries, including six aircraft carriers, sailed from Northern Japan. The fleet commander was Vice Adm. Chuichi Nagumo, aboard the carrier *Akagi*.

The fleet followed a route that took it far to the north. During virtually the entire voyage, the Japanese ships were hidden by storms and foggy conditions. By early morning, December

7, 1941, the fleet reached its launch position, 240 miles north of Oahu. At 6:00 a.m. the first wave of 183 planes—43 fighters, 100 level and dive bombers, and 40 torpedo planes—took off. Earlier, five midget submarines were launched from their larger submarine "mother" ships. They were to enter Pearl Harbor and cause as much damage as possible.

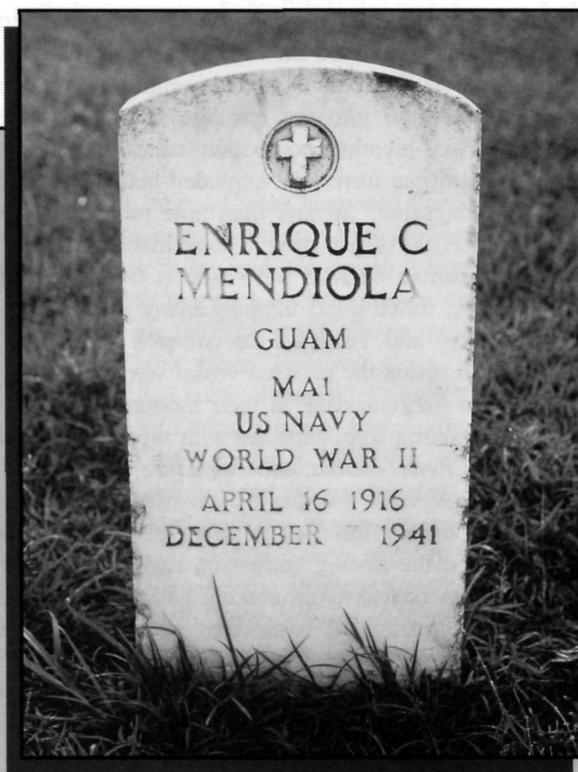
Meanwhile at Pearl Harbor, the day appeared to be a normal Sunday. The Pacific Fleet's battleships were tied up along "Battleship Row" off Ford Island. Navy aircraft were lined up at Ford Island's field, but the Pacific Fleet's carriers were not in port. U.S. Army Air Corps planes were parked in bunches as defense against possible saboteurs at Hickam, Wheeler, and Bellows fields. The destroyer *Ward* was carrying out a routine

"Let's Remember Agana Plaza!"

The Pearl Harbor attack has gathered much attention as its 50th anniversary nears. The Japanese, however, attacked almost simultaneously at widely dispersed places, including America's island territory of Guam. Unlike Hawaii, however, Guam was not just attacked, but invaded and occupied for more than 2-1/2 years. In addition to participating in their own defense, Guamanians endured a brutal occupation that has left bitter memories.

The Island of Guam, defended by fewer than 700 men, was attacked by a Japanese force numbering 5,600, and occupied during the period December 8-11, 1941. Determined resistance to the invasion was offered by the Guam Insular Forces, numbering 247, of which the Insular Force Guard, a militia organization of 100, had been drilled and trained by U.S. Navy and Marine Corps personnel. Only after fierce fighting and heavy losses in the area adjacent to the Plaza de Espana in Agana did the island commander, Governor George J. McMillin, surrender. These unsung heroes of the first days of the war, who fought in defense of their island and of the United States, generally have not been acknowledged either in the official military histories of World War II or in privately published accounts of the Pacific war.

To honor the gallant members of the Insular Guard, the Government of Guam has appropriated \$200,000 for a memorial. Its dedication is scheduled for December 10, 1991. The Secretary of the Interior is sending a high-level delegation to Guam to take part in this event. The Department thus is joining with the Government of Guam to insure that the sacrifices of these Guamanians will be recognized at the highest level.



While in Guam, the delegation also will open a National Park Service exhibit on the Insular Guard. Prepared by local park staff in cooperation with the Western Region, the exhibit also draws information from oral histories of veterans of the Insular Guards and other residents of the island who survived the Japanese occupation. These oral histories, which yield a painful and poignant account of the occupation, were taken by Chief Historian Edwin C. Bearss in February 1989.

11 Dec 1941: Germany and Italy declare war on U.S., Congress responds in kind.

2 Jan 1942: Japanese occupy Manila

11 Mar 1942: MacArthur leaves Philippines, vowing to return

15 Feb 1942: Singapore surrenders to Japanese

patrol near the entrance to the harbor. A newly installed radar system was manned.

At 6:40, the crew of *Ward* spotted a small conning tower headed for the entrance to Pearl Harbor. *Ward* immediately engaged the midget sub with depth charges and gunfire. The sub was hit and seen to sink, and *Ward* radioed the information to Pearl Harbor. At 7:02, the radar station at Opana Point picked up a signal indicating a large flight of planes approaching from the north. Their report was thought to be aircraft flying in from the carrier *Enterprise* or an anticipated flight of B-17s from the mainland, so no action was taken.

The first wave of Japanese aircraft arrived over their target areas shortly before 7:55 a.m. Cdr. Mitsuo Fuchida, the leader, sent the coded message, "Tora, Tora, Tora," to inform the Japanese fleet that surprise had been achieved. At that point, the high-level and dive bombers began their attacks on Pearl Harbor. The fighter aircraft, having met virtually no opposition in the air, strafed planes parked on runways and in hangars. At approximately 8:10, *Arizona* exploded, sending a column of flame and smoke high into the air. She had been hit by a 1,760-pound, armor-piercing bomb that struck directly on or beside the forward gun turret and exploded below decks in the ship's powder magazine. In less than nine minutes, she sank with more than 1,100 of her crew, a total loss. Some 334 survived, including about 60 who were ashore. *Oklahoma*, hit by several torpedoes, rolled over, trapping many men inside; 448 died. (On Monday and Tuesday, December 8 and 9, 32 who had been trapped inside the battered vessel were rescued.) *California* and *West Virginia* sank at their moorings, while *Utah*, converted to a training ship, capsized with more than 50 of her crew. *Maryland*, *Pennsylvania*, and *Tennessee*, all suffered significant damage. *Nevada* was the only battleship to get under way and attempted to run out to sea. When the attacking planes focused on the fleeing battleship, she took several hits and had to be beached to avoid sinking and blocking the harbor entrance. Aside from the battleships, ten other Navy ships suffered serious damage or were sunk during the attack.

After some 15 minutes, American anti-aircraft fire began to register hits, although many of the shells fell on Honolulu, where they were assumed to be exploding bombs. Army Air Corps pilots managed to take off in a few fighters and knocked down some 12 attacking planes. The Japanese lost 129 men.

While the attack on Pearl Harbor intensified, other military installations on Oahu were hit as well. Hickam, Wheeler, and Bellows air fields, Ewa Marine Corps Air Station, Kaneohe Naval Air Station, and Schofield Barracks suffered varying degrees of damage, with 169 planes lost and 159 damaged, most on the ground, and hundreds of men wounded or killed.

After a lull about 8:30, the second wave of 170 attacking planes—134 bombers and 36 fighters—hit Pearl Harbor. This

wave concentrated on the same targets, causing little new damage. By 10:00, the second wave withdrew to the north, and the attack was over. A total of 2,403 Americans—2,008 Navy personnel, 218 Army personnel, 109 Marines and 68 civilians—were dead and 1,178 wounded.

The skipper of *Arizona*, Capt. Franklin Van Valkenburg, and the commander of the First Battleship Division, Rear Adm. Isaac Campbell Kidd, were killed in the attack and went down with the ship. Both were last known to have been at their stations on the bridge of *Arizona*. Their bodies were never recovered. For exceptional acts of heroism during the attack on Pearl Harbor, 15 U.S. Navy men and one U.S. Marine were awarded Congressional Medals of Honor, 11 of them posthumously.

The Japanese lost a total of 29 planes, five midget submarines (one was captured when it ran aground near Bellows Fields), and one I-class submarine, sunk off the coast.

Frantic efforts to rescue the wounded and injured marked the hours and days immediately following the attack. The bodies of many victims were recovered. In *Arizona's* case, it was virtually impossible to recover others, however, because of the ruined condition of the ship. In time, it was accepted that no more fitting resting place could be found for the crewmen who died, and thus was born the concept of the USS *Arizona* Memorial.

The attack was a great, but not total, success for Japan. Although the U.S. Pacific Fleet was shattered, its carriers were still afloat and Pearl Harbor was surprisingly intact. The shipyards, fuel storage areas, and submarine base suffered no more than slight damage. Although many ships were damaged or sunk, only the battleships *Arizona* and *Utah* were not refloated after the attack.

More importantly, the American people, previously divided over the issue of U.S. involvement in World War II, rallied together with a total commitment to victory over Japan and her Axis partners.

18 Mar 1942: Executive Order 9102 sets up War Relocation Authority; internment of Japanese-Americans begins

6 Apr 1942: Japanese land at Bougainville and attack British shipping in India

9 Apr 1942: Bataan surrenders; "Death March" ensues

WHERE WERE YOU ON...

December 7, 1941, found Americans unprepared for war. The following vignettes record how the events of that day touched and forever changed the lives of people who were then or later associated with the National Park Service.

It was one of those cool and sunny perfect New Mexico afternoons with not a cloud in the sky. I was a thirteen-year old, playing basketball with other teenagers at Albord Elementary school, when a group of kids began yelling. It was obvious that something important had happened, but none of us knew what the commotion was all about. We all sensed that something was wrong. The game stopped and the schoolyard got very quiet. Then a paper boy rode his bike past the fence, shouting, "Extra, extra!" He was selling the Santa Fe *New Mexican*, our local paper. Everyone ran over and, as we gathered around the gigantic headline, we fell silent. Pearl Harbor had been bombed by the Japanese.

We all went home. On any other occasion I would have been out playing ball or reading my comic books, but I was so stunned, so baffled by the meaning of this event, that I just stayed at home and listened to the radio with my family.

From then on, life changed quite a bit. A lot of people from Santa Fe went overseas to fight. Some friends of my parents watched their young son toting a bag over his shoulder, on his way to basic training. On the home front, the country geared up for conflict as people marched off to the factories each day to get our war machine going.

The next year I attended Saint Michael's High School in Santa Fe. Because of the war, all Saint Michael's students wore military-style uniforms with brass buttons and shiny, black shoes. I was just fourteen but participating in some pretty rigorous military training. We marched around the schoolyard in straight lines and stood at attention as if we were soldiers waiting to be reviewed by a four-star general. Our daily routine became more regimented; it became focused on the war. It really wasn't all bad, though, because we knew that we were helping a great cause.

I think the idea that we were all fighting for a great and just cause kept everyone together during the war. It solidified the

American spirit like no one had ever seen before. As a country we found ourselves helping to save the world, and we didn't shy away from the task.

I've wondered if, as Americans, we would be different if Pearl Harbor had never been bombed. It may be that this horrible event, and all of the American lives lost as a result of the war, united us as never before, bringing out the true feeling of pride and dignity that freedom provides.

Manuel Lujan
Secretary of the Interior

Perhaps my story of what happened Sunday, December 7, 1941, is not as dramatic as others you may hear but what I experienced is as clear in my mind as though it happened yesterday. The three elements that stick out are surprise, concern and fear.

At that time, my family lived in a town on the north shore of the island of Oahu called Haleiwa. I was approaching my twelfth birthday and knew about Hitler's march into Poland and Japan's invasion of China. I knew Ambassador Kurusu was in Washington, DC, for a meeting. However, at eleven years, we somehow cannot comprehend the gravity of a situation.

At the hour of the attack by Japanese forces mostly on Pearl Harbor, my younger brother Larry, and my friend and classmate, Bruce, were celebrating an early New Year's and popping firecrackers behind Takenaka's Garage. Many of us youngsters burned fireworks early in those days since the stores carried them most of the year, there being no regulations. People seemed more sensible, too, about where they threw their firecrackers and aimed their Roman candles and sky rockets.

While we were enjoying popping our firecrackers, we heard popping sounds in the distance, and commented that others must be celebrating New Year's early, too. Then, Bruce's sister, Mildred, pushed aside the loose panel in the board fence around Oumi's chickenyard, and burst through saying, "Japanese planes bombed Pearl Harbor! We're at war! You'd better go home."

We realized then, that the popping sounds we had heard were not only firecrackers but the machine gun fire of airplane dog-fights. We immediately dashed for home through the same fence, through Oumi's chickenyard, past the Haleiwa Theatre.

18 Apr 1942: Doolittle's raid on Tokyo and other cities

1 May 1942: Mandalay, Burma, falls to Japanese

6 May 1942: Corregidor surrenders

My mother, of course, was worried about Larry and me, and we got that classic, "Where were you?" question. As usual, we fudged a little and said, "Playing behind Takenaka's Garage." Thank goodness she never asked, "Playing what?"

Everyone's ears were glued to the radio for the latest report on the attack. Not only was Pearl Harbor hit, but also Hickam Field, Wheeler Field, Schofield, and a stray bomb even fell in the city of Honolulu.

We were worried about my father, and my older brother, Tom, who had taken passengers in their taxi cabs to Honolulu, on the other side of Pearl Harbor from us, early that morning. We didn't know whether they had reached Honolulu or had been caught in the attack. We were also worried about our married sister, Sumie, who was still in Queen's Hospital in Honolulu after having given birth to a son on December 1.

Telephone service was disrupted, so we were not able to get in contact with them. All we knew from the radio was that traffic was not moving as military vehicles were given priority on the highways. Sometime during the day, we received a call that my father and brother were trying to make it home the long way around the island. No civilian traffic was being allowed past Pearl Harbor. We later received word that Sumie was all right, and that there were many injured victims of the attack in the hospital.

Around noon, curiosity getting the better of me, I sneaked away from the house to an area in town where I could look toward Pearl Harbor, and I saw black smoke, probably from burning ships, on the horizon. Then I went home and got scolded for sneaking out of the house, and rightly so, because we later found out that a bullet, probably from an airplane, had pierced the roof of the Yamauchis' home in town, went through the floor, and into the ground.

As the day progressed, much uncertainty prevailed. We didn't know when the next attack would come. The military was edgy, too.

We received word over the radio that windows and cracks of houses were to be sealed so no light could be seen from the outside, and all light bulbs were to have a shade around them to direct the light downward.

As the hours ticked by and darkness fell, we anxiously waited for word of our father and brother. Finally, they arrived home after 8:00 p.m., well, but also concerned about us. It had taken them twelve hours to get home because of the numerous stops and checkpoints that were established, for a trip that normally would have taken an hour.

We slept that night, knowing that our family was together again, but worried about another attack, and what would happen to us even though we had had nothing to do with the attack.

Superintendent Jerry Y. Shimoda
Pu'uhonua o Honaunau NHP &
Puukohola Heiau NHS

On December 7, 1941, I was seven years old and can well remember hearing the Japanese attack on Pearl Harbor on the radio. My parents had a farm outside of town where we usually would go on weekends. On Sunday, the 7th, we were at the farm, having stayed overnight Saturday, so to this day I can recall hearing the attack on the farm radio.

Even prior to the Japanese attack, I can remember seeing newsreels at the local theater of the German invasion of European countries, as well as the hardships endured by the English during the German U-Boat blockade, and the pounding London took during the blitz nightly bombing runs. My mother had a small royal blue knitting bag with an embossed Union Jack as a part of the "Bundles for Britain" program.

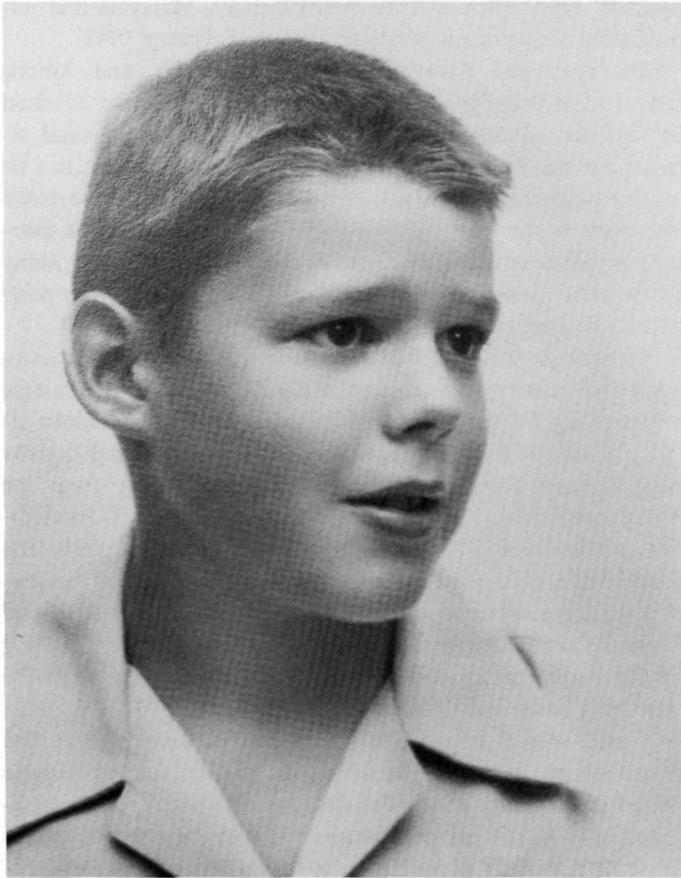
As the war began and the country mobilized, draft-age males were called to basic training and then overseas. At my age I was very interested in the progress of the war both in Europe against the Germans, and the Italians (while they lasted), and in the Pacific against the Japanese. In particular, I was fascinated with the aircraft of all the countries involved. I made balsa wood models of many of them. Toward the end of the war, I acquired a collection of scale models made of hard black rubber. A group of us in the neighborhood formed an airplane club and became experts at identifying each country's aircraft, together with performance criteria, gleaned from black silhouette spotter cards of the planes from top, bottom and side views. We felt this would be invaluable in case of an air attack. My favorites that still stand out in my memory are the U.S. P-38 Lightning, P-51 Mustang, P-40 Flying Tigers, the gull wing Corsair, the Japanese Zero, the German Messerschmitt 109, the British Spitfire and Hurricane, U.S. B-29, B-17 and B-24 bombers, and the German Stuka and Junker. And, of course, the German V-2 rockets and buzz bombs. At the time, I thought it was pretty funny that the V-2s and buzz bombs ended up doing about as much damage to German territory as to England.

Of course, I also could identify the various military uniforms for both Allied and Axis powers, plus a good many of the patches, ribbons, medals, and ranks. The distinctive types of armaments, including tanks, cannons, jeeps, rifles, bayonets, handguns, knives, and grenades, were very much of interest and well planted in my memory. I must admit the German Luger was my favorite and their Panzer tanks were pretty impressive. Rommel in North Africa was also exciting. I always thought the English Tommy looked kind of funny in those little flat helmets. My memories of the war and its effect on my family and our local Indiana community are not too dramatic. My father did not go into the service, although I had relatives who did. He was designated as a Civil Defense air raid warden. Every once in a while on Sunday afternoon, we would have an air raid drill with a siren that required everyone to go inside.

7 - 8 May 1942: Battle of the Coral Sea;
Japanese advance on New Guinea halted

15 May 1942: Gasoline rationing begins
in U.S.

4 - 7 Jun 1942: Battle of Midway,
decisive American victory with 4 Japanese
carriers destroyed



His job was to put on a white CD helmet and a CD arm band, and patrol the neighborhood until the all-clear was sounded. Of course, with my knowledge of enemy aircraft, I was convinced he needed my help—to no avail. However, I did get to ride a jeep in the local parade for the opening of the Irving Berlin movie, "This Is The Army."

Gas rationing and the "A" sticker are well remembered, together with the shortage of certain items, but I don't recall any great problems. On Thanksgiving and Christmas, we invited military personnel stationed at our local college to our house. Rosie, the riveter, and Tokyo Rose are well remembered, and each year I attempted a victory garden with moderate success.

I also remember the first, and only, gold star in the window of a neighborhood house when a son was killed in Europe.

As the war progressed, advances in both Europe and the Pacific were discussed and the fighting was very vivid on the theater newsreels. There was no question who the enemy was, and I certainly knew the names of the top generals and admirals on both sides.

As the tide began to turn and the Allies advanced north through Italy after landing at Salerno in September 1943 and

westward through France and on into Germany after Normandy in June 1944, I remember the news showing the mud, rain, and terrible weather the Allied advance was going through. Freezing temperatures, ice and snow were also very much in evidence in the newsreels. Of course, since all of the news was black-and-white it may at times have looked worse than it was. I do remember that Ernie Pyle was from Indiana, so it made an impression when he was killed by a Japanese sniper.

Where the Pacific front was involved, I followed the news and read about the great sea and air battles and island hopping—the Coral Sea, Midway, Bataan, Guadalcanal. Our submarine effort was exciting, and I can still envision the Japanese tonnage going down. I couldn't understand, though, how the Japanese could convince a pilot to fly a kamikaze plane. I remember hearing someone say that they had funeral services before they took off and they actually were sealed in the cockpit. I then had a relative, a doctor, who was killed when one dove into a well marked hospital ship.

When President Roosevelt died in April 1945, we all went to the school auditorium and sang "Home On The Range," which the teacher said was his favorite song.

I remember exactly where I was when we heard of the Japanese surrender on August 15, 1945, after the atomic bomb attacks on Hiroshima and Nagasaki. I was in northern Michigan riding in a convertible.

In Europe the German surrender in May had not been as dramatic to me as Hiroshima and Nagasaki. It was more the result of the continual effort to grind down the Nazi war machine and exhaust their resources. I remember hearing toward the end that the Nazis were using wooden bullets.

For me, age 7 to age 11 was a memorable time, an impressionable time in life for a boy in Indiana. I knew who the bad guys were and what they had to fight with. I had no doubt as to the outcome, and, from my vantage point, far removed from the effects of war, it was an exciting time. There were real heroes and they won, and there were real bad guys and they lost. The ticker tape parade down 5th Avenue will never be forgotten.

And I still have my Eisenhower medal for collecting a ton of paper and my book of war bond stickers.

Frank Bracken
Deputy Secretary
Department of the Interior

I was nearly 12 when the bombs struck Pearl Harbor. I was living with my retired grandparents, Dr. James E. and Elva Daniels, at their small ranch and orange grove on the desert outskirts of Fontana, CA. A former minister, grandfather had conducted our Sunday service at home. That done, he and I

21 Jun 1942: Rommel captures Tobruk

7 Aug 1942: Evacuation of 110,000
Japanese-Americans from West Coast
complete

7 - 8 Aug 1942: Americans land on
Guadalcanal—lengthy campaign begins

had started a game of croquet in the hedged yard dedicated to that purpose. Flowers still bloomed and birds sang on that warm December morning....

I was aware of war in other parts of the world. World War II had officially begun more than two years earlier with Hitler's invasion of Poland. Then followed the invasion of Denmark and Norway, conquest of the Low Countries and France, the bombing of London, and the submarine warfare that nearly strangled Britain—by then Europe's last outpost. Paralleling these ominous events was the cruel war in China and the increasing tensions that threatened war between the United States and Japan.

These were topics of discussion in my grandfather's household—discussions given point by my brother's posting overseas to help build and activate an Army Air Corps base in British Guiana, one of the bases traded by Britain for 50 U.S. destroyers mothballed from World War I and now refitted to fight a second U-boat campaign.

Another relative, Capt. Harold Rooks, commanded the heavy cruiser *Houston*, flagship of our Far Eastern fleet. As a child in Seattle I had visited USS *Houston* with my mother, who had been close to her cousin Rooks before his naval career took him away. At the time, guided by the captain I knew as Uncle Harold, I could not imagine this powerful warship being other than victorious in any conflict. Its huge guns, trim crew, and imposing captain impressed me so....

Halfway through our croquet game Grandmother rushed out shouting "The Japanese bombed Pearl Harbor!" Grandfather slammed his mallet to the ground and roundly cursed the treachery. I had never heard him like this and was frightened.

Immediately we got out the atlas, clippings, and reports that traced my grandfather's following of the war. After we had settled down, more news came of casualties and war readiness in the islands, but little detail of ships sunk and damaged, for these were war secrets now. We talked into the night, trying to figure what this all meant, how it would affect us at home and those abroad who would do the fighting. I wondered about my brother flying anti-submarine patrols from an airstrip in the South American jungle—for we knew that now we were in the war with the Axis as well as Japan. We thought of Harold Rooks and *Houston*. What would happen to the small Far Eastern Fleet so far from home, beyond the demolished citadel of Pearl Harbor, cut off, prey to the full force of a mobilized Japan.

During these grim forebodings my grandfather gave us what comfort he could. His final words that day echoed what reportedly was said by Admiral Isoroku Yamamoto, reluctant mastermind of the Pearl Harbor attack, "Now the giant is aroused and Japan will rue this day."

It was a long time coming. Japan's juggernaut seemed unstoppable. The islands fell like tenpins: Guam, Wake, the Phi-

lippines. The Japanese raced south through Malaysia and impregnable Singapore surrendered in early February 1942.

The combined Allied Fleet—British, Dutch, and American—fought delaying actions, but was outgunned and defeated by superior numbers and classes of ships, stunning aerial attacks, and deadly night-fighting tactics. In late February, in a final battle in the Java Sea—aimed at stopping Japanese troop transports to the East Indies—*Houston* went down, guns blazing, in darkness lit by Japanese searchlights and salvos. Many of the crew sank with her, including Captain Rooks who posthumously received the Medal of Honor.

These were times of fear and mourning. All of our assumptions and sureties were shaken. Only later would the strategic might of the United States, galvanized by the Pearl Harbor attack, block the Japanese advance, then penetrate and destroy what became their defensive perimeter stretching from the Aleutian Islands to the Solomons and East Indies. U.S. victories at Midway and Guadalcanal marked the turning point. The naval Battle of Leyte Gulf and coincident invasion of the Philippines gave assurance of eventual victory. My brother, Chief Warrent Officer Darwin Brown, preceded that invasion, landing by submarine on Leyte Island to radio weather reports to the oncoming battle and invasion fleet.

World War II remains for me the fixed point, the central drama of my early life. Never since has our nation been so united emotionally and politically. Never since have I experienced such single-minded purpose, shared by all, nor such a sense of necessary contribution to an unsullied larger cause—whether through a scrap-metal drive, a victory garden, my school's purchase of a P-51 fighter, or the knowledge that my brother and cousins were winning a war that had to be won.

William E. Brown

Ret'd, Southwest Region

On Sunday afternoon, December 7, 1941, I was very busy playing in an important football game. These annual series of football games were scheduled between the graduating players from Huntington (WV) High School and Douglass High School.

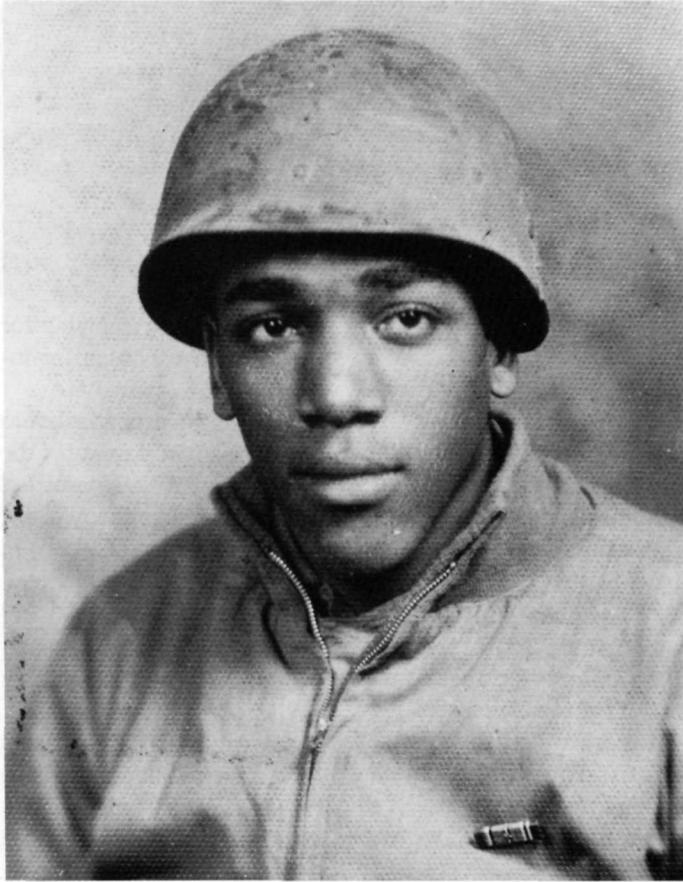
In those days, Huntington High School was for the white students and Douglass High School for the black students. The players knew each other very well. We grew up together on the Huntington sandlot fields for football and baseball, and the basketball courts. Because of segregation, we could not go to school together, and we had no opportunity to compete in the classrooms. However, we respected, encouraged, and supported both teams representing our city.

The schedule for Fairfield Stadium was Marshall College to play on Saturdays; Huntington High School to play on Fridays; and Douglass High School to play on Thursdays. It was the situ-

2 Sept 1942: Battle of Stalingrad begins

23 Oct 1942: Battle of El Alamein—Rommel repulsed; Battle of Buna and Gona begins

8 Nov 1942: Allies land in Morocco and Algeria



ation of the times. So, it was important for us, the young athletes from the two high schools to compete in these annual games.

Our scheduled fall football classic was on Sunday, December 7, 1941. This day is now remembered as Pearl Harbor Day, but to many of us from my generation, it was the day that we can never forget. It was the day we started to grow up. It was the day we went to war. It was the beginning of World War II for the United States.

Along with two older brothers and many other young men from my city, we went off to serve in the various branches of the military. I went to the Quartermaster Corps and completed my training at Camp Butner, NC, before going overseas for a brief stop in North Africa, before our (D plus 5 or 6 days) landing at Salerno, Italy. I served with General Clark's 5th Army during most of the Italian campaign. We were an outstanding combat Quartermaster Battalion and were selected for assignment with General Patch's 7th Army to prepare for the landing in Southern France.

I was in Italy for almost a year and some of the things that I still remember are: the landing under fire at Salerno; the bombing and the destruction of the Monastery at Monte Cassino; the

landing at Naples, Italy, from the sea, to by-pass the continued fighting at the Monastery; the eruption of Mount Vesuvius, which rained volcanic rocks and ash for many days and nights in our areas; and the opportunity to tour the ruins of Pompeii and view the famed art on some of the walls. There was a short period when I was a member of a special detail away from our Headquarters Unit and we had the opportunity to know some of the local people. They would write uncensored letters to our families at home. My mother received several of those letters from Italy. The neighbors would gather, with an interpreter of course, to get the news from the front. My biggest surprise came when my unit was in the staging area, preparing for the next assignment. We trained in the mornings and participated in sports events in the afternoons to stay sharp. I was playing in a scheduled baseball game against the Engineering team, when one of their players came over to me and said that my brother was in his company. When the game was over, I located my brother and we enjoyed a short two-day family reunion, before my unit was off to France and on with the war.

The 530th Quartermaster Battalion was in the first D-Day wave (August 15, 1944) and hit the beaches of Southern France at the zero hour. I can still remember that scared, empty feeling going down the rope ladder to the landing craft bouncing in the water. Although it was a short trip to our designated landing area, most of us had already lost our breakfast by the time the front end was lowered and we stormed the beach. It is still sad to remember those days when the water, beaches, and fields were filled with the dead and broken bodies of friends, men from our unit, and other American and Allied soldiers.

We really didn't understand what the war was about; however, we very quickly understood how deadly serious it was and how lucky we were to be alive. I often wondered why some soldiers paid the full price, while others were allowed to survive to fight again another day. For my service in the European Theater, I received an arrowhead and four battle stars. When the war was over in Europe, I was still too young to go home. You needed 85 points and most of our guys were averaging 77-81 points. I was assigned to a newly formed unit and sent to the Pacific.

We were a few days through the Panama Canal when the bomb was dropped and the war ended in the Pacific. We still had to continue to Manila, in the Philippines, to sweat out transportation home. After many delays, I finally got started home in late November 1945. I was processed through Camp Atterbury, IN, and received my Honorable Discharge on December 28, 1945.

I attended Kentucky State College (now University) from September 1946 to June 1950, on the GI Bill and on athletic scholarship. During my four years at Kentucky State, I met and married my wife; was Captain of the 1949 Football Team; earned five varsity letters for football and baseball; and was a

28 Jan 1943: Japanese-American volunteer combat team formed for service in Europe

30 Jan 1943: Hitler's 10th anniversary in power; Royal Air Force bombs Berlin in first daylight raid

9 Feb 1943: Last Japanese evacuate Guadalcanal

member of Kentana, the senior men's honorary society; and president of the graduating class of June 1950.

I moved my family to Cleveland, OH, and attended Western Reserve University; worked for the Navy Finance Center and U.S. Postal Service; served on the East Cleveland Board of Education; and then was appointed East Cleveland's first Director, Department of Parks and Recreation.

I went to work for the National Park Service and joined the Gateway National Recreation Area staff in September 1974. I was listed in the Bicentennial Edition of "Who's Who In America" in recognition for my work in development of parks and recreation facilities and programs. I came to the Office of Youth Activities, WASO, in June 1977, and served as Branch Chief, Young Adult Conservation Corps (YACC), during the activation of the YACC program in the Service. I was the Deputy Assistant Director, YACC, Office of Youth Programs, Office of the Secretary, and other youth programs assignments from 1980 to 1987.

I returned to the NPS in March 1987 as the Branch Chief, YCC, Office of Youth Activities. Presently, along with my YCC responsibilities, I serve as the program director for the Conservation Career Development Corps (CCDC) program.

On September 1, 1991, I will have completed 20 years with the federal government, including my military time, and it all started for me back on December 7, 1941. This is the day I will never forget. This was the day we went to war. However, I believe that my military service during World War II has enabled me and my family to live a better life, in a better world.

I am proud of my accomplishments, proud of my family, and proud of my country. I am very pleased still to be around to acknowledge and celebrate Pearl Harbor Day, fifty years later.

Francis E. Gipson
Program Director, CCDC

On Sunday, December 7, 1941, I was already serving in the United States Army. I was home in Ponce (Puerto Rico) on a 3-day pass, and went to have lunch with my uncle at his house. Afterwards, we sat on the porch, listened to radio music, and conversed. About 1:30, the news came: Pearl Harbor had been attacked by Japan. My uncle remarked that I would have to go back to Fort Buchanan, my station. Before I secured transportation, however, an announcement informed military personnel on pass that they would not have to report back until Monday night. Nevertheless, I went back earlier.

I had entered the Service voluntarily the previous January 8, as a sergeant from the Enlisted Reserve Corps. I had enrolled in it after attending the Citizens' Military Training Camp (CMTC) 30 days each summer in 1937-40. I was assigned to the 36th Quartermaster Company (light automotive maintenance).

The 36th consisted in equal proportions of American regular soldiers and Puerto Rican men drafted by the Selective Service. The company conducted its own basic training because, as yet, there were no consolidated training centers. During the three months, I helped make soldiers out of my compatriots; someone else trained them as mechanics. Then I became the company supply sergeant.

By January 1942, the Army had detached troops to St. Thomas (Virgin Islands). I went to the post quartermaster there, and issued subsistence stores to the units present during the next 14 months. Then I got out of St. Thomas by applying for admission to officer candidate school, and was chosen for infantry.

I returned to San Juan on March 6, 1943, for embarkation to the U.S. An olive-drab wool uniform was issued to me for the first time. It was still cold in Baltimore, where a Navy transport took the several officer candidates. The information lady at the train station was the first person to whom I spoke English in the U.S., and I knew I would have no communication problem. The candidates dispersed to their homes on a ten-day delay before reporting to their respective schools. I stayed in Baltimore. The USO got me a room in a private home, and provided the bridge for social contact.

I reached Fort Benning by train on March 18, then was sent the next day to Camp Wheeler (Macon) for additional weapons training. Four weeks later I joined OCS Class 285 at Benning. From our class area, we would cross the Cusseta Road to a WAAC barracks a mile away for dating. This ended abruptly when I became a second lieutenant on August 16. Before leaving for my port of embarkation, I spent 10 days in Baltimore. I still have the leather documents case I purchased there.

I got to Jackson Barracks (New Orleans) by train on September 24. For a semblance of duty hours and also to kill time, any officer would talk to the other officers on any subject. My only talk dealt with the purchase of British officer commissions. Not prescient of the future, I visited the New Orleans Battlefield and became aware of the National Park Service. Naturally, I dined at Antoine's once. Again lacking prescience, I boarded the Army transport, *Florida*, which took me back to Puerto Rico.

I arrived on October 22 and went to the 296th Infantry, which also ran the replacement training center at Camp Tortuguero. Within six weeks a "boiler" had surfaced: the regiment would go abroad. This American military term, meaning large cooking pot, is the word Puerto Rican soldiers use to mean "rumor." The rumor became fact when companies underwent the unforgettable experience of having white Puerto Ricans separated from black ones. The latter would not go abroad until late 1944.

By January 17, 1944, the 296th was at Fort Clayton (Pana-

19 Apr 1943: Warsaw ghetto uprising begins

11 - 30 May 1943: Battle of Attu

5 - 12 Jul 1943: Battle of Kursk (Soviet Union), largest tank battle of war and a major Soviet victory



tilles Department Automotive School, under his technical supervision but administered by the Fort Buchanan commander as school commandant. The assistant commandant, who ran the school, approved of me for his exclusively English-speaking command. On November 8, I became the school secretary.

Having found an army home at last, I was detailed to the Ordnance Department on February 14, 1945, and promoted to first lieutenant on April 4. However, the President's death dampened my promotion party. The assistant commandant had more than 45 points, and returned to the U.S. immediately after V-E Day. I took his place on April 8, and kept the school until my promotion to captain on December 22, 1947, and discharge the same day.

In January 1948, I entered Interamerican University (San German), majored in Latin American, European, and U.S. History, and graduated in 1950. I entered the NPS at San Juan NHS in 1951.

Luis Arana, Historian
Castillo de San Marcos
& Fort Matanzas NMs

ma Canal Zone). Four days later, I was enroute to Galapagos Islands, a mortar section leader in the battalion providing ground defense for the air base at Baltra/Seymour. On the way we crossed the equator. The base mess officer took me once to nearby Floreana to interpret for him in procuring water and vegetables, and I rode a tame horse. The base had Ecuadorean workers, and I interpreted for them and the commander. My fellow company officers felt these activities detracted from my primary duties.

I got to Fort Clayton by air on June 5 after a week at Salinas Air Corps Base (Ecuador). Six days later, I entered Gorgas Hospital for 13 days with malaria. I was now an antitank platoon leader, but actually supervised six observation posts overlooking the canal at Paraiso. This lasted two months.

Back in Puerto Rico on August 25 by air via Curacao and Aruba, I served in transit as a courier. My new assignments were very unstable: 210th Infantry Battalion (one month), 295th Infantry (17 days), and the colored 856th Port Company (20 days).

One day I met my first company commander, now an ordnance battalion commander. He needed an officer at the An-

9 Jul 1943: Allies land in Sicily

28 Jul 1943: Japanese evacuate Kiska

9 Sept 1943: Allies land at Salerno and Taranto on Italian mainland

24 Jul - 2 Aug 1943: Hamburg bombed; firestorm ensues

17 Aug 1943: Patton enters Messina, Sicily

HONOLULU FIRE DEPARTMENT AT WAR

On December 7, 1941, the Honolulu Fire Department became the only civilian fire department in the United States called on to fight fires while under attack by enemy forces.

At 8:05 a.m., on December 7, ten minutes after the Japanese attack on Pearl Harbor had begun, the first alarms were received by the Honolulu Fire Department, and units were dispatched to Hickam Field.

About twelve minutes later the first unit, Engine 6, arrived at the Hickam fire station only to find that both of Hickam's engines had already been destroyed by attacking Japanese aircraft. The Hickam fire chief, William L. Benedict, and several of his men lay wounded.



The battered shell of Hickam Air Field's fire station confronted the civilian firefighters who came to assist.

25 Sept 1943: Soviets recapture Smolensk

1 Oct 1943: Naples falls to Allies

6 Nov 1943: Soviets recapture Kiev

1 Nov 1943: U.S. lands on Bougainville

20 - 23 Nov 1943: Americans land in Gilberts (Battle of Tarawa)

Minutes later Engines 1 and 4 arrived to find a 4,000-man barracks ablaze. Most of the base's aircraft and hangars were burning, along with a fuel storage tank. To make matters worse, a bomb had damaged the base's primary water system and the fire hydrants could not be used.

Lieutenant Frederick Kealoha, of Engine 6, decided to try to draft water from the bomb crater that was filling with water from the broken water main. Just as he was about to begin this process, the second wave of Japanese aircraft struck. For the next fifteen minutes the airfield was bombed and strafed. The firefighters scrambled for cover. Some took shelter in the burning hangars; others dove under their engines in an attempt to escape the deadly hail of steel. When the aircraft finally departed, three of the firefighters lay dead and six others were wounded. Captains John Carreira, Thomas Macy, and Hoseman Harry Pang were killed. Lieutenant Frederick Kealoha, Hoseman Moses Kali'ikane, Solomon Na'auao Jr., John Gilman, Patrick McCabe, and George Correa suffered various wounds.

After caring for their wounded, the surviving firefighters again attempted to fight the raging fires. They found that most of their equipment had been damaged or destroyed during the air raid. Hosewagon 1 had more bullet holes than could be counted, and its chemical tank was punctured by shrapnel. Engine 1 was riddled with bullets and shrapnel, all six tires being blown out. Engines 4 and 6 were both struck with bullets and Hosewagon 6 was on fire. Several of the units had holes in their radiators, which the crews plugged with brown soap and toilet paper taken from the burning barracks.

The firemen managed to draw water from the bomb crater, and they fought the fires long into the night. Because of the damage to their vehicles, the firefighters had to lay 6,400 feet of 2-1/2-inch hose by hand. The fire companies did not return to their stations until around midnight. In addition to fighting the fires at Hickam Field, the remaining units of the Honolulu Fire Department answered 39 other alarms that day, most of them caused by American anti-aircraft projectiles which fell into the city. Because of the shortage of trained firefighters and equipment, nine commercial trucks were commandeered and loaded with hose. A trained firefighter was put in charge of each, though manned by civilian volunteers. Using this arrangement, five pumpers and hosewagons with professional crews and the nine trucks with untrained crews fought the fires in Honolulu.

With the start of World War II and the declaration of martial law in Hawaii, the military governor recognized the need

for increased fire protection on the island. The Army supplied pumpers. Additional funds came from the Civil Defense budget. The Honolulu Fire Department went through a huge expansion, with the department adding twenty-five companies, and recruiting and training personnel from all available sources to man them. During the war all Honolulu fire equipment was painted olive drab.

In 1944, Honolulu Fire Chief Wallace W. Blaisdell learned that Fire Chief Benedict of Hickam Field had been awarded the Purple Heart. This medal is normally awarded only to members of the Armed Forces killed or wounded in action. Chief Blaisdell submitted a letter to the War Department, requesting Purple Hearts for his men, but because of an oversight, the only names submitted were those of the six wounded firefighters. The War Department approved the request and the medals were awarded by Lieutenant-General Robert C. Richardson in June 1944.

In 1984, Honolulu Fire Chief Melvin Nonaka attempted to get Purple Hearts for the dead men. He started a drive to correct the oversight. Unfortunately Chief Nonaka passed away before he completed his project. The Department of the Army did approve his request, however, and agreed to award the medals to the men's families. The medals were awarded at the annual memorial ceremony on December 7, 1984, to Emil Carriera, son of John Carriera; Melvia Hewett, daughter of Thomas Macy; and Phillip Pang, son of Harry Pang. Attending this ceremony were three of the surviving original Purple Heart recipients.

This event served as a suitable reminder of a heroic chapter in the history of an organization that has a long record of valor, an organization whose members recently have been voted the most respected profession in Honolulu—the men and women of the Honolulu Fire Department.

Richard Hilgendorf is a former ranger at the Memorial.

22 Jan 1944: Allies land at Anzio

31 Jan - 4 Feb 1944: Kwajalein captured by U.S.

18 - 23 Feb 1944: U.S. captures Einwetok in the Marshalls

24 Mar 1944: Japanese resistance at Bougainville collapses

STORIES OF HEROISM AND SACRIFICE

JOHN LEROY DAINS. Born on July 28, 1920, in Litchfield, IL, John Dains had three other siblings: Bernice, an older sister, and the twins, David and Delores, who were the youngest. His father was Roy L. Dains, a barber in Mt. Olive, his mother, the former Miss Lucretia Dearthuff.

John graduated from high school in 1938, then attended Southern Illinois State Teachers College in Carbondale. He enlisted in the Army Air Corps as an aviation cadet on January 1, 1941, receiving his wings in August of that year at Kelly Field, TX. He was assigned to Hawaii and arrived shortly after the beginning of September, at which time he was attached to the 47th pursuit squadron, 15th pursuit group, as a second lieutenant. No taller than 5'4", he was a scrappy pilot.

On the morning of December 7, 1941, Dains was in the Bachelor Officers' Quarters at Wheeler Field when the attack started. Along with Lt. Harry Brown, he stepped outside to check the noise they had heard. Realizing they were under attack, both men jumped in Harry's Ford coupe and headed for the Haleiwa strip where their squadron was located. Along the way they picked up 1st Lt. Robert Rogers.

The ground crew had their aircraft ready when they arrived. Shortly after two B-17s landed at their strip and one lone Japanese plane strafed it, they took off, Brown and Rogers in P-36s and John in a P-40. It was around 0850. The second wave of Japanese planes were starting their attack. Brown and Rogers joined each other over Kahuku and engaged some Zeros. Finding themselves outclassed by the Japanese fighters, they broke off.



John headed out on his own towards Kaneohe. Over Kaaa-wa, Pvt. Philippe A. Michaud, who was manning a radar station at that area, saw a P-40 shoot down a Japanese plane. No other P-40 was in the area, so it had to be John. He had shot down a Japanese Zero fighter with 30-caliber machine guns—the only pilot to shoot down a Zero that morning. The P-40 headed back over the mountains after the engagement.

A number of accounts credit the Zero's demise to a Lt. Sterling. Eyewitness Lt. Phil Rassmussen said that the engagement involving Lts. Sanders and Sterling resulted in three planes crashing into the ocean—two Japanese fighters and Sterling. One of the Japanese fighter pilots who supposedly crashed into the sea has written about the engagement and taken credit for shooting down Sterling.

Sublt. Iyozo Fujita set fire to the American plane below him. What did Rassmussen really see? Only one plane, Lieutenant Sterling's.

Lt. Sanders supposedly shot down Sublt. Fujita, but he didn't. Sterling supposedly shot down another Japanese fighter, but he didn't either. So the evidence seems to indicate that Lt. John Dains was the one who shot down a fighter piloted by PO1c Shun-ichi Atsumi.

Shortly after, a dog-fight between an Army Air Corps fighter and a Japanese dive bomber was seen over Schofield Barracks, and witnessed by men on the ground. The Army pilot shot down the Japanese plane, which crashed at Brodie Camp #4. Since Lt. George Welch and Lt. Ken Taylor were over Ewa; Sanders and

22 - 23 Apr 1944: U.S. takes Hollandia, New Guinea

18 May 1944: Allies occupy Monte Cassino, Italy, after long siege

4 - 5 Jun 1944: Allies enter Rome

6 Jun 1944: D-Day (Allies land in Normandy)

Rasmussen were making their way back to Wheeler Field after engaging the Japanese over Kaneohe; Lt. John Thacker, who was with them, had his gun jammed; and Lts. Rogers, Webster, Brown and Moore were over Kaena Point, that only leaves one pilot unaccounted for—Lt. John L. Dains.

Dains shot down a fighter *and* a dive bomber and no one knew. He had returned to Haleiwa and switched to a P-36 because his P-40 was shot up. Welch also had returned to Haleiwa after the attack had ended. Together both pilots took off and headed towards Wheeler Field. Over Schofield Barracks they were fired upon by the Army troops. Lt. John Dains was shot down and killed. His plane crashed on the Schofield golf course. Welch landed safely at Wheeler. The knowledge of Dains' achievements died with him.

Roy Dains was told that his son had shot down two planes, information John had shared with that person shortly before he was killed. That was all the family heard about his exploits other than what the Army told them—that John was shot down while engaging the enemy. They did not know the truth for many years. They had to read about Dains being shot down over Schofield from a book.

We make so much out of heroes in our society. Here John Dains was a true hero, someone that a nation, a community, a family could be proud of—a man who gave his all in the defense of his country but whose story was never told because no one thought the accomplishments were his. Many historians give credit to Welch, Taylor or Rasmussen for shooting down the planes. The credit is not really important; the truth is. Lt. John Dains got every ounce of strength out of himself and his aircraft. He engaged a superior enemy force and aircraft by himself. He defeated two of them. He rose to the occasion. He met the challenge. He is a hero, and after 50 years it is time that we recognize him as such—not just another pilot who took off that morning, but a spunky, scrappy pilot from Litchfield, IL, who did honor to himself, his family, and his country on that fateful Sunday morning.

CHAPLAIN ALOYSIUS H. SCHMITT. Lieutenant (junior grade), chaplain on the battleship USS *Oklahoma*, Father Aloysius Herman Schmitt was the first American Catholic chaplain to die in World War II, and the first or second chaplain of any branch of the U.S. Armed Forces to die in the war, the other being Capt. Thomas Larcy Kirkpatrick, the Presbyterian chaplain on USS *Arizona*.



Father Al, as he was known by his family, was born on De-

ember 4, 1909, in St. Lucas, IA. He was a 1932 graduate of Loras College in Dubuque, and attended North American College, a seminary in Rome. Ordained to the priesthood on December 8, 1935, he served at St. Boniface Church, New Vienna, IA; St. Mary's, Cheyenne, WY; and St. Mary's, Dubuque, before joining the Navy's Chaplain Corps. He received his commission as a lieutenant (junior grade) on July 1, 1939; was assigned to USS *Yorktown* on January 25, 1940; and then on March 16 was transferred to USS *Oklahoma* as its junior chaplain. Father Al's duties were the same as those of pastors anywhere in the world—to minister to those in his care.

On the morning of December 7, 1941, Father Al had just finished saying 7 a.m. mass on board the battleship docked in Pearl Harbor, and was hearing confessions when the first torpedoes hit *Oklahoma* shortly before 8 a.m. He tried to escape from the capsizing ship by crawling through a porthole but something in his coat pocket caught on the side of the porthole, most likely his holy oils, which he had taken from his safe as the attack began so he could administer last rites to the wounded and dying. He called for help and several sailors tried without luck to pull him out. Eventually Father Al said, "Men, you are endangering your lives, and I'm keeping others from getting through." They told him that if he went back into the ship he would never get out alive but he insisted. He disappeared back into the ship and pushed four or five men through the porthole. Other accounts state that Father Al was trapped in a room with other sailors. One opened a hatch and said, "Gangway for the Padre! Let him out." But Father Al said "Pull out the men nearest the hatch. I'll stay with the rest of my boys." Six men were able to escape through the hatch before the swiftly rising water cut off that exit. Now only a small porthole was left for escape, and once again Father Al let the others go first, twelve in all, before the room filled up with water. Both accounts agree in one aspect: Father Al made the greatest sacrifice a person could make: he gave up his life for others. His body was never found and identified; however, all of the bodies were eventually removed from USS *Oklahoma* when the ship was raised in 1943, and eventually buried at Punchbowl, the National Military Cemetery of the Pacific, many in graves marked "Unknown, December 7, 1941." Father Al was posthumously awarded the Purple Heart and the Navy and Marine Corps Medal for his sacrifice.

Vince Travens wrote the profile of John Dains, and Jack Henkels wrote the profile of Father Schmitt. Travens is a former NPS employee; Henkels is a seasonal ranger.

14 - 20 Jun 1944: Battle of the Philippine Sea; U.S. forces land on Saipan

27 Jun 1944: Cherbourg captured by Allies

3 Jul 1944: Soviets recapture Minsk

RECOLLECTIONS OF A GERMAN WAR BRIDE

The following excerpts are part of a memoir originally written by Emily Bolton in 1978 at the urging of her oldest daughter. This daughter began a freelance writing project about two years ago, stemming from her desire to better understand her heritage, as well as the complexities and disruptions caused by World War II. Additional stories are still being gathered.

I was born on May 4, 1918, in Hannover, Germany, right after World War I. We were in Hannover because my Dad had been the commander of a military prison. A year later we moved to Cologne.

My dad came from the heart of the Sauerland. That is a beautiful, mountainous, wooded section in Westfalia, from a little town called Warstein—yes, that is where the beer comes from. His parents had a dry goods store on the main street next to the market square...He met my mother at the Botanical Garden in Cologne, and was very taken by her at the beginning. But she was not too impressed to start out with. She was only 16...

When I was 16, I went with my parents to Ruedesheim am Rhein, and Emil ["my first real love"] joined us there in his new white uniform which had just come out at that time. I was wearing a long organdy dress with a wide-rimmed hat. At the Krone [a restaurant]...I saw people taking pictures of us, and they were whispering that we must be from the movies. We had been planning on getting married when I would get out of school. However, so many of the young pilots got killed trying out new planes that Emil's outlook on life changed. He wanted to get out of it what he could, and we broke up.

I saw him once more, several years later, in Cologne....He told me to watch out the following day. I heard a bomber squad go overhead, and later on the news it was announced that they had bombed Paris for the first time. About six months later, I received a letter from Emil's sister informing me that he had been shot down over Russia. His co-pilot had made it back to the German lines, but had to leave Emil behind—deadly wounded.

I graduated at 17, two years younger than the average age of



Edmund and Emmy Hammes in 1942.



Emmy and daughter Monika in Germany, 1947.

9 Jul 1944: Saipan occupation completed; St Lo taken by Allies

21 Jul - 10 Aug 1944: U.S. forces retake Guam

24 Jul - 1 Aug 1944: U.S. forces seize Tinian

my class. Up to that time the Saarland had been independent from Germany and under international occupation. Then the citizens had a chance to vote whether they wanted to belong to France or go back to Germany. The vote was almost 100 percent for Germany. This was in 1935.

...Hitler gave a speech on the market square welcoming the Saarland back to Germany. Everybody was shouting "Sieg Heil, Sieg Heil." I heard Hitler speak on several occasions...My whole family said from the beginning that he would lead us into a war.

The war broke out when I was 21. I remember I was at the Ice and Swimming Stadium not too far from home when it was announced over the radio that Germany had started marching into Poland.

My parents had moved back to Cologne because my Dad was forced to retire. He had made some bad remarks about Hitler and his party, and probably would have ended up in a concentration camp if he hadn't been an officer in World War I.

Cologne was one of the first cities to be bombed by the British because it was an important railroad center, and at night the sky would be lit up like a Christmas tree. But we got tired of running into the basement or bomb shelters, and just took our chances.

One evening, [a friend's brother] joined us with another young doctor from the Lindenburg, Dr. Edmund (Edi) Hammes...I was very impressed with this young man, and he apparently with me too...I ran into Edi again by accident on the Cathedral square after work, and we started dating. It wasn't long and he took me to Oberwesel, one of those pretty little towns on the Rhine, surrounded by a big wall from Roman times, with a big castle on top, and with vineyards all around it. His mother had the Hotel zum Hunsruecken which had been operated by the family for over 200 years.

When Edi was drafted into the army, we got engaged. His first assignment was to France...Then he was sent to Russia, and that was the winter when so many German soldiers came back with frozen limbs because they had advanced too fast and were caught in the bitter cold without any provisions. Edi was wounded by a bullet under his heart which would have killed him if it hadn't been for a billfold in his pocket which protected him to some extent. He was sent to a *Laszaret* (soldier's hospital) in Glogau, not far from Breslau, Schlesien (Silesia), where I went to see him. After he was well enough, we decided to get our papers together and got married in May 1942 by the *Standesamt* (Justice of the Peace)...

Edi was assigned as a medical instructor at the *Sanitatersatzabteilung* (Health Department) in Hamm, Westfalia. As soon as I found out that I was expecting a baby, I was able to quit my job in Cologne...and we were able to find a furnished apartment in Hamm...We got used to the air raid warnings, sirens, and the

shooting of the heavy flak right behind us...We were very lucky we didn't get killed, because shortly after we left, our house got flattened. We tried to live just as normal a life as possible, forgetting about the miserable war which was going on, and which we knew was a hopeless thing which would end in disaster.

Then my husband was called back to the front in Russia. He could have avoided doing that if he would have supplied his commanding officer with enough wine and champagne. This was still readily available in Oberwesel where we had our own vineyards. But he was too decent a guy for that, and said that somebody else would have to then go in his place.

We spent our last vacation in Oberwesel. My parents had lost their home in Cologne because of bombardments, and were now also living in Oberwesel. We left our daughter, Monika, in their care...

We could not stand waving good-bye at the train, but just gave each other one last hug in front of the depot. He was very worried about what might happen if the Russians came into Germany, and gave me two poison pills for myself and our daughter. We both knew that we would never see each other again.

I spent a short time by the Baltic Sea at the Kurische Nehrung, and all I could think about was, "What am I going to do now that I will be all alone." I looked like a ghost when I came back to Oberwesel. I was not in the least surprised when I got the news seven weeks later—in July, 1944—that my husband was missing in action in Lublin, Poland...One of his friends who was stationed close to him told me later that the whole division had been encircled by the Russians, and had been taken prisoner or killed. Since Edi was the Division physician with the rank of a major, some returning prisoner of war would have brought back word if Edi had come through alive. We never heard another word.

When I returned to Oberwesel, I found out that he had left a lot of money with the florist to send me flowers for my birthday every year. He had also told my parents to look after me and Monika in his stead. I could not even cry. I just turned to stone.

In the meantime, the front lines were moving closer and closer. You could hear it rumble [the Battle of the Bulge] in the distance. Supposedly the Rhine was going to be the last line of defense. So Oberwesel was not a good place to be with a little child, and another on the way.

The only way you could travel with authorization these days was if you were in the military, or if you were a student. In the fall, I decided to start studying medicine in Wuerzburg, in southern Germany, which was still untouched by the war. Eddy was born on February 19, 1945...That night we had our first air raid in Wuerzburg. We all ended up in the basement. All the babies were baptized by a Catholic priest, and I decided to call my boy Edmund Ulrich.

When the air raids started, Monika's day nursery was evacu-

27 Jul 1944: Soviets take Lvov, Poland

26 Aug 1944: DeGaulle—and
Americans—celebrate liberation of Paris

6 - 8 Sept 1944: Battle group, including
16 U.S. carriers, attacks Palau; V-2s land
on London

Emil and Emily (Emmy) Bolton in Omaha, NE, 1951.

ated about 30 miles away to the city of Bad Kissingen. Because of my classes, I put Eddy in a Red Cross baby home, and I went there three times a day to nurse him. When he was eight days old, we had a terrible air raid by the British.

Two-thirds of this city of 120,000 inhabitants was destroyed; and 40,000 people were killed within 20 minutes. My parents, who had come to be with me when the baby was due, were staying at some friends. They were able to crawl through basements until they reached the Main River. Most people got stuck in the burning asphalt, and just burned to death.

I was living at the edge of town, and when our house started burning, I was able to carry out a lot of my belongings. I spent the rest of the night in a pasture with a herd of cows around me...and I could see the flaming city below...

I could not find my parents, but ran into a friend who had seen them at the river. So I returned to my hill and found them waiting for me, and we were just thankful to be in one piece. The city had to be evacuated, and we were taken by army trucks to a little village where we slept in the schoolhouse on straw...We decided to head for Bad Kissingen to be at least reunited with Monika...After relocating my daughter, we decided we had to try to get Eddy back with us, and my parents volunteered to find him. It must have been a wild trip toward the front lines, partly on trains, partly hitchhiking, through air raids. But they finally found him about two months later...Eddy was in such bad shape that...he was a pretty sick boy until he was about nine months old.

The Americans took over Bad Kissingen in March of 1945. There was no fighting, the town fathers waved them in with white flags. I was standing in line to store up on groceries...The American tanks came by, and the soldiers hollered, "Hello, blonde"....

One evening I went to the restaurant where Dr. Feith [my employer] lived, and across the room sat a group of young American soldiers. One kept looking at me, and we later were introduced. Emil still swears that on first sight he told his friends, "This is the woman I'm going to marry."

However it was not easy. We started dating late in 1945, but Emil was supposed to go back to the U.S. three weeks later. So he signed up as a civilian with the Air Force. At the time, Americans were not allowed to marry German girls. When that ban was lifted, I found out that I had to get a death certificate for my first husband before we could do anything—this took almost four years....Emil immediately fell in love with my two children, but his friends probably thought he was crazy taking on a



German wife with two kids. And my German friends thought that I was out of my mind, wanting to marry a young guy from the U.S., leaving everything behind...But we were just in love and had been very lonesome, and we didn't care and figured things would work out somehow....

It took us at least six months to get all the papers together that we needed to get married...At that time, when an American married a German girl, he had to leave Germany with his bride after three months...We got on the ship in March 1950...in Bremerhaven...The first night our shoes went "click clack" back and forth across the room because of the waves...

It was quite special to sail past the Statue of Liberty...We stayed in a nice hotel on Broadway and did some sightseeing. We went up to the Empire State Building, which was actually wiggling a little in the wind. After three days, Emil was ready to head for home. We took the train to Sioux City, Nebraska [where Emil's brother, Bill, picked us up]. We hit a typical blizzard that night and were the last car to make it through to Bloomfield, Nebraska. I couldn't help but wonder to what kind of a forsaken country Emil had taken me...



Emily Bolton worked for the Park Service in Omaha, Nebraska, for 23 years, first as a secretary and finally as a public information specialist. She retired in 1985, and died in August of that year, three weeks after her retirement. Readers who want more information about Monika's oral history project can contact her in care of Courier.

Emily Bolton at the NPS Omaha office in 1974.

20 - 27 Oct 1944: Battle of Leyte Gulf

16 Dec 1944: Battle of the Bulge (Ardennes) begins

8 Jan 1945: U.S. landings on Luzon in the Philippines

Nov 1944: Roosevelt elected to 4th term as president

On Publishing "Battle Dust, My Wartime Records"

I was born the fourth son of a poor farmer in the mountain region of North Hiroshima Prefecture. Upon finishing grammar school I worked at the village office as a page with no pay. Then entered the army, did my best as a soldier. In 1937 I was sent over to Mainland China belonging to the front corps of Hiroshima Infantry Regiment No. 11, then on to Malay and New Guinea fighting the battles until the war end of 1945.

I happened to meet Mr. Gary Cummins, Director of Arizona Museum at Hiroshima Peace Memorial on August 6, 1983. I told him about a part of my wartime records, and the American soldier's flying cap which I kept for the past thirty-eight years. I wanted to send it back to the American family if possible. Since then we have kept on our correspondence which brought the conclusion of publishing this book, "Battle Dust, My Wartime Records."

Masaru Ueda
82 yrs old
Yamagata-gun, Hiroshima-ken,
Japan
7 March 1985

3-1

推薦の言葉

元歩兵第十一連隊中隊長

現 参議院議員

堀江正夫

上曰こんとは、四十数年前、共に青春の時
 代を、同じ皇旗の下、中国大陸の第一線で、
 生死を共にし、数交つゝある。
 私は一九四一年には、士官学校に転任して
 連隊長をつとめたが、二曰こんは一九四五年まで

17 Jan 1945: Soviets take Warsaw
 4 - 11 Feb 1945: Yalta Conference

13 Feb 1945: Budapest captured by
 Soviets; RAF firebombs Dresden

19 Feb - 26 Mar 1945: U. S. Marines
 take Iwo Jima

WARSHIPS OF WORLD WAR II

Have you ever wondered what happened to the large fleet of warships the United States used in World War II to defeat the Japanese in the Pacific, and the Germans and Italians in the Atlantic and Mediterranean theaters? Where are the dozens of aircraft carriers, battleships, and cruisers that formed the backbone of the American fleet? What about the hundreds of destroyers, submarines and fleet support ships used in the war? To find the answers to these questions and also identify other sites associated with the victory over Axis powers, the NPS conducted comprehensive surveys of surviving World War II warships during the 1980s.

The American battle fleet that fought against the Axis powers was composed of different types of ships, each performing a specialized mission and supporting general fleet operations. The battle fleet in the Pacific, for example, provided an attack capability that destroyed Japan's warships and merchant marine, and spear-

headed the amphibious attacks that threatened the home islands with invasion. The success of the fleet in both the Atlantic and Pacific theaters depended on the successful operation of its many component ships—aircraft carriers, battleships, cruisers, destroyers, submarines, minesweepers, coast guard cutters, and others such as Liberty ships and PT boats.

AIRCRAFT CARRIERS. USS *Intrepid*, USS *Yorktown*, and USS *Hornet* are *Essex*-class aircraft carriers, representing the principal capital ship of the Navy after 1941. The Pacific war against Japan was fought over vast reaches of ocean, employing aircraft carriers as highly mobile weapons capable of destroying enemy ships and bases at great distances. Japan's early success and American success later in the conflict was directly dependent on the achievements of the carrier battle groups deployed by each side.

USS *Cabot*/SNS *Dedalo* is the sole survivor of the nine *Inde-*



USS *Hornet*

26 Feb 1945: Corregidor retaken by U.S. forces

3 Mar 1945: Manila secured by U.S. and Filipino forces

7 Mar 1945: U.S. tanks cross the Rhine at Remagen

pendence-class of light carriers commissioned during the war. Known affectionately as the "Iron Lady," USS *Cabot* participated in some of the Pacific's fiercest sea battles.

BATTLESHIPS. USS *North Carolina*, USS *Alabama*, and USS *Massachusetts* represent the World War II role of the American battleship, which changed from the principal capital ship of the Navy to a support ship designed to protect and screen the fast *Essex*-class carrier battlegroups.

USS *Texas* is the sole survivor of the first generation of American "dreadnoughts" built during World War I. USS *Texas* saw service in both the Atlantic and Pacific theaters during World War II.

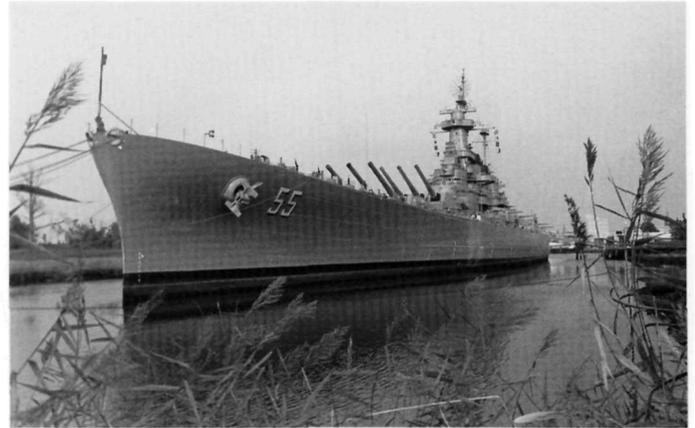
USS *Missouri*, perhaps the most famous American battleship of World War II because of the Japanese surrender September 2, 1945, and USS *Wisconsin* are still in active service. Both ships are due to be retired in 1992. USS *Iowa* and USS *New Jersey* have both been returned to the inactive fleet.

CRUISERS. By 1942 cruisers had become the principal surface combat ship in the Pacific. In addition to screening the fast attack carriers, cruisers carried out gunnery raids on enemy-held shores, provided fire support for amphibious operations, and supported general fleet operations. Of the many existing types and classes of American cruisers that fought in the Pacific none has survived unaltered. USS *Little Rock* is the only World War II cruiser on display in the United States and the sole survivor of the *Cleveland* class. After the war USS *Little Rock* was heavily modified as a guided missile light cruiser.

Although they postdate World War II, USS *Des Moines*, USS *Salem*, and USS *Newport News* represent the culmination of wartime American cruiser design. The last big gun wartime cruisers in existence today, they were designed to compete against Japanese cruisers.

DESTROYERS. World War II destroyers were all-purpose ships ready to combat attacks from the air, the surface, or below the sea. Particularly significant, *Fletcher*-class destroyers played a major role in the Pacific defeat of Japan. Large ships that carried sufficient food, fuel, ammunition and stores for extended operations in the Pacific, they were the first to break with design practices developed out of the London Treaty of 1930. With 175 built, *Fletcher*-class destroyers were the largest class of destroyers constructed by the United States in World War II. USS *Kidd*, USS *Cassin Young*, and USS *The Sullivans* are all *Fletcher*-class.

USS *Laffey*, an *Alan M. Sumner*-class destroyer, was an interim design between the *Fletcher*-class and the much improved *Gearing* class. USS *Laffey* is particularly significant because of her action on April 16, 1945, when she fought one of the most famous destroyer-kamikaze duels of the Pacific War. In the space of 90 minutes she was attacked by 22 Japanese kamikazes and bombers, but managed to shoot down 11 of the attacking planes.



USS *North Carolina*



USS *Des Moines*



USS *Cassin Young*

12 Apr 1945: President Roosevelt dies at Warm Springs, GA

13 Apr 1945: Allied troops liberate Belsen and Buchenwald

1 - 30 Apr 1945: Six bombings of Tokyo; invasion of Okinawa



USS *Torsk*

Laffey was hit by five kamikazes and two bombs that killed 32 and wounded 71 of her crew. Awarded a Presidential Unit Citation for this action, USS *Laffey* is the only *Alan M. Sumner*-class destroyer surviving today in the United States.

USS *Joseph P. Kennedy Jr.*, a *Gearing*-class destroyer, was a late World War II design, representing the state-of-the-art for destroyers. She is the only surviving *Gearing*-class destroyer today in the United States. Having served in the North Atlantic as a convoy escort, USS *Stewart* is the last surviving U.S. Destroyer Escort (DE) from World War II.

SUBMARINES. The role of American submarines in the war against Japan cannot be overestimated. American subs sank more than 800,000 tons of Japanese warships and more than 5,000,000 tons of merchant shipping. This was accomplished by a force that never numbered more than two percent of naval personnel engaged in the war. American submarines formed a blockade that denied Japan the oil, food, and other raw materials needed to fight. By 1945, without this commerce and the raw materials it supplied, Japan found it impossible to continue to fight outside the homeland. *Gato*-class submarines, the standard design at the beginning of the war, and their successor, the *Balao*



Japanese midget submarine

class, bore the brunt of the fighting against Japan. *Gato*-class subs proved to be fast, strong, well armed, and suited to the long-range patrols necessary for Pacific fighting. USS *Silversides*, USS *Drum*, USS *Cobia*, USS *Cavalla*, USS *Croaker*, USS *Cod*, and USS *Batfish* are all *Gato*-class submarines.

Balao-class submarines were an improved version, designed to dive to a depth of 400 feet as opposed to the 300 feet for *Gato*-class boats. USS *Bowfin*, USS *Pampanito*, USS *Lionfish*, USS *Clamagore*, USS *Ling*, and USS *Becuna* are all *Balao*-class submarines.

USS *Torsk* and USS *Requin* are *Tench*-class submarines, improved copies of the previous *Gato-Balao* classes, representing the final submarine design of World War II. USS *Torsk* fired the last torpedoes of World War II and is credited with sinking the last Japanese combat ships.

JAPANESE SUBMARINES. *HA-8* and *HA-19* are early examples of Japanese midget submarines made famous by the Imperial Japanese Navy. *HA-19*, a participant in the Japanese attack on Pearl Harbor in 1941, was captured and used to sell war bonds during a nationwide tour of 45 states. *HA-62-76* is the only surviving example of a Type "C" Japanese midget submarine.

GERMAN SUBMARINE. *U-505* is a German Type IX C submarine captured by the United States Navy in June 1944.

MINESWEEPERS. USS *Hazard* and USS *Inaugural*, fleet minesweepers of the *Admirable*-class, represent the role of the many support ships designed to service and protect larger naval vessels operating against Japan. Fleet minesweepers arrived before the main battle fleet and swept the area for mines, then remained with the fleet during operations. Minesweepers were the first navy vessels to arrive in a new area and the last to leave. USS *Hazard* is one of the best preserved and maintained World War II warships in the country today. She was taken out of operation in 1946 and has survived as a museum ship in Omaha with

24 Apr 1945: U.S. - Soviet forces link up at Torgau on the Elbe

25 Apr 1945: United Nations Conference begins in San Francisco

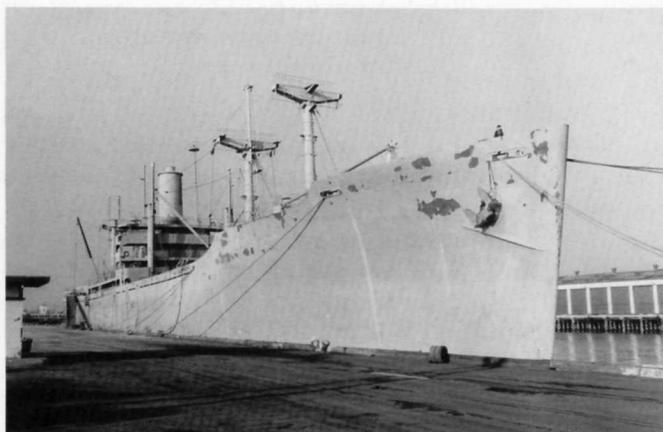
30 Apr 1945: Hitler commits suicide



Typical PT-class torpedo boat



USS Taney



SSS Lane Victory

all of her systems and equipment intact. She possesses total integrity and is a time capsule of World War II-era Navy minesweepers. USS *Hazard* served in the Pacific in 1945.

TORPEDO BOATS. PT 796, a *Higgins*-type torpedo boat, and PT 617, an *Elco*-type torpedo boat, were small, fast, and ultimately expendable interdiction ships, armed with torpedoes and machine guns for cutting enemy communication lines, for harassing enemy forces, and for short-range oceanic scouting. PT boats were a significant American naval warship type in World War II and were responsible for numerous enemy losses in ships, material, and personnel.

LIBERTY SHIPS. Manned by merchant seamen and a naval armed guard, Liberty ships served as an emergency response to critical shortages of maritime cargo ships. They carried all types of war supplies throughout the Pacific and Atlantic Oceans. More than 2,700 Liberty ships were constructed during the war.

Built to a standardized design, they represented the unexcelled industrial capacity of the United States to prepare and transport war supplies all over the world. Liberty ships were armed for defense and many of them participated in combat with enemy forces. SS *Jeremiah O'Brien* and SS *John W. Brown* are the sole survivors of this great fleet.

VICTORY SHIPS. The Victory ships entered World War II as an improvement on the Liberty ships. They carried supplies and troops to both the European and Pacific Theaters. SS *Lane Victory* represents this class.

COAST GUARD CUTTERS. USS *Comanche* was built by the Public Works Administration and operated for her first six years breaking light ice in New York's Hudson River. Turned over to the U.S. Navy during World War II, USS *Comanche* operated between Boston and New York on weather patrol and as a convoy escort. USS *Ingham* and USS *Taney* are *Secretary*-class cutters, probably the most successful large cutter class built during World War II. USS *Taney* is the only surviving warship afloat today that was at Pearl Harbor on December 7, 1941. USS *Mohawk* is the only survivor of the *Algonquin* class of cutters built for the extreme ice conditions of the North Atlantic.

TUGS. Only a handful of other World War II-era ships survive. One of these is *Nash*, a large harbor and sea-going tug, built to handle the large U.S. sealift to Europe. *Nash* sailed to Normandy as part of the D-Day invasion force in June 1944. In addition to towing and assisting vessels, *Nash's* gunners shot down a *Focke-Wulf* fighter. The firefighting tug *City of Oakland* (originally USS *Hoga*) is the only known surviving yard craft present at Pearl Harbor during the Japanese attack. After more than fifty years, *City of Oakland* is still serving the people of Oakland, CA.

Dr. Harry Butowsky is a historian in WASO's History Division.

3 - 29 May 1945: Major kamikaze attacks in Okinawa area

7 May 1945: Unconditional German surrender

8 May 1945: V-E (Victory in Europe) Day

Preserved Military Vessels Associated With World War II

<u>Name</u>	<u>Location</u>	<u>Built</u>	<u>Vessel Type</u>	<u>Owner / Manager</u>
Alabama	Mobile, AL	1942	Battleship	USS Alabama Battleship Commission
Batfish	Muskogee, OK	1943	Submarine	Muskogee War Memorial Park
Becuna	Philadelphia, PA	1944	Submarine	Cruiser Olympia Association
Bowfin	Honolulu, HI	1943	Submarine	Pacific Fleet Submarine Memorial Assn.
Cabot/Dedalo	New Orleans, La	1943	Aircraft Carrier	USS Cabot/Dedalo Museum Foundation
Cassin Young	Boston, MA	1943	Destroyer	National Park Service
Cavalla	Galveston, TX	1942	Submarine	U.S. Submarine Veterans Of WWII, Inc.
City of Oakland	Oakland, CA	1940	Tug	Port of Oakland
Clamagore	Mount Pleasant, SC	1945	Submarine	Patriot's Point Devel. Authority
Cobia	Manitowoc, WI	1943	Submarine	Manitowoc Maritime Museum
Cod	Cleveland, OH	1943	Submarine	Cod Coordinating Committee
Comanche	Mount Pleasant, SC	1934	Pilot Boat	Patriot's Point Devel. Authority
Croaker	Buffalo, NY	1942	Submarine	Buffalo & Erie Co Naval & Srvcmen's Park
Drum	Mobile, AL	1942	Submarine	USS Alabama Battleship Commission
HA-19	Fredericksburg, TX	1938	Midget Sub	NPS/Admiral Nimitz Museum
HA-8	Grotton, CT	1938	Midget Sub	Nautilus Memrl & Sub Force Lib & Museum
Hazard	Omaha, NE	1944	Minesweeper	Greater Omaha Military Historical Soc.
Inaugural	St. Louis, MO	1944	Minesweeper	St. Louis Concessions
Ingham	Mount Pleasant, SC	1936	WPG-Gunboat	Patriot's Point Devel. Authority
Intrepid	New York, NY	1943	Aircraft Carrier	Intrepid Sea-Air-Space Museum
Japanese	Midget Agana, GU	1944	Midget Sub	US Navy Commander
Jeremiah O'Brien	San Francisco, CA	1943	Liberty Ship	Nat. Liberty Ship Memorial, Inc
John W. Brown	Baltimore, MD	1942	Liberty Ship	Project Liberty Ship
Jos. P. Kennedy Jr.	Fall River, MA	1945	Destroyer	USS Massachusetts Mem. Committee
Kidd	Baton Rouge, LA	1943	Destroyer	Louisiana Naval War Memorial Comm.
Laffey	Mount Pleasant, SC	1944	Destroyer	Patriot's Point Devel. Authority
Lane	VictorySan Pedro, CA	1945	Victory	US Merchant Marine Veterans of WWII
Ling	Hackensack, NJ	1943	Submarine	Submarine Memorial Association
Lionfish	Fall River, MA	1944	Submarine	USS Massachusetts Memorial Committee
Little Rock	Buffalo, NY	1945	Lt. Cruiser	Buffalo & Erie Co Naval & Servcmen's Park
Massachusetts	Fall River, MA	1942	Battleship	USS Massachusetts Memorial Committee
Mohawk	Wilmington, DE	1934	Cutter	Sea-Land-Inc. c/o Mohawk Corp.
Nash	Buffalo, NY	1943	Tug	U.S. Army Corps of Eng., Buffalo Dist.
North Carolina	Wilmington, NC	1941	Battleship	USS North Carolina Battleship Comm.
Pampanito	San Francisco, CA	1943	Submarine	Nat. Maritime Museum Assoc.
PT 617	Fall River, MA	1945	Torpedo Boat	USS Massachusetts Memorial Committee
PT 796	Fall River, MA	1945	Torpedo Boat	USS Massachusetts Memorial Committee
Requin	Pittsburgh, PA	1945	Submarine	The Carnegie
Silversides	Muskegon, MI	1941	Submarine	USS Silversides & Maritime Museum
Stewart	Galveston, TX	1942	Destroyer Escort	State of Texas, Seawolf Park
Taney	Baltimore, MD	1936	CG Cutter	Baltimore Maritime Museum
Texas	Laport, TX	1914	Battleship	Texas Parks & Wildlife Dept.
The Sullivans	Buffalo, NY	1943	Destroyer	Buffalo & Erie Co Naval & Servcmen's Park
Torsk	Baltimore, MD	1944	Submarine	Baltimore Maritime Museum
U-505	Chicago, IL	1941	Submarine	Museum of Science & Industry
Yorktown	Mount Pleasant, SC	1943	Aircraft Carrier	Patriot's Point Devel. Authority

22 Jun 1945: Japanese resistance ends on Okinawa

26 Jun 1945: United Nations Charter signed

10 Jul 1945: 1,022 U.S. planes bomb Tokyo

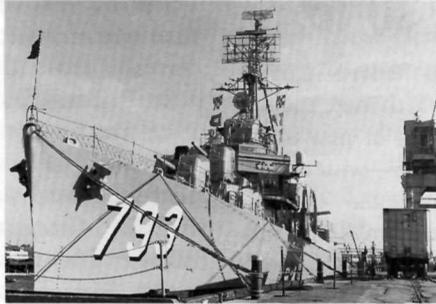
USS CASSIN YOUNG – THE STORY BEHIND THE SHIP

At first glance, it would appear that the Charlestown Navy Yard in Boston, MA, and the events at Pearl Harbor, HI, on December 7, 1941, have little in common. Yet the history of that incident and this place have been forever joined by the permanent exhibition of the World War II destroyer, USS *Cassin Young* (DD-793), part of Boston NHP. Today, fifty years after the fateful event that forced the U.S. into a long and destructive war, Commander Cassin Young's act of heroism and those of countless others survive in this impressive ship. The ship is cared for thanks to the determined efforts of the NPS and the Cassin Young Association, a group of volunteers made up of naval war veterans and others interested in the ship's preservation.

The story of Commander Cassin Young takes on an almost mythical tone. When Japanese aircraft wreaked havoc on U.S. naval forces at Pearl Harbor, Commander Cassin Young not only helped to save his ship but also the lives of others. He earned the Congressional Medal of Honor for his actions while commanding USS *Vestal* (AR-4), a repair ship moored alongside the ill-fated battleship USS *Arizona* (BB-39). When the surprise Japanese air attack hit the battleship, she exploded into a ball of fire and metal, killing many and blowing Commander Young overboard. He swam back to his ship, already in flames, ordered his men not to abandon it, and successfully moved *Vestal* away from the demolished *Arizona*, picking up survivors on the way. For his daring deed, the Navy promoted Commander Young to captain and assigned him command of the cruiser USS *San Francisco* (CA-38). Sadly, within a year of his achievement, Captain Young was killed in the bloody naval battle of Guadalcanal.

To commemorate Captain Young's heroism, the Navy named a new destroyer after him. USS *Cassin Young* was built at the Bethlehem Steel Yard in San Pedro, CA, and commissioned by the end of 1943. Her crew saw action in many battles of World War II in the Pacific, including the landing at Saipan, the rescue of sailors thrown overboard by the attack on USS *Princeton* during the battle at Leyte Gulf, and the Okinawa campaign.

The fiftieth anniversary of the attack at Pearl Harbor is an appropriate time to think back on the roles played by men such as Commander Cassin Young, his crew, and their ships in the military defeat of the Axis powers and also to applaud the work of



those who help keep these memories alive. One man who witnessed the destruction at Pearl Harbor and later served on USS *Cassin Young* is Carl Slattengren of Hayward, CA, now a member of the Cassin Young Association.

On the day of the attack, Slattengren, then assigned to USS *Shaw* (DD-373), recalls vividly what he saw: "I was in the mess hall eating my breakfast and I came up topside when I heard explosions and I watched the planes come in. At first, they looked like our planes, but they had red spots on them. I thought at first they were just practicing drills, but then I saw one of the planes pull away from the rest and a black object fell away from it. An airplane hangar blew up."

During the war, Slattengren served on three destroyers, the "tin cans" of the Navy, as the men who served on them affectionately called these thin-hulled vessels. On *Cassin Young*, he was assigned as an electrician's mate first-class from the time of the ship's commissioning to December 1944, and witnessed the critical role his ship played in the occupation of Saipan on June 15, 1944: "I remember the Saipan landing quite well," recalls Slattengren. *Cassin Young* was shelling Garapan, Saipan, for a landing by U.S. Marines in June 1944. The ship was using only the forward 5-inch guns to shell the island. "We were not at battle stations, and I was not on watch at that time, so I was up on the bridge watching the shelling," said Slattengren. During this action, *Cassin Young* opened fire on the enemy for the first time and rescued a number of aircraft pilots.

Later the crew of *Cassin Young* faced the harrowing attacks by kamikaze planes in April and July 1945 attacks, during which more than one hundred Americans were killed or wounded, and for which *Cassin Young* was awarded a Navy Unit Citation. But, before his official discharge from the Navy, Slattengren was re-assigned to *Cassin Young* one final time. He received an honorable discharge from the U.S. Navy in December of 1946, after six years of service.

The story of Carl Slattengren, like many others who fought the naval battles, reminds us all that the story of a ship is really the story of the sailors aboard. Commander Cassin Young, the ship named after him, the ship's crew, and the people who preserve the ship are all part of the story of Pearl Harbor and the War in the Pacific.

16 Jul 1945: Atomic bomb detonated at Alamogordo, NM

17 Jul - 2 Aug 1945: Potsdam Conference

6 Aug 1945: U.S. atomic bomb attack on Hiroshima

NPS DURING WAR

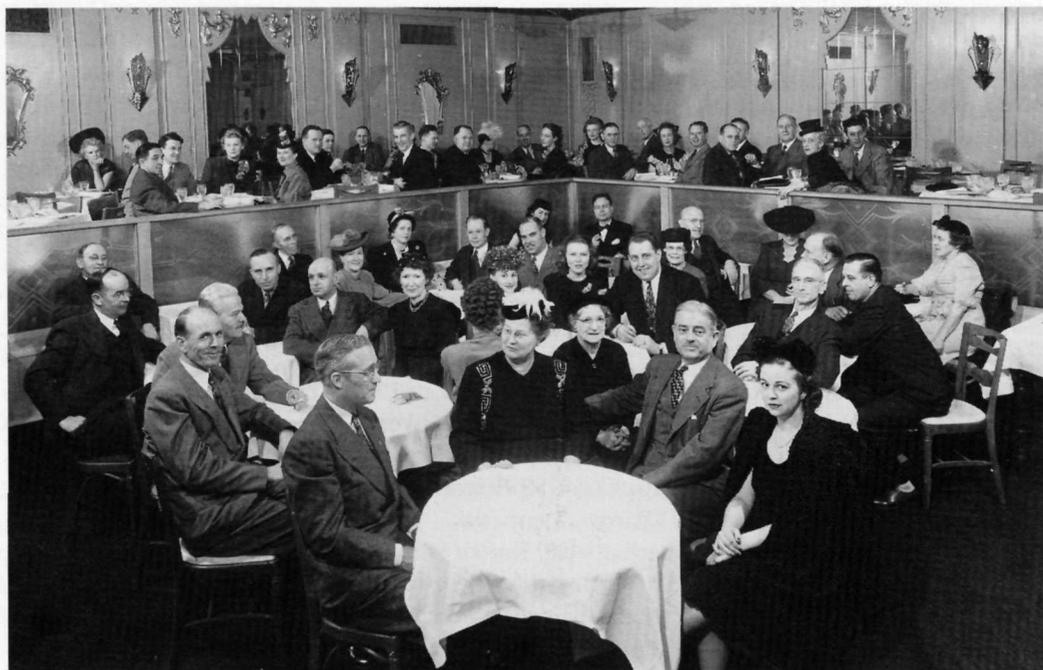
WHAT HAPPENED AFTER SUNDAY, DECEMBER 7.

Pearl Harbor affected the NPS in many ways. It was placed on a custodial basis and activities, such as the Inventory of Historic Sites and the addition of new areas, were held in abeyance. There was one exception—with the approval of FDR, Adams NHS was added to the system.

Many Service employees volunteered or were drafted for military service. Those who remained behind had the task of holding together the park system as a viable entity. Park areas were kept open on a limited basis and served as rest and recreation places for the military; historic sites provided wellsprings of inspiration for civilians as well as military personnel. Gasoline was rationed and some remote areas were closed. While visitation was reduced, the need for protection and preservation was ever present. Actually the war brought new threats to park resources. In the name of defense, lumbering interests made a plea to harvest some of the trees in the parks; cattle farmers sought grazing rights; and, unfortunately, a number of Civil War cannons and plaques were hauled off to foundries. To make these cannons less conspicuous, a number were secreted in the basement of Ford's Theatre.

Being a non-defense agency, the Service was moved from Washington to the 10th floor of Chicago's Merchandise Mart in August 1942. Associate Director Arthur Demaray and his secretary remained behind as the liaison office. The move reduced the History Branch to a twig—from 10 to 4 people—archeologist Dr. Arthur Kelly, Dr. Charles W. Porter, a secretary and myself. Roy Appleman joined the Army as combat his-

National Park Service
Branch of Development,
Chicago 1947. (From left to right
at head table) Hillory A. Tolson,
Mrs. N.B. Drury, N.B. Drury and
Mrs Tolson.



torian; Rogers Young, Dr. Alvin Stauffer and Chuck Fairbanks helped to fill gaps in the field ranks; and two stenographers found other jobs in Washington.

Pearl Harbor definitely affected the direction of my NPS career. I had served as coordinating superintendent in the southeast, with headquarters in St. Augustine, FL. In the spring of 1939 I was transferred to coordinating superintendent for the northeast, with headquarters in Morristown, NJ. Then, in less than nine months, I received a phone call from Director Cammerer to come to Washington for one year, because Secretary Ickes had insisted that Washington staff have had field experience. Dr. Francis Ronalds had come to the Washington office from the University of Illinois and lacked field experience. Since the swap was to be for only one year, Fran Ronalds and his wife, Grace, as well as my wife, Marie, and I discussed whether this exchange could take place without moving our furniture. Marie was skeptical and mentioned that our move to Florida was to have been temporary—in fact the telegram said "short duration" but the assignment lasted five years; moreover our sons were destructive of furniture, so the household goods got moved.

War clouds became more threatening in 1940, especially with the conveying of supplies to the allies. The draft was stepped up. Ronald F. Lee, Chief of History and Archeology, was drafted, and when Pearl Harbor was attacked, I was asked to remain with the Central Office.

The stay in Chicago was a fascinating interlude, at least for some of us. The NPS staff in Washington before the war was a

9 Aug 1945: U.S. atomic bomb dropped on Nagasaki

14 Aug 1945: Japanese Emperor Hirohito broadcasts surrender message

15 Aug 1945: V-J (Victory in Japan) Day

closely knit group. Social gatherings were frequent, and there was a strong esprit de corps. The move to Chicago scattered us over a large metropolitan area because of the housing shortage. Still, we were as eager as ever to keep the family spirit alive, which we did with the help of frequent social gatherings of "these pilgrims in a foreign land."

Especially foreign to us was the Merchandise Mart, a seemingly strange place for government offices. It was a commercial building where whole floors displayed household furniture, infants' clothes, and other items. At the Interior Cafeteria we usually shared a table with other government employees: here we might sit with an expert on antique furniture or someone who could talk about the latest household device.

What astonished me was the number of businessmen who expressed an interest in history. Through the expert on baby clothes, I joined the Civil War Round Table. Similarly I joined the Chicago Westerners, which met monthly at the Mart. When the National Park Service moved back to Washington a chapter of the Westerners was established with the help of Ronald Lee, Chief Archivist Bob Bahmer, and Leland Case, brother of Congressman Case of South Dakota. This group provided a

convenient means of meeting Western senators and congressmen in a social and informal way.

The return to Washington in October 1947 was hectic. Housing was in short supply. Some were fortunate enough to rent their homes during the Chicago exile. Others sold, and were frustrated when they learned that prices practically had doubled. Housing at Fort Hunt and Fort Washington helped in a limited way to ease the problem. Fort Hunt had been used during the war to house German submarine crews for interrogation and, at a separate location, Japanese officers.

The return to Washington raised the issue as to whether I would go back to Morristown. With the reactivation of numerous park activities, including the national Inventory of Historic Sites, my superiors urged me to stay in Washington, which I did.

Herbert E. Kahler retired from the Service as Chief, History and Archeology, WASO.

The Interior Department War Memorial

Most visitors to the Interior Building, or even those long-time staffers waiting for "shuttles" at its south portal, may never have noticed the Department's War Memorial plaques or realized that its library is actually a war memorial. True, the plaques are sometimes obscured by photo exhibits. But to the right of the guards' desks inside the south entrance, this simple tribute of two marble tablets lists and honors the "employees of the Department who gave their lives in the wars of this country." This memorial was dedicated on February 21, 1951, by Assistant Secretary William E. Warne.

The memorial was placed through a suggestion, in 1950, by Lester W. Ganahl, an employee of the U.S. Geological Survey. Mr. Ganahl was given an award of merit for the idea.

A Department-wide competition for the design of the plaques was conducted. The design by Carl L. Cederstrand, then chief architect of the Bureau of Indian Affairs, was selected. Employee contributions financed the plaques.

At the same time, the Department's library was dedicated as the War Memorial Library. Its main alcove was dedicated to that purpose and a special bookplate—a Gothic arch enclosing a lighted candle and bearing a dedicatory inscription—was devised. The bookplate was designed by Louis S. Hillman of the Bureau of Land Management, who then was also commander of the Department's Post of the American Legion.

Photo by Candy Clifford



2 Sept 1945: Japanese surrender signed on USS *Missouri* in Tokyo Bay

21 Nov 1945: Manzanar relocation camp closes as last 42 evacuees leave

20 Mar 1946: Tule Lake relocation camp closed

PEARL HARBOR ATTACK— 50TH ANNIVERSARY COMMEMORATION CALENDAR OF NPS EVENTS

All events will take place either on the lanai of the USS Arizona Memorial Visitor Center or at the new Remembrance Exhibit on the lawn of the visitor center, except as otherwise noted. Starting times are approximate. Many events are planned by other government and private organizations.

WEDNESDAY, DECEMBER 4— HAWAII REMEMBRANCE DAY

9:30 a.m. Concert by Pacific Fleet Band

10:30 a.m. USS Arizona Reunion Association (Survivors of *Arizona*) members, families, and friends visit.

1:00 p.m. Procession by the Royal Court, with concert by Royal Hawaiian Band. Addresses by **Governor John Waihee**; **Honolulu Mayor Frank Fasi**; **Mrs. Gladys Ainoa Brandt**; and **U.S. Senator Daniel K. Inouye**, a veteran of the 442nd Regimental Combat Unit, to recognize and honor the people of Hawaii, including the civilians who died, for their sacrifices on December 7, 1941, and throughout the war. USS Arizona Memorial **Superintendent Don Magee**, master of ceremonies.

THURSDAY, DECEMBER 5 — SURVIVORS' DAY

9:30 a.m. 11th Army National Guard Band Concert followed by a program on behalf of the State of Hawaii with **Governor Waihee** as host and master of ceremonies. Guests will be the governors of the nine states represented by battleships in Pearl Harbor on the morning of December 7, 1941. (Probably at the Remembrance Exhibit.)

1:00 p.m. Pacific Air Force Band Concert. Addresses by **Capt. Donald K. Ross**, a machinist aboard USS *Nevada* (one of two surviving Medal of Honor recipients for heroism at Pearl Harbor); **Capt. Joseph Taussig, Jr.**, who was officer of the deck and

severely wounded aboard USS *Nevada*; **Mrs. Lenore Rickert**, a Navy nurse on duty at Hospital Point on December 7, 1941; and **Franklin Van Valkenburgh**, son of the commanding officer of USS *Arizona*, who perished aboard her.

FRIDAY, DECEMBER 6— REFLECTIONS OF PEARL HARBOR

9:45 a.m. Concert by "The Esquires," a military band combo from the 25th Division Army Band Concert

1:00 p.m. Pacific Fleet Band Concert, to be followed by speeches from: Architect **Alfred Preis**, a native of Austria who, as a resident of Oahu in 1941, was interned as an enemy alien, and who later, as a U.S. citizen, designed the USS Arizona Memorial; **Edward Ichiyama**, a Purple Heart veteran of the 442nd Regimental Combat Unit, who was in Europe with his brother during World War II, and whose other brother was a sailor with the Imperial Japanese Navy and sister-in-law survived the nuclear attack on Hiroshima. **Rev. Joe Morgan**, a Pearl Harbor survivor and a longtime volunteer at the Memorial, who will deliver the invocation and benediction; **James A. Michener**, the author of *Tales of the South Pacific* and *Hawaii*, and winner of the Pulitzer Prize and the Medal of Freedom, who will be the final speaker. NPS **Director James M. Ridenour** will be master of ceremonies.

SATURDAY, DECEMBER 7— PEARL HARBOR DAY

7:55 a.m. Nationally televised special program aboard the USS Arizona Memorial to mark the exact 50th anniversary. The President of the United States and the Secretaries of Defense and Interior are expected to attend. Ceremonies to be shown on TV monitors in and adjacent to the visitor

center. This program is the responsibility of CINCPAC (Commander in Chief, Pacific).

11:00 a.m. Honolulu Symphony Orchestra concert from the lawn of the visitor center. Premiere of a symphonic piece titled "Time for Remembrance," by John Duffy, who lost a cousin at Hickam Air Base, as well as special dedication selections to wives, nurses, and other women of Pearl Harbor. Maestro Donald Johanos, conductor.

2:00 p.m. Program titled "Promise of Aloha," to be held at Remembrance Exhibit with **Mrs. Lynne Waihee**, Hawaii's First Lady, and other distinguished guests. Approximately 50 Hawaiian elementary school-aged children (in traditional dress) will march from the visitor center lanai to the exhibit, each bearing flowers. As the choir sings, the children will place their flowers around the panels. Mrs. Waihee will offer the principal remarks on behalf of the State of Hawaii. **Secretary of the Interior Manuel Lujan** will be the master of ceremonies. At the conclusion of the program, the choir will sing again, and the children will lead Secretary Lujan and Mrs. Waihee in a procession back to the lanai, where the program will conclude.

3:00 p.m. Visit by members of the USS Arizona Reunion Association, family members and friends, with memorial service aboard the Memorial.

5:00 p.m. Traditional sunset program for members of the Pearl Harbor Survivors' Association.



Yosemite recycles! To those who have worked at the park anytime since 1975, this is not news. The park's primary concessioner, Yosemite Park and Curry Company, has run a successful recycling program in Yosemite for sixteen years.

The NPS joined them in 1991 by launching two complementary waste reduction and recycling programs. Last June, Dow Chemical Company and

Huntsman Chemical Corporation, in conjunction with NPS officials, announced the beginning of a plastics, glass, and aluminum recycling program in Yosemite. In the first six weeks, more than 25,000 pounds of recyclables were recovered; and 350 green bear-proof bins are in place throughout the park.

Another facet of waste reduction efforts in **Yosemite NP** is a grant awarded by EPA. The grant, which is a two-year source

of funding, was given to assist Yosemite in establishing a comprehensive waste management program to serve as a model program for other parks and recreation areas. Recycling program staff are also in the business of information-sharing, so call with questions, comments, or suggestions (FTS 448-4526 or 209/372-0526).

Cynthia Horwitz

The 75th anniversary of the National Park Service and the 26th anniversary of **Agate Fossil Beds NM** coincided on June 15 with the official groundbreaking for Agate Fossil Beds' new visitor center and museum. Among the distinguished guests who assisted in the ceremony were Senators J. James Exon and J. Robert Kerrey, former Senator Roman L. Hruska, and NPS Midwest RD Don Castleberry. Following the ceremony, approximately 1,500 enjoyed buffalo burgers and grilled trout at nearby Agate Springs Ranch as well as entertainment sponsored by the Friends of Agate Fossil Beds, Inc. Fiddlers, singers, and Native American dancers make the



occasion a festive one.

Construction is underway on the two-story, 2,600 square foot visitor center, with the intention of enclosing it before winter. Plans also are being made to

exhibit items from the Cook Indian Artifact Collection and to display the Miocene Epoch fossils.

Dean M. Knudsen

Dressed in traditional clothing, Ester Rafelito and Else Martinez sat in the shade on the lawn, weaving rugs created from Ramah Navajo experiences. Zuni fetish carver Fabian Cheama contemplated a block of serpentine, then turned on his grinding equipment and created what he saw in the rock—a horned lizard evolved as visitors watched.

An old-fashioned quilting bee recalled pioneer days. Ladies from the Ramah Senior Citizens Center invited visitors to sit down and stitch awhile as they shared stories from the past. Other artists—Chris Sandoval, Faye and Larry Lonjose, Ellen Quandelacy and others—also gave visitors a feeling for the history of **El Moro NM**.

For centuries, El Moro has been a popular spot for travelers. American Indians, Hispanics and Anglos stopped here to camp and refresh themselves. They left behind drawings, detailed messages and autographs. In 1906 El Morro was set aside as a national monument to preserve more than 700 years of Southwest history. Thanks to the special talents of local artists, three cultures came together this summer on August 24 and 25, bringing life to El Morro's past as it celebrated the 75th anniversary of the Park Service.

In celebration of its 25th anniversary, **Pictured Rocks NL** sponsored programs that reflected "the character of George E. Adair, a surveyor who mapped much of Alger County in the early 1850s," according to interpretive specialist Gregg Bruff. Comparisons were made to show how certain locations in the park had either changed or remained the same during a time span of nearly 150 years, in order to illustrate surveying techniques and the protection and restoration of the native landscape.



A huge quilt hangs in the visitor's center at **George Washington Birthplace NM**. This work of textile art consists of more than 250 decorated squares, each one created by a different park site in recognition of the National Park Service's 75th anniversary. The quilt was the idea of Roberta Samuel, who has worked at the Birthplace for more than 15 years. In January, she mailed 6" x 6" white fabric squares to more than 300 parks, asking that the fabric be decorated with the park's name and the date it entered the system. By March she and volunteer quilters Frances White and Virginia Drummond received swatches decorated with ink drawings, calligraphy, fabric paint, park patches and embroidery. Ranger Peggy Dening made the Birthplace's contribution which occupies a place of honor in the center of the quilt. By August 25, the heirloom art was placed in the lobby of the visitor center for display till the end of December.

When asked her favorite of all the quilt squares, Roberta insists she can't choose from among so many, though there are several she favors. "Most people have no idea there are so many national parks," she observes, remembering visitor reaction to the enormous quilt.

Recently, **Harpers Ferry National Historical Park** hosted a training session for two Civil War living history groups: the 54th Massachusetts Infantry and the Washington Ladies Contraband Relief Association. The eight hour training session involved formal basic training in historical interpretive skills and programming. The 54th Massachusetts Infantry has been involved in a variety of programs since its formation in 1989. However, this was the first formal training session that has been held. The Washington Ladies Contraband Relief Association was formed about a year and a half ago.



A 1925 White tour bus, used in **Glacier NP (MT)** before the Going-to-the-Sun Road was completed, was donated to the Glacier Natural History Association by Mrs. Don Hummel of Tucson, AZ. Her husband owned and operated Glacier Park Inc., providing visitor services and accommodations from 1961 to 1981, when he sold the business to Greyhound Food Management Services, the present concessioner. Mr. Hummel kept

the 1925 bus and two 1928 LaSalle touring cars. After his death in 1988, his widow decided to return the bus to its historical context.

Glacier Natural History Association plans to place the bus on public display during the summer months to enable visitors to see how their parents and grandparents toured the park in the 1920s. The bus carries 16 passengers and measures more than 26 feet long. A removable canvas top shelters original leather upholstery.

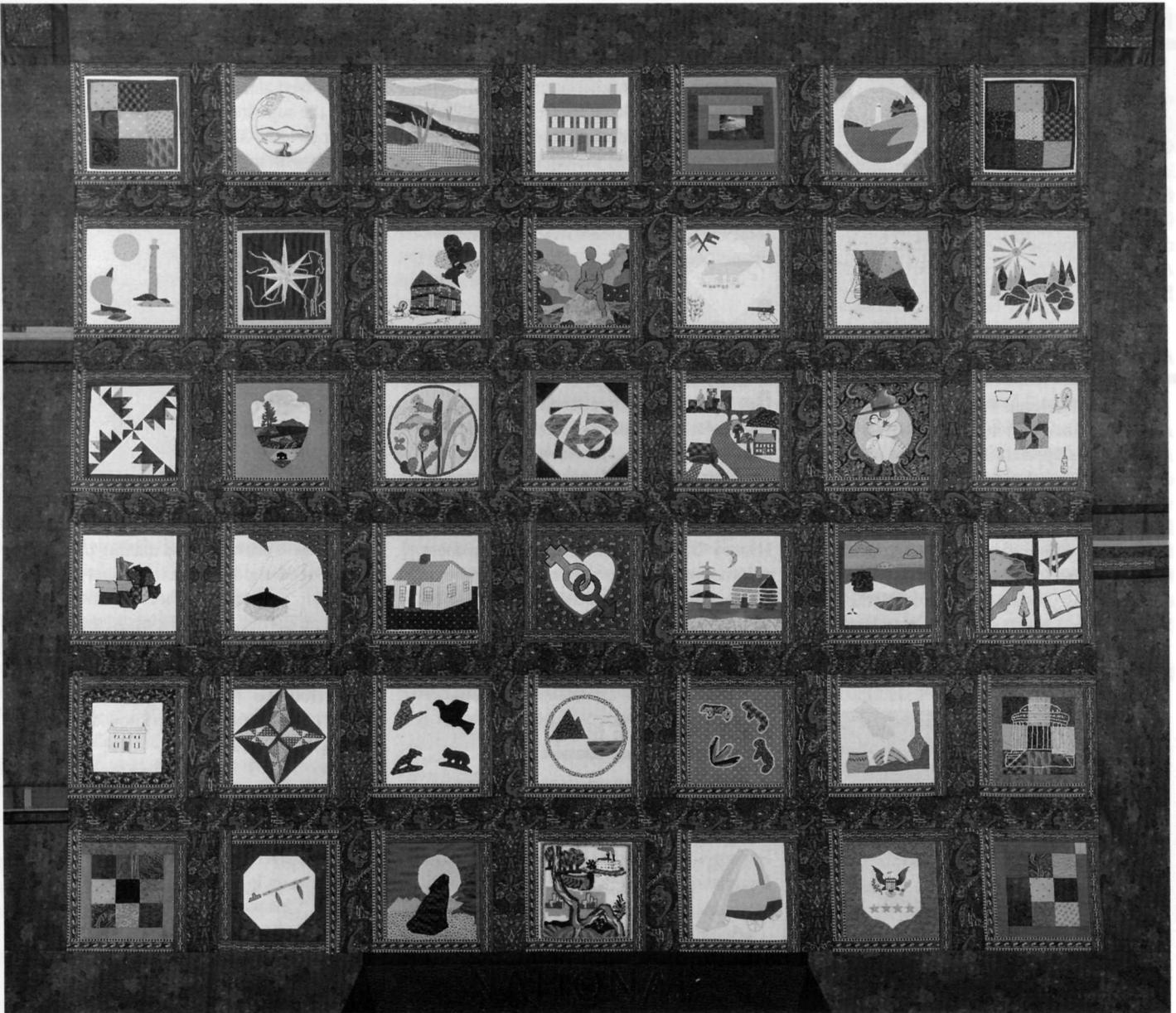
Crossed Tulip. Mississippi Signature. Ohio Amish. Boston Pavement. Bloodroot. All of the above, and eighteen others, were rescued by **Lowell NHP (MA)** park rangers during the sunny Sunday afternoon of August 11. Six hours of wastewater flooding from the apartments above threatened these 19th- and 20th-

century treasures with destruction. Rangers Greg Jones and Bill Burke responded from the Lowell NHP visitor center to an urgent call for help from their non-profit museum neighbor. Although the museum is housed in a renovated mill building managed by a private company, the rangers slogged through the cascading foul water beside

museum volunteers. The visitor center conference room became a safe haven for these heirlooms, the oldest made in 1835. Especially vulnerable to water stains, they survived the deluge largely unscathed.

What kind of heirlooms, you ask? Quilts, of course. The New England Quilt Museum, a park

partner, is now searching for a new home in the Lowell area. Soon all of these escaped quilts, and more, will be back on display, high and dry. Even Water Lily.



The Midwest Regional Office Federal Women's Advisory Committee (FWAC) sponsored a Midwest Region NPS 75th Anniversary quilt project to generate support for the Federal Women's Program. Project guidelines and fabric were provided; 41 outstanding quilt blocks, portraying the region's parks and programs, were received and forwarded to Omaha quiltmaker Carole

Samples, who incorporated them into a special NPS "family" heirloom. The quilt top was displayed during the Midwest Region's 75th Anniversary dinner banquet, August 23. Ticket sales (\$1 each) were kicked off there, then sold throughout the 10-state region. The winner of the quilt will be known December 9.

The completed 112" x 100" hand-quilted heirloom will include a diamond motif where sashings intersect. On the quilt's

reverse, an informational pocket featuring details on each specific block, the park or office it represents, and other information will be added.

Funds generated from ticket sales will be awarded to Midwest Region employees in the form of scholarships for calendar year 1992 consistent with the mission and goals of FWP. Many thanks for financial support to Volunteer-in-Park Karen Sweeney at Wilson's Creek who

contributed \$250, and Eastern National Park and Monument Association, which contributed \$200. A poster featuring the quilt was also developed thanks to the support of Planning and Resource Preservation, Maintenance Division, and its chief, Ted Hillmer. Engineering Draftsperson Laura Marchand and Historical Architect Bill Harlow completed the poster layout.

NEWS

PNRO Deputy RD **Bill Briggie** has been named superintendent of Mount Rainier NP (WA), filling the position left vacant by Neal Guse, who transferred to the Southeast Region in June. "Bill is exceptionally well qualified for this position," said RD Charles H. Odegaard in making the announcement. A recipient of Interior's Distinguished Service Award, Briggie has served as part of the NPS for 44 years in many challenging positions.

AWARDS

Eastern National Park & Monument Association has won the Travel Industry Association's Special Judges Award in the category of Travel and Tourism Promotion, with the project, "Passport to Your National Parks." Passport purchases raised \$200,000 for the NPS during its test period. Now the book is destined to be a long-term visitor education and promotion resource for the Service.



Officer **Laura K. Beck** graduated from the Initial Entry Rotary Wing Aviator Course Class 91-8 (UH-1) held at Fort Rucker, AL. Beck, 27, joined the Park Police in 1985 and has worked in the Central District as a patrol and scooter officer as well as a field training officer. She is the first Park Police officer to complete the Fort Rucker course, with a total of 213 flight hours.

Shenandoah NP (VA) Superintendent **Bill Wade** has received the Virginia Council of Trout Unlimited's Silver Trout award. Its chairman's award went to **David Haskell**, Shenandoah NP's natural resources and science division.

The Annual Award of the Friends of Independence NHP was presented to **James W. Coleman Jr.**, for his contribution to the "interpretation and enhancement of Independence National Historical Park." His name was inscribed on a large sterling silver Revere bowl used by the organization at special events. Coleman's selection represents the first time the committee has chosen someone not directly involved with the Friends' organization.

During NPS 75th anniversary celebrations at George Rogers Clark NHP (IN), Chief of I&RM **Robert Holden** received the Sequoia Award for outstanding accomplishments in park interpretation. Holden was recognized for directing the park's efforts in the visitor center exhibit redesign, the annual George Rogers Clark Trans-Appalachian Frontier History Conference and publication of four volumes of the conference's papers. He is a 29-year NPS veteran and recipient of the 1985 and 1988 regional Freeman Tilden Award as well as the 1987 Roy E. Appleman-Henry A. Judd Award for historical research.

RETIREMENTS

It has been a little more than a year since **Ray Price** retired from his position as chief of Wayside Exhibits at Harpers Ferry Center. Friends will be glad to know that he is happily living and working in the Frederick, MD, area.

A graduate of Florida State University and the University of Nebraska, Ray began his 34-year NPS career in 1956 with Mission 66, having been hired to develop museum exhibits for the NPS Western Museum Lab in San Francisco. When the Eastern and Western Labs consolidated in 1968, Ray moved to Harpers Ferry where he became head of the Branch of Wayside Exhibits within the Division of Museums. The increasing demand for quality outdoor exhibitry prompted Harpers Ferry Center to form a separate Wayside Exhibits Division in 1981, and Ray became the division's first chief. He retired from that position last year.

Retirement hasn't kept Ray away from exhibits. Weeks after he retired, he founded an exhibit firm and set up shop in downtown Frederick. As a private entrepreneur, he has already planned exhibits for a new navy guided missile cruiser, and has exhibits underway for Delaware and Maryland, as well as the U.S. Forest Service.

Noel Pachta retired November 30, 1990, from his position as Fire Island NS superintendent, though he stayed on as a reemployed annuitant until Jack Hauptman filled the superintendency in March. Pachta's career covered 33 years of federal service, 29 of them with the NPS working at such places



as Big Bend, Grand Canyon, Mesa Verde and Virgin Islands NPs. The Pachtas are selling their New York home and making plans to return to central New Mexico, where they will be building a retirement home, managing their rental properties, and working on the family ranch near Des Moines, NM. Once their new address is firmed up, they hope to receive visits from the "Park Service people and the many others we've come to know and love through the years."

DEATHS

There are many people who saw what they wanted to do in life and had to buck the odds to do it. This was especially true during the Great Depression of the 1930s when jobs were hard to come by, and education was impossible for some.

Granville B. Liles was one of those. He wanted an outdoor life, and he found it first in the Civilian Conservation Corps; later as a self-educated draftsman for the Aluminum Corp. of America, where he accomplished the task of relocating a railroad; with the Soil Conservation Service; and finally with the Bureau of Public Roads as a foreman on the job of building the Blue Ridge Parkway.

While on the Parkway job, Granny decided he wanted to be a ranger in the National Park Service. He figured the man he needed to talk to was Sam Weems, the first superintendent of the parkway, but he couldn't make the contact. Weems supervised the parkway construction but every time Granny saw him, he passed Granny's work crew at a high rate of speed. They couldn't even flag him down. One morning when Weems drove onto the parkway, Granny knew he would have to

come back the same way; so he had his crew block the road with fence rails. When Weems came back and had to stop until the rails were cleared away, Granville collared him and talked his way into a ranger's job.

For the remainder of his working life, Granville Liles served as ranger, chief ranger and superintendent of some of the greatest national parks in America.

Granville Liles grew up in Anson County, NC. His father was James Bridger Liles, whose life is a mystery. The family believes that Granny's father spent his life out west until he was married, and that he may have been a grandson of Jim Bridger, the famed trapper and fur trader of the Rocky Mountains. Granny's mother was an Allen, a tall woman, maybe part Indian, who wove such good baskets that she often sold them to Cherokee traders.

When Granville Liles became a park ranger, he was in his element. He was chief ranger at Mammoth Cave NP in Kentucky, at Shenandoah Valley in Virginia, in the Great Smoky Mountains from 1953 to 1956. He always wanted to go west and work in the great forests there, but there was a stigma in the NPS that eastern rangers didn't draw western assignments. However, Director Wirth assigned him in 1960 as superintendent of Death Valley NM on the California-Nevada border. In the west, he also served as assistant superintendent of Yosemite NP and superintendent of Rocky Mountains NP.

He returned to the east in 1967 as superintendent of the Blue Ridge Parkway and worked out of the Parkway office in Asheville until his retirement in 1975.

His great interest lay in protecting and furthering public understanding of the country's resources, and his accomplishments in that area were many. He was the man who headed negotiations involving Grandfather Mountain to complete the Parkway around that magnificent peak. One of his trademarks as a top NPS manager was his successful promotion of visitor centers, facilities in the parks designed for the interpretation of the area's resources for visitor enjoyment and edification. He secured high quality centers for Death Valley and Rocky Mountains NPs, and it was he who acquired land on the Blue Ridge Parkway for the Southern Highland Handicraft Center at Oteen....So here was a man who saw what he wanted to do, and did it. And all of America enjoys the fruits of his labors...

Granny and his wife, Mary, have spent much of the last few years trying to keep track of four children and six grandchildren. One of

his sons, G.B., Jr., is self-employed in Virginia; another, Jerry, is studying veterinary medicine in Ontario, and a third son, Jim, is completing 30 years with the NPS, currently as assistant superintendent of Buffalo NR in the Ozarks of Arkansas. A daughter, Sylvia Ann, teaches in Southern California.

Last spring, a cancer was diagnosed in Granny and he spent the summer fighting it. He has good days and poor ones, but his spirit never flags. He's a tough bird; he had Bridger blood in his veins.

Bob Terrell
Asheville (NC) Citizen

Granville B. Liles passed away October 12. Granville Liles' active life and many contributions have had an impact on parks and people throughout the system. Following retirement, he also served on the boards of Eastern National Parks & Monuments Association, the USFS "Cradle of Forestry" Interpretive Association, and the Great Smoky Mountains NP Natural History Association, as well as completed a term as president of the Blue Ridge Parkway Employee Alumni Association and membership committee chairman of the Employees & Alumni Association. Contributions in his memory may be made to the American Cancer Society.

■

Verne E. Chatelain, 96, professor emeritus of history at the University of Maryland, died October 19. He retired in 1965 after 20 years with the university, but continued teaching until 1970, and thereafter lecturing local groups about the Civil War. A native of Waco, NE, he moved to Washington 60 years ago to be the first chief historian of the National Park Service and chief of the historic sites and buildings division under the Department of the Interior. From 1936 to 1942, he was director of a St. Augustine, FL, restoration program for the Carnegie Institution of Washington. His honors included a 1965 Presidential citation for distinguished service in the field of education and a 1974 certificate for distinguished citizenship from the state of Maryland. Survivors include his wife of 72 years, Celia Chatelain, a daughter, a brother, a sister, eight grandchildren and 16 great-grandchildren.

■

Howard W. Baker, former Midwest Regional Director, died in Troy, MI, on November 4, just two days short of his 85th

birthday. A true friend of the National Park Service, Baker joined the Service in 1930 as an architect, and was later reassigned as Rocky Mountain NP resident landscape architect. In 1935, he became Denver's district landscape architect, a position he held until his transfer in 1937 to the Midwest Regional Office.

Baker's understanding of the professional aspects of design and construction and his recognized ability to handle field operations led to his 1943 promotion to Associate Regional Director and, in 1950, to Regional Director. He transferred to Washington, DC, in 1964 as Assistant Director for Operations.

In April 1966, Baker received the Department's Distinguished Service Award. During his years with the NPS, he also served as chairman of the Employees and Alumni Association (E&AA) and initiated E&AA's Education Trust Fund, Alumni Directory, Biographical Sketch of Second and Third Generation Families, and biographical sketch files. Although Mr. Baker's employment with the NPS ended with his retirement in 1968, he continued to be an active retiree in the Omaha area.

Baker lived in Nebraska for nearly 70 years until his 1989 move to Michigan where he lived with his son and daughter-in-law, Steve and Julia Baker. Mr. Baker was preceded in death by his wife, Doris. The family asks that in lieu of flowers, memorial donations be sent to the Education Trust Fund, c/o E&AA, P.O. Box 1490, Falls Church, VA 22041. Howard saw a need for financial assistance for Park Service families with college-aged children and created the Education Trust Fund in 1973 with total assets of \$13,000 at that time.

■

When the going got hot, Erickson kept cool—While the recent story was in the back of the *Star-Bulletin*, it still struck home. The item was an obituary for **Jon Erickson**, the well-known National Park Service ranger who died at his home in Volcano, HI.

I don't think there is a reporter who has covered the continuing Kilauea eruption story who didn't work with Jon Erickson. If you were sent to the Big Island to cover the eruption, Erickson was a must-see source, along with the oft-quoted Big Island Civil Defense Director Harry Kim.

I worked with Erickson only briefly, but it was an intense period. That was in 1989, when Park Service rangers fought a valiant, desperate battle to save the Wahaula Heiau

Visitor Center from a river of lava.

Star-Bulletin photographer Dennis Oda and I arrived at the beleaguered site after midnight. We literally were stumbling through the dark, trying to find someone who could tell us with authority what was happening. Thankfully, we found a ranger who walked us across just-hardened lava.

That night, and for the next two days, the men and women who proudly wear the Park Service uniform were masterful.

They fought like the dickens to keep the lava from taking their center. They kept growing crowds under control with gentle warnings, not strong-arm tactics. And they helped reporters cover the quickly changing story.

An honest reporter will be the first to admit that when we're on assignment, particularly when covering a disaster story that has to be filed on deadline, we aren't exactly warm and fuzzy people.

We ask questions at the worst possible moments. We sometimes get in the way. We pester and probe. That's our job.

Not everyone understands or appreciates that, not that we're asking for sympathy. Jon Erickson understood what we had to do, and helped us any way he could without endangering his people or his mission.

At the center, just before the end, Erickson was there with his troops. This was the scene: molten lava was inching its way toward the center. Rangers were using streams of water from fire hoses to try to direct the flow. There was a huge crowd of onlookers that was drawn to the area by the drama. In that high-pressure situation, I shall never forget the courtesies that Erickson extended to me and Dennis Oda.

He never ordered us out of the way, as many other supervisors would have done. He let us speak freely with any of the rangers under his command. In fact, he let us stay in the center with rangers, even as lava moved under the wooden building.

When the inevitable end came, and the lava began rushing under the building, Erickson yelled out, "The surge—here comes the surge!" He didn't need to tell me, or Oda or anyone else in that smoking structure to get out, ASAP. We ran fast.

One of the most evocative news photographs I've ever seen came out of that long afternoon. A few minutes later, as the building began to be engulfed by flames, Jon Erickson stood in what was left of the parking lot and watched. Oda was next to him. Something made Erickson turn to his left—maybe it was the heat—and look at Oda.

That's the moment Dennis captured on film. Erickson, with his left hand to his mouth, his eyes misty behind his thick glasses, and the visitor's center behind him going up in flames.

I'd like to think that Jon Erickson's understanding of our role helped in the end. Our stories talked about the heroic struggle of the rangers, not because Erickson was helpful, but because that was the story. We were able to share that remarkable fight with thousands of readers who didn't have the opportunity to be there.

For reporters, officials like Erickson are a rare breed. He helped a heck of a lot of us do our jobs as he did his.

This is belated, but wherever you are, Jon Erickson, thanks.

Floyd K. Takeuchi

This story ran in the Honolulu Star-Bulletin, Sunday, October 6. It offers merely a single brief glimpse of Jon Erickson. But it is typical of occasions beyond control, day or night, on-duty or off, of Jon's dealing with people at Hawaii's volcanoes, at an Alaskan oil-spill, or a Great Basin dedication. Little known and undocumented is his work as catalyst in developing and completing the very fine interpretive facilities at Halemaumau's Jaggar Museum and Petrified Forest's Painted Desert Inn. Jon died September 25, at age 42. A graduate of the University of Arizona, he had worked at Saguaro, Chiricahua, and Petrified Forest, as well as Hawaii Volcanoes. He is survived by his wife, Nikki, and three children, Michelle, 14; Kelsey, 8; and Brett, 6.

Elsie Kidder Manucy, 78, died August 5, after a long illness. She was born in Virginia, but lived in St. Augustine, FL, since 1975. Elsie had a long career as a civilian employee of the federal government. She served in Hawaii during World War II, and later in Japan, then came back to the U.S. in 1949 and was assigned to the Pentagon where she worked with the Joint Chiefs of Staff until she returned to Tokyo in 1950. After three years abroad she took up residence in her hometown, Richmond, VA, where she worked several years. Then in 1959 she transferred to the NPS Southeast Regional Office. She became Charles E. (Pete) Shedd's right-hand lady.

Then in 1968 Elsie was called to serve in the U.S. Army's Civilian Personnel Office in Germany. In 1971 she married Al Manucy, an

NPS historian who had retired after 33 years service. At Elsie's retirement dinner in 1973 she was handed a Certificate of Achievement, stating that "her efforts in career management have been a credit to herself, HQ USTASCOMEUR, and the U.S. Army."

After leaving Germany, Elsie and Al spent a year and some 10,000 miles researching and recording folk architecture in Spain, before they settled down in St. Augustine. Her career choices led her to become a world traveler, making new friends wherever she went. Japan was only the beginning. She circled the globe, traveling to such exotic places as China, Taiwan, Hong Kong, Bali, Thailand, Singapore, India, Nepal, and Russia.

On her gravestone are these words: To know her was to love her./Because she lived, the world is better.

She leaves her husband, Dr. Albert Manucy of St. Augustine and a sister, as well as several stepchildren, nieces and nephews.

Richard (Mike) Williams, 42, Santa Monica Mountains NRA's wildlife biologist, died in his sleep from an apparent heart attack on September 14. Mike's commitment to the resources was made obvious in 1985 by his willingness to travel from one of the most congested areas near Los Angeles all the way to park headquarters to volunteer to do resource management research. Later, in 1987, he was offered and accepted a seasonal biological technician position, followed in 1990 by a permanent job. His contributions were recognized at a California resources conference as well as by the *Los Angeles Times*, *Malibu Surfside News*, and the Los Angeles CBS affiliate.

Santa Monica Mountains staff gathered under a canopy of valley and coast live oak in Cheeseboro Canyon to commemorate Mike's contributions to both the resources and his peers. Superintendent David E. Gackenbach dedicated the local 17th annual Kowski Golf Tournament to the memory of Mike, who is survived by his wife, Kathryn, two sons, a daughter, and his mother.

BUSINESS NEWS

Copies of the group photo taken during the Glacier Reunion are available by writing to Amy Vanderbilt, public affairs officer for Glacier NP, West Glacier, MT 59936. She has agreed to contact the photographer for reprints and provide whatever information is needed concerning price.

MEMBER NEWS

E&AA members who gathered in Great Smoky Mountains NP (TN/NC) during the week of September 23 remembered Mary and Bob Gibbs with a card. Bob and Mary were delighted, saying that it lifted their spirits to know they were remembered. They enjoyed going over the signatures and reminiscing about the good friends and good times they had enjoyed. Bob and Mary regretted that they were unable to attend the conference. Attendees also sent a card to Granny and Mary Liles shortly before Granny's death, in recognition of all his hard work that went into planning the Smoky Mountains reunion.

Chet and Ebba Brooks, who did attend, felt the conference was a great success. They have been traveling a lot this year, and Ebba said she felt as Alice did when she finally

returned home—"I've had enough of Wonderland." Ebba also said that, since Park Service folks are wonderful people, she hopes there will be a little corner up in heaven where they can get together from time to time. She added that she is sure we will all be there.

Nellie Fagregren had a busy summer in Omaha with lots of company dropping by. The most enjoyable visit was from son Fred and his family, who were traveling to Bryce Canyon NP where Fred was going to assume the superintendency. Nellie remembers that she and her husband moved to Bryce the day after they were married. Their home was a little 3-room cabin. One summer they lived in a tent at Zion NP. Although the tent had a board floor, she added that she is pleased to know that housing in the parks is improving.

E&AA is pleased to have found Jane Heubner Colman. This happened because she thoughtfully sent in a recipe for muffins that uses yogurt instead of oil to update that recipe in the "What's Cooking in the National Parks?" publication. The widow of Allen D.

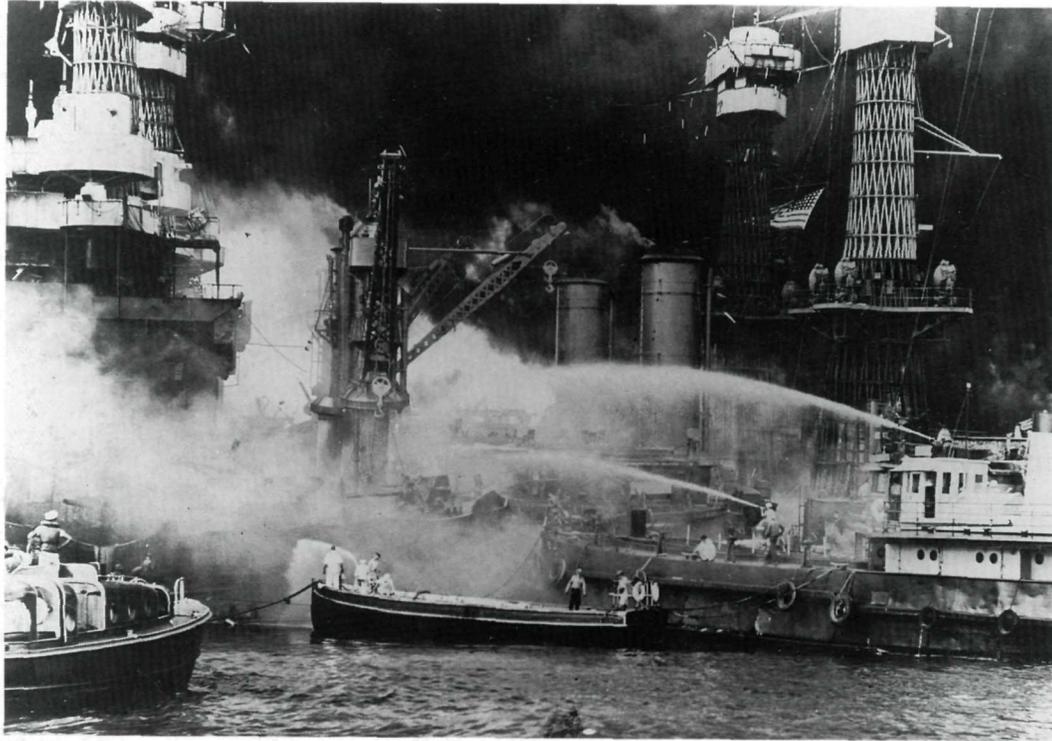
Heubner who died October 31, 1978, Jane remembers Tom Vint who was a guest in their Yellowstone in 1957 and 1958. She remembers she went camping with the visitors from Washington and because she was the only woman she cooked for them.

Jane's son, William, is maintenance supervisor of all the "small" parks in Alaska. He also does structural design work. He married former Denali ranger Amy Holonics last year. Jane also was married in 1984 to husband Richard Colman. They are very happy in their home at 3193 Appaloosa Road, Box 2896, Evergreen, CO 80439.

Betty H. Roberts (410 E. Columbia St., Falls Church, VA 22046) reinjured her broken right leg last spring. She and her family were still among the 1,600 NPS family members present at the 75th anniversary gathering on the National Mall on August 25, 1991. Betty's husband, John, passed away in the winter of 1973. He had worked with the NPS Architecture Division until retirement in 1969.

E&AA GLACIER REUNION GROUP PHOTO





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