

FORTITUDINE

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COMBAT ART FROM VIETNAM AMONG LEGACIES OF ARTIST JOHN GROTH . . . REMEMBERING LINCOLN AND THE MARINE BAND AT GETTYSBURG 125 YEARS AGO . . . UNUSUAL FOREIGN DECORATION AND EYEWITNESS ACCOUNT OF CIVIL WAR SEA BATTLE ADDED TO COLLECTION . . . FLIGHT LINES: SIKORSKY HRS-1 HELICOPTER

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FORTITUDINE

Motto of the United States Marine Corps in the 1812 era.

Historical Bulletin Volume XVIII

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This quarterly bulletin of the Marine Corps historical program is published to educate and train Marines in the uses of military and Marine Corps history.

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THE COVER

Among a wealth of sketches and other works by renowned American artist John Groth held by the Marine Corps Museum is this strong impression of Marines participating in an amphibious assault, recorded by the artist in Vietnam in 1967. Groth died recently at the age of 80, and is recalled by Curator of Art Maj John T. Dyer, Jr., USMCR (Ret), as the "Dean of Combat Artists" in a memorial tribute beginning on page 11. Also in this issue, Mrs. Charles H. Quilter provides a nostalgic look back at Marine aviators and their families in the pre-World War II period, recalling her own courtship, marriage, and early wedded life in Coronado, California.

Fortitudine is produced in the Publications Production Section of the History and Museums Division. The text for *Fortitudine* is set in 10-point and 8-point Garamond typeface. Headlines are in 18-point or 24-point Garamond. The bulletin is printed on 70-pound, matte-coated paper by offset lithography.

With Lincoln at Gettysburg

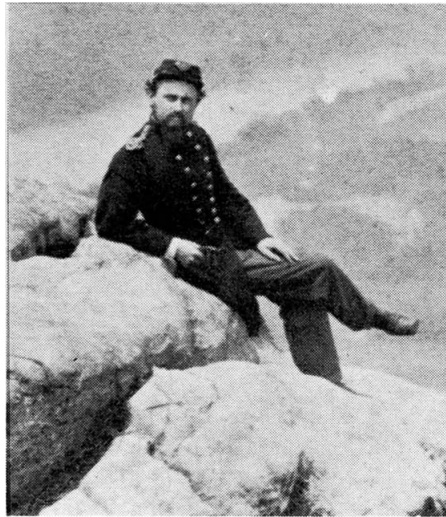


BGen Simmons

The 19th of November 1988 will be the 125th anniversary of the dedication of the National Cemetery at Gettysburg. This was an affair arranged by Governor Andrew G. Curtin of Pennsylvania in concert with the governors of the other northern states. Curtin's "agent" on the grounds—we would call him his "project manager"—was Judge David Wills. Judge Wills asked Gideon Welles, the Secretary of the Navy, if the Marine Band could take part in the ceremonies. Welles had no objection but deferred to ColComdt John Harris.

Col Harris agreeably issued written orders to Capt Alan Ramsay, then the commanding officer, Marine Barracks, Washington, to take charge of 2dLt Cochrane and the Marine Band, and to move by train to Gettysburg on 18 November.

2dLt Cochrane was Henry Clay Cochrane, who was just beginning what would be a long and distinguished career in the Marine Corps. He was a Pennsylvanian, born in Chester in 1842. Right after the First Battle of Manassas he received an appointment as a second lieutenant in the Marine Corps. Then it was found that he was only 19 and underage, so he lost that appointment. He immediately volunteered for duty with the Navy and served as an acting master's mate in the Navy for almost two years, seeing a good deal of action with the blockading squadrons off the Atlantic and Gulf Coasts. He was on station off Mobile, Alabama, when orders reached him, having reached the age of 21, to proceed to Washington to receive his commission. This he received on 20 May 1863 and he would continue in the service until his retirement as a brigadier general in 1905. Along the way he would gain a great reputation as a raconteur and speaker. One of his favorite topics, upon which he would speak through the years with embellishments, were his recollections of that day at Gettysburg.



2dLt Henry Clay Cochrane, USMC, who was with Lincoln at Gettysburg, in 1865 posed atop Tennessee's Lookout Mountain.

On the morning of 18 November Capt Ramsay, 2dLt Cochrane, and the Marine Band went down to the old Baltimore and Ohio train station near the Capitol and found there a special train, decked out in flags and bunting, awaiting the arrival of President Lincoln and his party. The band had 27 members, half of them with Italian names. The Italian influence had persisted since the Band's formation in Jefferson's time. One of the names that sounded Italian, but which was actually Portuguese in origin, was that of Antonio Sousa, father of John Philip Sousa. The leader of the band was Francis Maria Scala, who was born in Naples and who had joined the band in 1842. But Scala's name does not appear in the list of 27 musicians presumed to have gone to Gettysburg, so just who it was who wielded the baton that day is uncertain.

The train was made up of three coaches and a so-called director's car, the last third of which was partitioned off as a room with seats around the walls. Lincoln and three of his cabinet members rode in this car. Lincoln had no speechwriters, but he did have two secretaries, John G. Nicolay and John Hay, and they were with him.

Young Lieutenant Cochrane, at least as he tells it, found himself seated face to face with the President. In Cochrane's words: "I happened to have bought a New York *Herald* before leaving and, observing that Mr. Lincoln was without a paper, offered it to him. He took it, and thanked me, saying 'I like to see what they say about us,' meaning himself and the generals in the field. The news that morning was not particularly exciting, being about Burnside at Knoxville, Sherman at Chattanooga, and Meade on the Rapidan, all, however, expecting trouble. He read for a little while and then began to laugh at some wild guesses of the paper about pending movements. He laughed very heartily and it was pleasant to see his sad face lighted up"

The decision to invite Lincoln to the ceremony had been an afterthought. On 2 November Judge Wills, as Curtin's special agent, had written Lincoln, informing him that the governors of the Northern states that had soldiers who had died at Gettysburg had procured ground for a cemetery and that he was authorized by those governors to invite the President to be present and to dedicate the grounds "to their sacred use by a few appropriate remarks."

At a Cabinet meeting on 17 November, Lincoln asked Edwin M. Stanton, the Secretary of War, to arrange a special train to Gettysburg and invited Stanton and the other members of his cabinet to go with him. Stanton said he was too busy, as did Gideon Welles, the Secretary of the Navy. Only Secretary of State William H. Seward, Secretary of the Interior John P. Usher, and Postmaster General Montgomery Blair chose to go. Secretary of the Treasury Salmon P. Chase, who was not present, received a note from Lincoln but also declined. MajGen George G. Meade, who was to head the procession, wrote that he must stay with the Army of the Potomac along the line of the Rapidan.

The train got underway at noon. Running time to Baltimore was an hour and 10 minutes. Cochrane noted that Secretary of State Seward, who was in charge of the official party, grew agitated as the train approached Baltimore. It had only been two years and nine months since Lincoln had passed through that city under threat of assassination en route to his inauguration.

In those times, with railroading scarcely out of its infancy, lines tended to be short and there were not always connections to the next line. The Baltimore and Ohio ended at the Camden Street Station where about 200 pro-Unionists were waiting. Lincoln went out onto the platform to greet the crowd, scooping up two or three babies and kissing them in best politician fashion. The Marine Band also emerged from the train to play a number of rousing selections. Just what they played is not recorded. It can be supposed that "Hail to the Chief" was included and it is quite probable that they played the wartime favorite, "Rally Round the Flag, Boys," and possibly "Battle Hymn of the Republic" which had the same tune as another favorite, "John Brown's Body."

The locomotive had to be uncoupled and the cars individually dragged by teams of horses up Howard Street to Bolton Sta-

tion, the terminus of the Northern Central Railroad where the cars were recoupled to a new locomotive.

It was close to two by the time the train pulled out of Baltimore. Lunch was served from a baggage car that had been joined to the train at Baltimore. Lincoln, according to Cochrane, joined a circle of politicians and high-ranking officers, and swapped stories with them for about an hour. As the train approached Hanover Junction, Lincoln, again according to Cochrane, got to his feet and said: "Gentlemen, this is all very pleasant, but the people will expect me to say something to them tomorrow, and I must give the matter some thought."

There are many different versions as to how and where Lincoln wrote his famous address. The much-told story that he jotted down a few notes on the back of an envelope while on the train doesn't hold water. The first draft consists of two pages and totals just 239 words. The first sheet of this draft is written in ink on stationery with the letterhead "Executive Mansion." Cochrane and most others believe that the first nineteen lines of the speech, which are on that first sheet, were written at the White House before Lincoln left Washington. The second page of the first draft is written in pencil on plain

ruled paper. Cochrane's account would indicate that this page or at least some part of the speech was written on the train. Nicolay, Lincoln's senior secretary, however, doubted that ". . . Mr. Lincoln did any writing, or made any notes on the journey . . . either composition or writing would have been extremely troublesome amid all the movement, the noise, the conversations . . . but still worse would have been the rockings and joltings of a train, rendering writing virtually impossible."

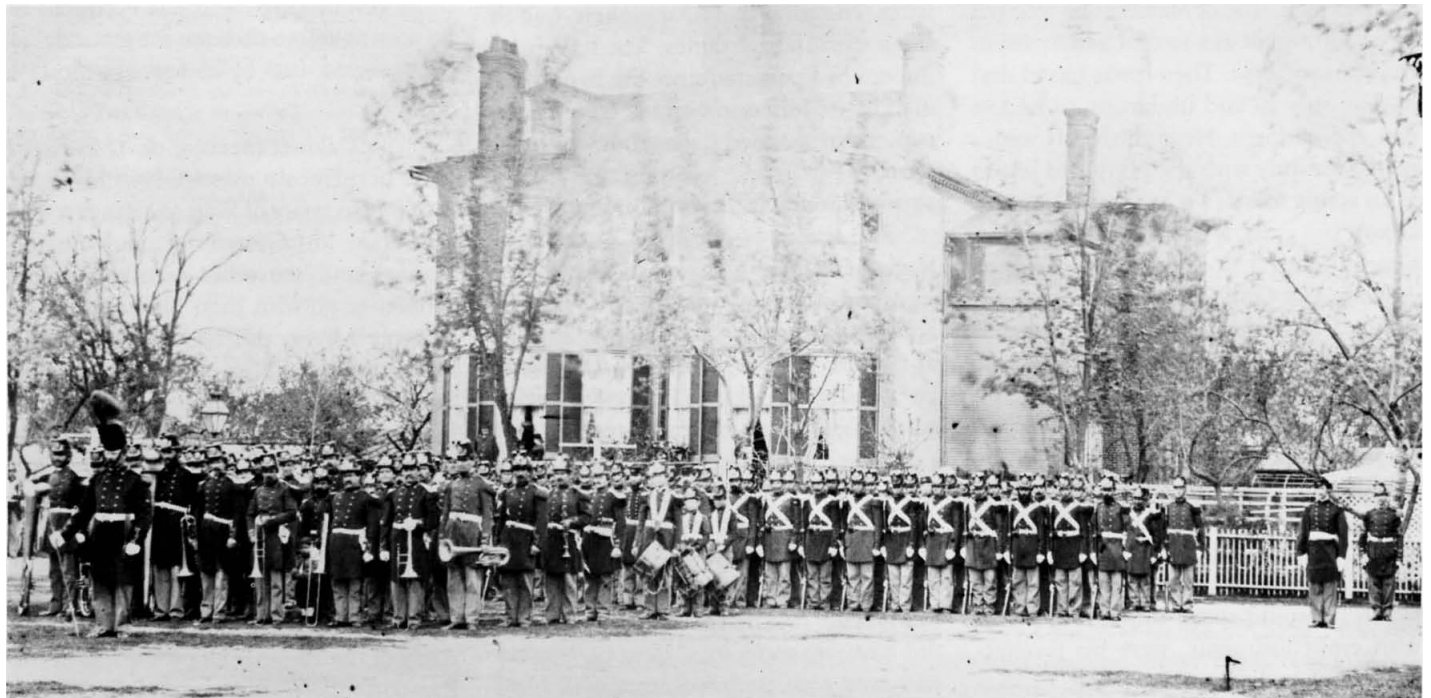
At Hanover Junction, 46 miles from Baltimore, Lincoln's train was supposed to meet another special train bearing the governors of Pennsylvania and New York and a host of other luminaries. That train was delayed by an accident. The President's train, after switching onto the Western Maryland line, continued on into Gettysburg, arriving at about 6:30 p.m.

A large crowd was waiting for the President at the little station, but there were no particular formalities, just a brief welcome by Judge Wills and then the travelers scattered, in John Hays' words, "like a drop of quicksilver spilt," in search of their lodgings for the night.

President Lincoln stayed at Judge Wills' home which still stands on the square at Gettysburg. In a town crowded with vi-

Lieutenant Cochrane and 27 members of the Marine Band accompanied President Lincoln by train to Gettysburg. During the ceremonies the Marine musicians played "The Doxology." The

band was photographed outside the Commandant's House in Washington in 1864 by Matthew Brady. Trombone player at right in the first row, is Antonio Sousa, father of John Philip Sousa.



sitors, Cochrane was fortunate enough to have a reserved hotel room. Hundreds of others slept where they could. Cochrane was surprised to learn that some of the wounded from the battle, fought nearly five months earlier, were still hospitalized in the town.

At dinner in the Wills home Lincoln met Edward Everett who was also spending the night there. Everett, a leading classical orator of his day, was scheduled to give the main address at the next day's ceremony. Lincoln had been given an advance copy of his speech. Later in the evening, the President was serenaded by the 5th New York Heavy Artillery Band. The serenade and the cheers of the crowd brought Lincoln to the door but he refused to make a speech. He had several reasons. "The most substantial of these," he said, "is that I have no speech to make. In my position it is somewhat important that I should not say any foolish things."

By 10 o'clock Lincoln had retired to his room, to work some more on his speech. The second draft contains 269 words and is written entirely in pencil on ruled paper.

Next morning Cochrane awoke to a beautiful Indian summer day, or so he says. Others say that the morning was overcast. As Cochrane tells it: "Before ten we were in the saddle and assembled at the public square for the grand military and civic procession. Mr. Lincoln was mounted upon a young and beautiful chestnut bay horse, the largest in Cumberland Valley, and his towering figure surmounted by a high silk hat made the rest of us look small."

Cochrane was riding in the second rank and he says, "I had a mischievous brute and it required much attention to keep him from getting out of line to browse on the tail of the President's horse."

Cochrane also says, "The President rode very easily, bowing occasionally to right or left, but it soon became evident that Mr. Seward was not much of a rider." The solemn Mr. Seward was unaware that his trousers had worked up his legs, showing the tops of his home-made gray socks.

There were four bands in the line of march: the United States Marine Band, the 2d United States Artillery Regiment Band, the 5th New York Heavy Artillery Band, and Birgfeld's Band—the last was a German band that Governor Curtin had brought from Philadelphia.



Cochrane retired as a brigadier general in 1905 and enlarged his great reputation as a raconteur on the national lecture circuit.

The presidential party was preceded by an escort of about 1,200 troops, most of them members of the 5th New York Heavy Artillery. Marching time was only about 15 minutes. The procession passed down Baltimore Street to the Emmitsburg Road to the sound of minute guns, then by way of Taneytown Road to the cemetery. The President took his seat at the cemetery at about 11 o'clock. The platform was not very large and soon every seat was filled. President Lincoln was given a rocking chair. By this time they had been joined

not only by the governors of New York and Pennsylvania, but also the governors of Maine, New Jersey, Maryland, and Indiana. Cochrane called the crowd "a vast assemblage" and guessed its numbers at 10,000. Others put the figure at 15,000 and some said 30,000 or even 50,000. Mr. Everett was late in arriving. The bands played until noon.

Cochrane was also surprised, and perhaps a little subdued, to see how much evidence of the great battle fought there in July still remained. As he put it: "Rifle pits, cut and scarred trees, broken fences, pieces of artillery wagons and harness, scraps of blue and gray clothing, bent canteens, abandoned knapsacks, belts, cartridge boxes, shoes and caps, were still to be seen on nearly every side—a great showing for relic hunters." John Russell Young, a *Philadelphia Press* reporter, was astonished to see the ground still littered with the carcasses of dead horses.

The program began with a funeral dirge written by Adolph Birgfeld, the leader of the German band, followed by a lengthy prayer by Dr. Thomas H. Stockton, the Chaplain of the Senate. The Marine Band then played "Old Hundred," a favorite

At least six minutely different versions of Lincoln's Gettysburg Address exist. This version is as it was taken down in shorthand at Gettysburg by Charles Hale, a reporter for the *Boston Advertiser*.

Fourscore and seven years ago, our fathers brought forth upon this continent a new nation, conceived in liberty and dedicated to the proposition that all men are created equal.

Now we are engaged in a great civil war, testing whether that nation—or any nation, so conceived and so dedicated—can long endure.

We are met on a great battle-field of that war. We are met to dedicate a portion of it as the final resting place of those who have given their lives that that nation might live.

It is altogether fitting and proper that we should do this.

But, in a larger sense, we cannot dedicate, we cannot consecrate, we cannot hallow this ground. The brave men, living and dead, who struggled here, have consecrated it, far above our power to add or to detract.

The world will very little note nor long remember what we say here; but it can never forget what they did here.

It is for us, the living, rather, to be dedicated, here, to the unfinished work that they have thus far so nobly carried on. It is rather for us to be here dedicated to the great task remaining before us; that from these honored dead we take increased devotion to that cause for which they here gave the last full measure of devotion; that we here highly resolve that these dead shall not have died in vain; that the nation shall, under God, have a new birth of freedom, and that government of the people, by the people, for the people, shall not perish from the earth.

hymn of the times and perhaps better known today as the "Doxology."

Then the orator of the day, the Honorable Edward Everett, spoke. Cochrane remembered the oration as "... an exceedingly long production, beginning with the custom of the ancient Greeks of burying their dead heroes with public ceremony, continuing with a full history of the campaign of which Gettysburg was the culmination, giving a picture of the result had the battle been a failure; a statement that the Rebellion had been planned for thirty years before it came to pass, and an essay upon national affairs"

Everett orated for two hours and the crowd grew restless. We can suppose that without any amplification other than the

leather lungs of the speaker that many, perhaps most, of the huge crowd present really couldn't hear what was being said. The oration was followed by an ode written for the occasion and sung by the Baltimore Glee Club.

Now it was Lincoln's turn to speak. He fished his manuscript out his pocket (some say out of his hat), put on his steel-bowed glasses, and stood up. Cochrane's recollection was that "He was dressed as usual in a black frock coat with turned down shirt collar, and held in his hand only two or three sheets of paper. He began in a slow, solemn and deliberate manner, emphasizing nearly every word, and in two minutes sat down." Lincoln's remarks were so short that he had completed them and had sat down before a photographer could get his picture.

Charles Hale of the *Boston Advertiser* took down the President's slow-spoken speech in shorthand. According to Hale's version, Lincoln made two departures from the text he had in his hand. Instead of "our poor power" he said simply "our power" and he inserted the words "under God" in his last sentence. Later, in writing out a final copy of his speech, Lincoln changed his second use of "We are met" to "We have come."

The ceremony ended with another dirge, played by Birgfeld's Band, and a benediction by the Reverend Dr. H. L. Baugher. Cochrane's recollections end at that point with the simple statement: "... that evening we left on the return trip to Washington." □1775□

Officer's Research Documents 288 Historical Marine Recruiting Posters

by Col Brooke Nihart, USMC (Ret)

Deputy Director for Museums

The Marine Corps Art Collection's holdings of 205 recruiting posters of different design is well known. Frequently shows of 10 to 20 posters are exhibited. They serve as colorful decoration and nostalgic conversation pieces as well as to provide a historical record of Marine recruiting appeals.

Regretfully, by no means all extant posters are in the collection. To close the gap in our poster knowledge, the Marine Corps Historical Foundation awarded a grant to a Marine officer to make color slides of posters in our collection and to search other repositories for posters not represented and photograph them also. Collections at the National Archives, Library of Congress, Department of Defense Still Media Center, Naval Historical Center, and private collections known to the officer were researched and more than 80 additional posters photographed. The result of this grant effort just received is a binder containing color slides of 288 posters identified by date of issue, artist when known, any numerical identification, and the repository holding the copy. Moreover, a plan was presented for keeping the reference collection up-to-date through the acquisition of slides from the advertising agency producing new posters.

In 1982 a young University of Maryland student and member of the Platoon Lead-

ers Class at Quantico presented himself to the Marine Corps Museum with a proposal for a project to meet his senior class requirement. The project was a monograph on the history and development through many variations of Marine Corps marksmanship badges. His research resulted in a monograph published by the History and Museums Division in 1982 and, because of the great demand, reprinted in 1983. The student was Michael D. Visconage. Five years later, Capt Michael D. Visconage, USMC, stationed at Marine Barracks Washington, presented himself at the museum with a proposal to pho-

tographically record all known and available recruiting posters. A Foundation grant was issued to defray Visconage's out-of-pocket expenses such as for film.

The results will be most useful in the future as we now, for the first time, have a basis for a definitive visual image checklist of what must be the majority of recruiting posters issued, almost all in this century. It is through such scholarship and dedication by interested volunteers that we accumulate knowledge about our heritage that our small staff would be unlikely to discover. □1775□

'Too Realistic' Missing Poster Sought

During the Korean War, probably in 1952 or 1953, a recruiting poster was issued and, the story goes, was quickly withdrawn on the insistence of recruiters. Apparently, the scene on the poster was a bit too realistic to attract recruits, at least so in the experienced judgement of the recruiting establishment.

The image on the poster was a head-on view of a Marine in full combat gear, crouched on the parapet of a trench, firing his Browning Automatic Rifle from the hip into the trench and toward the viewer. The printed message is recalled as being equally startling. The museum's recruiting poster collection does not include an example of this poster; Capt Visconage's research did not discover one. Some Marine, somewhere, perhaps a recruiter, saved a copy of this short-lived combat-motivational poster. The museum would like to acquire a copy or, at the very least, borrow a copy for photographing. If a reader knows of such a poster, please let us know.—FBN

Medals Gift Includes Unusual Nicaraguan Decoration

by Jennifer L. Gooding
Registrar

The Marine Corps Museum was the recent recipient of a donation of personal papers, photographs, and eight medals from the estate of Madeline Bryan, given by the Pometto family of Falls Church, Virginia. Together with Personal Papers Curator J. Michael Miller, I visited with Mrs. Vivian M. Pometto upon her request to go through several scrapbooks, photograph albums, and small boxes containing the personal papers and medals of LtCol Robert I. Bryan, USMC (Ret), who died on 23 May 1976.

Mrs. Pometto, LtCol Bryan's sister-in-law, had contacted Mr. Miller regarding her family's desire to donate this Marine's personal papers, inviting us to look at the collection and choose from it those items which would be beneficial to the Marine Corps Museum's collection.

LtCol Bryan had gathered many interesting photographs and other memorabilia during his 28 years of active service in the Marine Corps. The items trace his career from 1926, first as a Marine serving in Nicaragua (1927-32) and as a corporal in the Signal Platoon, Head-

Adm Montgomery M. Taylor, USN, presented the Nicaraguan Medal of Merit to then-Cpl Robert I. Bryan at an early 1930s review of the 4th Marines in Shanghai, China.



Nicaraguan Medal of Merit

quarters Company, 4th Marines, Shanghai, China (1933-36), and later as a communications officer on Okinawa during World War II, on detached service with the U.S. Tenth Army. In the collection are official and unofficial photographs of LtCol Bryan while he was serving in Nicaragua and in China. Many of the unofficial photographs depict Bryan posing with friends in a break of their daily routine while stationed in Nicaragua.

From LtCol Bryan's scrapbooks also come several newspaper clippings, a Christmas Mess menu from 1944 in Hawaii, and some Japanese currency and stamps. Out of all the clippings from the scrapbooks there is one of particular interest which dates to the mid-1940s from an unknown newspaper and describes the unexpected reunion of two Bryan brothers. PFC Merle Bryan, USMC, and then-Capt Robert Bryan met near the front lines on Okinawa. As quoted in the article, Capt Bryan said of the reunion with his brother:

I found him up near the front lines, operating a telephone switchboard at the time. I slipped up behind him and just sat down without him knowing I was there. After a moment he turned around and I thought he would fall off the box he was sitting on.

LtCol Bryan's early World War II career began as a Marine gunner at the Depot of Supplies, Philadelphia, Pennsylvania. In June 1944 then-Capt Bryan was assigned to duty as the Commanding Officer, Signal Company, V Amphibious Corps, and in December was detached for service with the Tenth Army on Okinawa. In 1946 Capt Bryan reported to the Naval Training Center, Great Lakes, Illinois, as Officer-in-Charge, Electronic Repair Shop. In November 1947, Bryan was stationed at Camp Lejeune, as the 2d Marine Division's signal supply officer. In July 1948 Capt Bryan was promoted to the rank of major and remained at Camp Lejeune until June 1950. From 1950 until 1953 he was stationed at Headquarters Marine Corps as executive officer of Company C, Headquarters Battalion. The Repair Section, Marine Corps Supply Depot, Philadelphia, was Bryan's station until his retirement in December 1954.

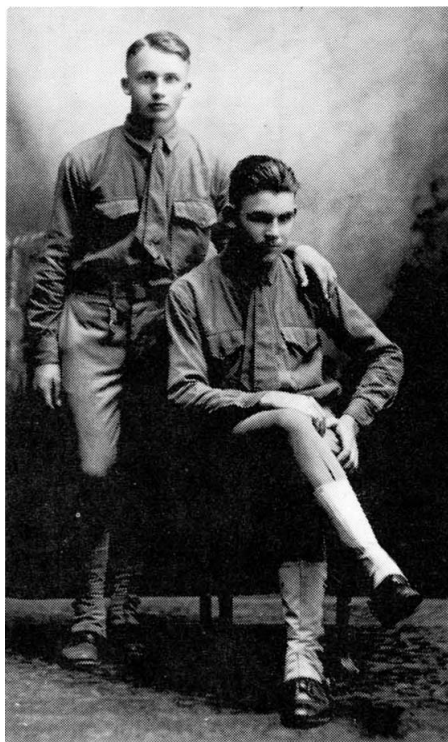
With the personal papers donation came a collection of eight medals award-



ed to LtCol Bryan for his active service in several campaigns and World War II. LtCol Bryan was awarded the following medals: the Marine Corps Good Conduct Medal with two bars, the 2d Nicaraguan Campaign Medal, the Nicaraguan Medal of Merit, the Asiatic-Pacific Campaign Medal, the Marine Corps Expeditionary Medal, the American Campaign Medal, the American Defense Service Medal, and the World War II Victory Medal. Bryan was also awarded the China Service Medal and the National Defense Service Medal, but they were not found with the rest of the collection.

The Nicaraguan Medal of Merit is relatively rare. The Marine Corps Museum has 11 in its collections. The medal itself is triangular in shape and copper-colored. The medal is suspended from a dark-blue ribbon. In the lower right-hand corner of the medal in capital letters is the word Mérito, or Merit, in Spanish. In some cases, the Nicaraguan Medal of Merit will have silver stars on the ribbon to signify participation in the battles of 1927 in Nicaragua for which the medal was awarded.

LtCol Bryan received the Nicaraguan Medal of Merit for “service rendered the Republic of Nicaragua in the efficient fulfillment of his duty as assistant in charge of the telephone central, . . . His exceptionally good service during the catastrophe of Managua in March 1931, was of assistance during the repair and maintenance of telephonic and telegraph-



Cpl Bryan, standing, posed in Managua, Nicaragua, for a studio postcard photograph with fellow Marine Gilbert Fultz.

ic service, resulting in the saving of life and property.”

Two photographs from the collection document the presentation of the Nicaraguan Medal of Merit to then-Cpl Bryan by Adm Montgomery M. Taylor during a special review of the 4th Marines in Shanghai, China, circa 1932.

In my research on the Nicaraguan Medal of Merit, I found that it, along with three other medals awarded by Nicaragua—the Medal of Distinction, the Presiden-

tial Medal of Merit, and the Nicaraguan Cross of Valor—were bestowed by the President of the Republic, Adolfo Diaz, in October 1927. As stated in a Headquarters Marine Corps memorandum dated January 1931: “the medals were awarded to officers and enlisted men of the Marine Corps for service in Nicaragua in the battles of El Ocotal, 16 July 1927; Telpaneca, 19 September 1927; and Zapotillal on 9 October 1927, and for expeditions to Nueva Segovia.”

The medals were held by the State Department until January 1931 and were not actually presented to the officers and enlisted men designated for the decorations until that time. Research has turned up little information to distinguish why each of the four different Nicaraguan medals were awarded. Apparently the decorations were awarded at the discretion of President Diaz. In consulting several books on medals and decorations awarded by the United States and other countries little explanation has been found of why, in particular, the Nicaraguan Medal of Merit was awarded and its significance. The only sure reference made as to why the medal was awarded is found in a letter from President Diaz dated 21 October 1927 to Col Louis Mason Gulik, USMC, Commander of American Forces, Nicaragua, which states that they were “given as a mark of appreciation of the services which certain members of the Naval Corps and Marine Infantry of the United States rendered during military operations. . . .” □1775□

Marine Private Recorded Firsthand the Civil War Battle of Mobile Bay

*by J. Michael Miller
Curator of Personal Papers*

. . . Nothing was heard on vessels deck except the orders from the commanding officers and pilots, but this was doomed not to last long . . . 8:00 a.m. our vessel received a shot from the water battery witch passed through our bulwarks just forward of our fore rigging . . . killing the captain of the gun and wounding most all of her crew and officers of the division . . . also carrying away part of the gun carriage slide, cutting away part of the fife rail,

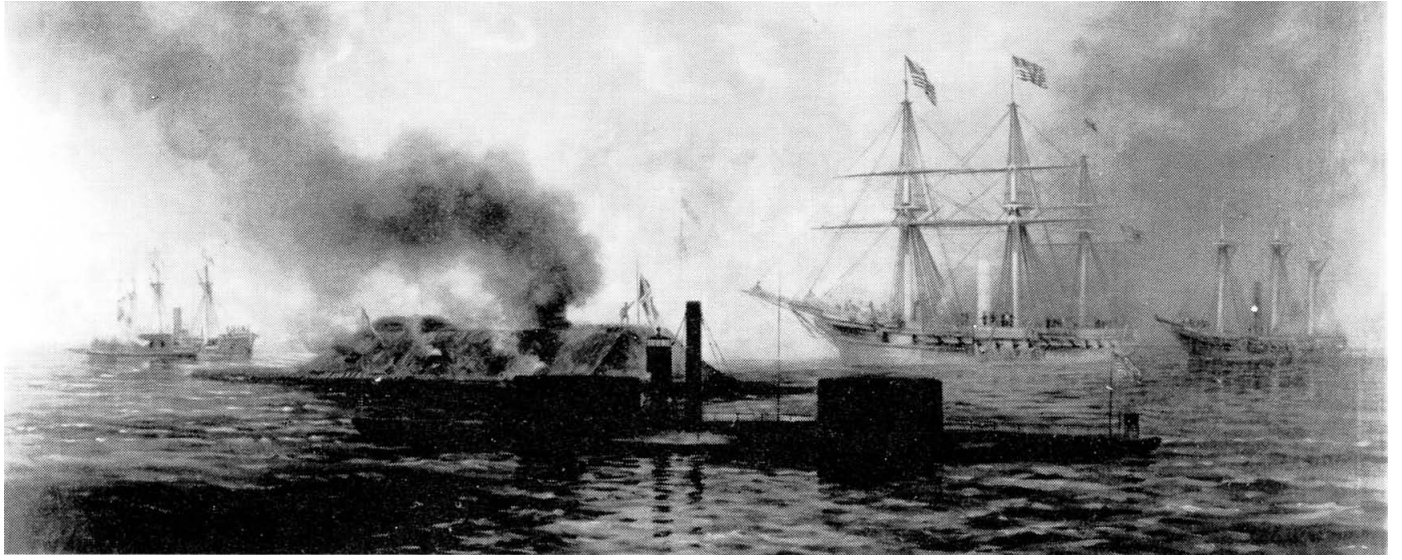
struck the foremast and carrying away one quarter of it, it then struck a strong oaken bit plated with cast iron 3/4 of an inch thick, sending the cast iron in splinters all around the deck

So wrote Private Enoch Jones, USMC, shortly after the Battle of Mobile Bay during the Civil War. He served throughout the battle in a gun crew on board the USS *Lackawanna* and kept his experiences recorded in a ledger book and assorted

papers that recently were donated to the Personal Papers Collection of the Marine Corps Museum by his granddaughter, Mrs. Virginia Logan of Vancouver, Washington.

The papers begin in August 1862 with Pvt Jones' enlistment and end with the conclusion of the war in 1865. The accounts provide a fascinating glimpse into the life of an enlisted Marine of the period.

Jones began his career in the Marine Corps in an ordinary way. “After waiting some time in the office, Bradley and myself was both sworn in as privates in the



Pvt Enoch Jones aboard USS Lackawanna saw the surrender of the Confederate ironclad CSS Tennessee in Mobile Bay. The action is shown in artwork held by the U.S. Navy Historical Center. Map detailing the battle, below, is from official Navy records.

U.S. Marine Corps,” wrote Jones. “We was showed to a room . . . where we got a straw mattress witch we had to take to our room and spread on the floor for our bed. 9:00 p.m. the fifes and drums beat what is called tatoos and the [roll] is called over again, then all hands turned in on the straw mattresses witch are in line on the floor. 9:30 p.m. the drummer gives three taps on the drum and all the men stopped off talking and all is quiet until morning.”

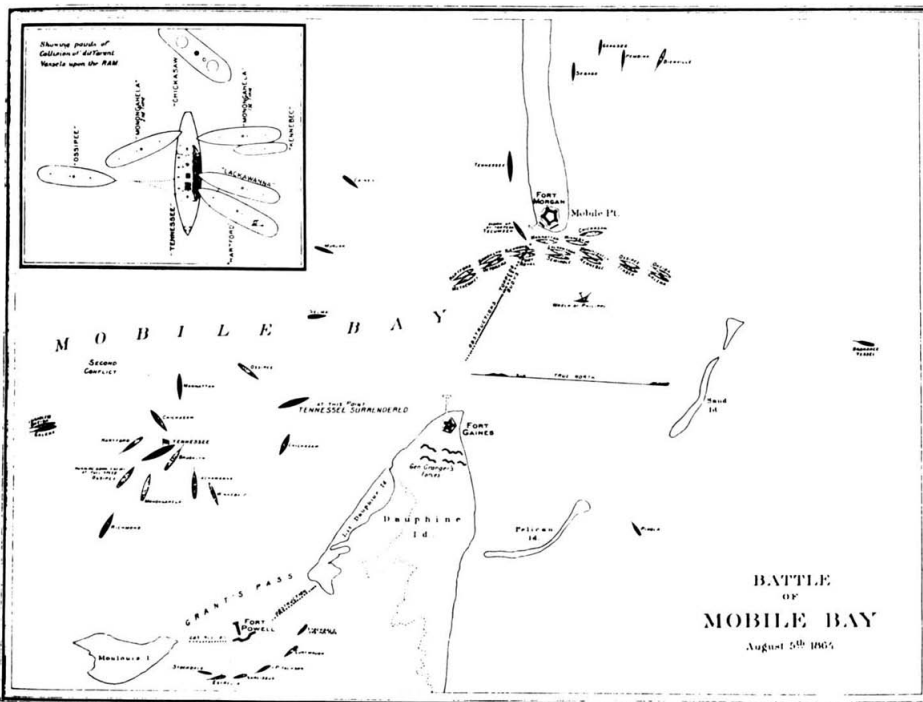
For much of the war, Jones served on board the USS *Lackawanna* on blockade duty on the Gulf coast near Mobile Bay, Alabama, and Pensacola, Florida, with occasional visits to New Orleans. He participated in the capture of four block-

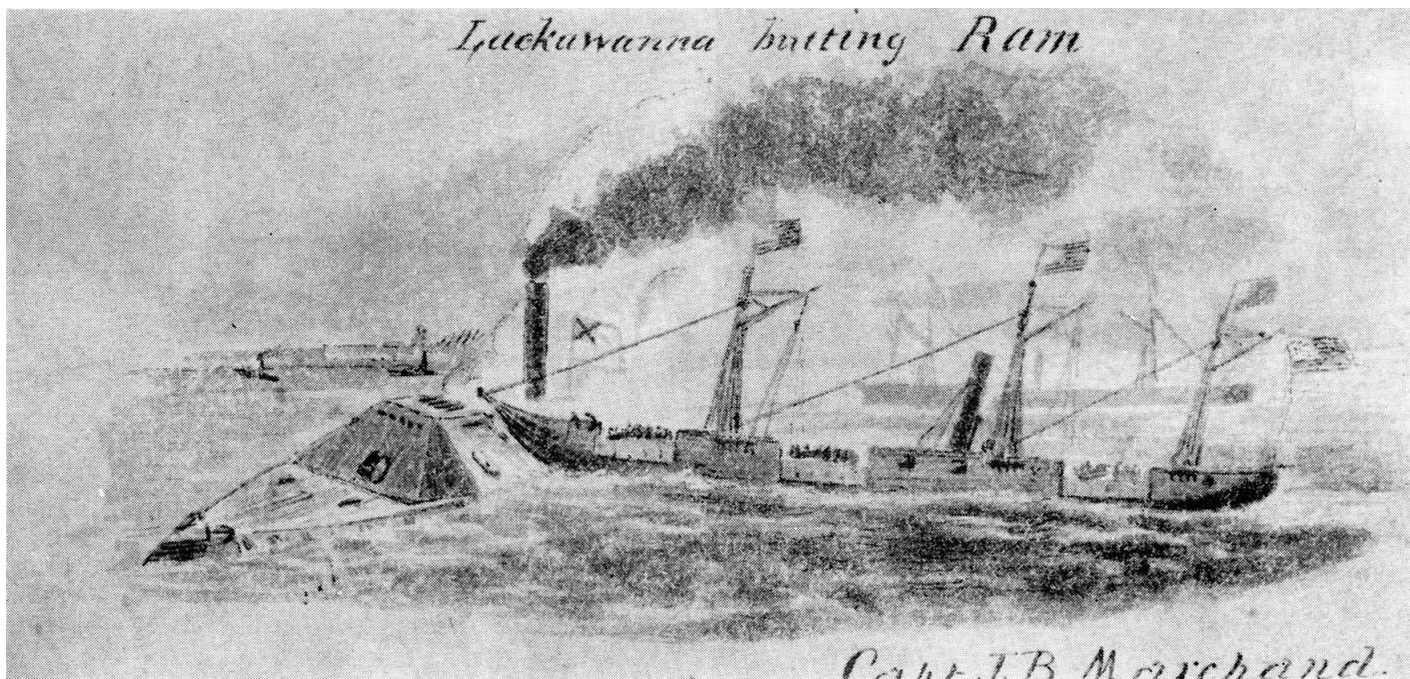
ade runners, including the CSS *Planter*, 15 June 1863, when the following incident took place:

One of her crew was brought on board having took a glass too much. He commenced calling our officers all the bad names he could think of so our captain ordered him to be put in double irons but he still went worse so the captain ordered him to be gagged witch was done. He then raved until the blood trickled down each side of his mouth witch promised to be a good example to the rest of them . . . They are about the hardest crowd of men I have ever saw.

The most important action of Pvt Jones’ career was the battle for Mobile Bay on 5 August 1864. The collection contains some fascinating detail of the part played by the *Lackawanna* in the battle, including ship-to-ship combat with the confederate ironclad CSS *Tennessee*. After running past Fort Morgan at the entrance to the bay, the *Lackawanna* was almost rammed by the Confederate ship but due to *Lackawanna*’s speed, she was able to avoid the collision. As the *Tennessee* passed astern, she was in a position to broadside the *Lackawanna*, but her guns misfired, saving the Federals from a most destructive raking fire. After the initial engagement with the ironclad, the Union fleet paused in the bay to regroup when “the rebel ram Tenessee was then seen approaching again.” Pvt Jones with his Marine and Navy comrades prepared to face the enemy a second time:

The ram then steamed on past the Hartford and one or two others giving broadside for broadside, then headed on for us . . . 9:15 a.m. we struck her . . . The shock was so great that it caused both vessels to remain motionless for a time completely stopping our engine . . . She then drifted down our port side like a log . . . She fired a broadside of three guns into us, all of witch was with percussion shells, one of witch passed through our bulwerk . . . striking [the] blacksmiths forge anvil and vice, sending it in pieces in all directions . . . Struck two of our Marines and one sailor . . . the Marines and a few sailormen





U.S. Navy Historical Center

In Mobile Bay, the Lackawanna rams the Tennessee with such force that both ships will be immobilized for several minutes.

having been ordered to take charge of No. 2 gun 200 pd rifle after her own crew had been shot away

The fighting soon ended with the surrender of the *Tennessee* to the Union fleet and the Marines on the *Lackawanna* began cleaning the decks and repairing the damage to the ship, including a large hole in the bow, through which

water poured "in a regular stream, so some of our men had to go to work pumping ship while others was stuffing cloth sails in the bow where it was stove in"

Near the end of the war, Pvt Jones was selected to be one of the Marine honor guards at the funeral of President Abraham Lincoln in 1865.

On 21 August 1865, he was honorably discharged from the Marine Corps and married Miss Eliza Whitehead the follow-

ing year. Jones moved west to Missouri and later to South Dakota, where four daughters were born. He died in 1920 at the age of 80 but his Marine diary and papers were carefully preserved by his family until their donation to the Marine Corps Personal Papers Collection. Granddaughter Mrs. Logan said, "I feel that he would have been pleased knowing his diary was in the proper place, the Marine Corps Museum."

□1775□

Historical Center Sees Changes in Several Senior Staff Billets

by Henry I. Shaw, Jr.
Chief Historian

Several important staff actions have taken place within the History and Museums Division during the past several months. Foremost, we have bid farewell to Col James R. Williams, Deputy Director for Marine Corps History and Head, Historical Branch, who has retired after 26 years of active duty. Col Williams has returned to Rhode Island to a role as a management consultant. In his stead, the new Deputy for History is Col Marguerite J. Campbell, who came to the division from a tour on Okinawa as the G-1, III MAF, which followed her graduation from the National War College. Col Campbell, who has wide experience in the personnel field, will be the first woman to head the Historical Branch.

The Officer-in-Charge, Marine Corps Museums Branch Activities, Quantico, LtCol Rudy T. Schwanda, who directed the Air-Ground Museum, has retired. LtCol Schwanda, a veteran naval flight officer, remains in the Quantico area. His replacement, LtCol William A. Beebe II, a helicopter pilot, joined us after a tour as the G-4 of the 6th MEB at Camp Lejeune.

Mr. Benis M. Frank, who recently authored our well-acclaimed history, *U.S. Marines in Lebanon, 1982-1984*, was honored for this achievement, as well as his oral history efforts in the field supporting the writing of both the Lebanon history and *U.S. Marines in Grenada, 1983*. Mr. Frank, who has headed our oral history activities since 1966, was awarded the Department of the Navy's Superior Civilian Service Medal by the Marine Corps. The medal was presented to him earlier this year by BGen Simmons on behalf of the Commandant.

Dr. V. Keith Fleming, after nearly a decade as a historian with the division, has moved to the new War Fighting Center at Quantico where he will be head of the Historical Analysis Branch in its Analysis Division.

Maj Arthur F. Elzy, Division Executive Officer and Head, Support Branch, departed the Center on 30 September, also to join the staff of the War Fighting Center. His successor is historical writer Maj George R. Dunham.

'Dean of Combat Artists' John Groth Covered Six Wars

by Maj John T. Dyer, Jr., USMCR (Ret)
Curator of Art

When a boy, I wanted to be a soldier, an athlete, a traveler, and to be present at the great events of my time. Through art I've been able to be all of them and was enabled to sketch and paint most of the great events of the past fifty years.

John Groth's own epitaph appeared in *Who's Who in America*, 1986-1987 edition, below 30 lines of spectacles-demanding small type outlining his accomplishments.

Some of his adventures were related in the Fall 1986 and Spring-Summer 1988 issues of *Fortitudine*. The bulletin gave Groth a small, black-bordered announcement of his death at age 80 when the news came just before publication of a brief article on History and Museums Division support of Groth's Art Students League retrospective exhibit in New York City last

In the powerful composition "Hit the Dirt" John Groth showed Marines and villagers sheltering from the explosion of a 105mm artillery shell which fell short of its enemy target in Vietnam in 1967. Groth reported that no one was killed in the incident.



November. We sent to this exhibit four of Groth's paintings from Korea, the Dominican Republic, and Vietnam, representative of his work in the Marine Corps Art Collection.

An obituary for John Groth seems inappropriate, as if he's just off on another trip to draw whatever it is he's experiencing at the moment. In truth, we feel sorrow at the void his departure leaves in our own lives for he touched us deeply in sharing our experience then perceptively reporting on it. I asked him to clear up once and for all the exact number of wars or conflicts he's been in for our "bio" file on him and Groth responded with a letter that outlined World War II in Europe, for the *Chicago Sun* and *American Legion Magazine*; Korea for *Abbott Laboratories*, *Argosy Magazine*, and the *Metropolitan Newspaper Group*; French Indo-China in 1951; the Congo in 1960 for the U.S. Air



Rush to hovering medevac helicopter was drawn in Vietnam by Groth, who saw Marines speed wounded to a landing zone.

Force; Santo Domingo in 1965 for the U.S. Navy; and, in 1967, Vietnam for the U.S. Marine Corps.

In 1966 Col Raymond Henri, USMCR, and Col Dick Stark, USMCR, the head of the U.S. Marine Corps Combat Art Program and the officer in charge of the Marine Corps Information Office in New York City, respectively, convinced Groth that he was not too old, at age 58, to cover another war. As the first Marine Corps civilian artist to go to Vietnam Groth showed good will by donating a few of his Korean War and Santo Domingo paintings to the then-sparse Marine Corps collection.

The Marine Corps Museum exhibited two Groth paintings from Korea in its very first exhibit of 10 pieces held in April 1967 in a Washington, D.C., hotel at a Company of Military Historians annual meeting. Groth's Vietnam art (four pieces) was included in a 21-piece, four-artist exhibit (the Corps' first all-Vietnam combat art exhibit) at the Sheraton Palace in San Francisco in May 1967. Since then the Museum has remained fairly faithful to Col Henri's dictum of there not being a Vietnam art show without a Groth in it.

Commandant of the Marine Corps Gen

Wallace M. Greene, Jr., after seeing the four paintings which resulted from Groth's Vietnam tour, wrote to him, "I am delighted that the Marine Corps is the medium for your current selfless service to our country."

A highlight for Marines and others who attended the first Military Art Symposium held at the Marine Corps Historical Center in October 1983 was Groth's colorful, but typically modest, talk on his experiences as a combat and sports artist and illustrator. He gave a demonstration of his painting and drawing technique while he talked and passed his sketchbooks (black leatherette-covered bond paper) around for the audience's firsthand perusal. He joked about one critic's deadly comment on his drawings to illustrate Mark Twain's "The War Prayer": "... as if the artist gathered a bucket of worms, drenched them in paint and dropped them on a canvas, allowing them to crawl every which way, hoping to make a picture."

Groth said of his loose, sketchlike drawing technique that he allowed enough lines for viewers to select those they liked to form their own pictures. He said his technique developed from heeding the advice given to him by an art director to make 100 drawings a day as a way to learn reportorial drawing. Groth took him seriously, and also encouraged other artists to use sketchbooks whenever time allowed.

Doggedly at work, undeterred by the curiosity and chatter of local Vietnamese children, Marines prepare defensive positions outside the city of Sa Huyn. Groth appears to have delighted in the facial expressions and mild attitudes of the youngsters.



Ferocious charge from a height by a North Korean soldier, wielding a weapon with fixed bayonet, is aimed at an unsurprised and awaiting U.S. Marine. Groth's dramatic sketches from Korea appeared in Argosy magazine, as well as U.S. newspapers.

He joked about our labelling him "Dean of Combat Artists," saying "when you get old enough, I guess, they call you 'Dean.'" About humping hills with Marine and Army units in Korea while in his 40s, he said he felt like a deep sea diver on his way up. In Vietnam, where solicitous Marines insisted he wear flak jacket and helmet, he felt like everyone's grandfather.

There are at least 100 paintings and drawings by John Groth in the Museum

collection—perhaps more—since as all artists conscious of the high cost of good art supplies, Groth drew on the backs of some of his earlier sketches for book illustrations; we might have a good drawing of a Marine patrol in Vietnam on one side and an almost-as-good start to a Civil War battle scene from *Gone With The Wind* on the other.

Ours and future generations are fortunate to share John Groth's observations on mankind. A few will have had the pleasure of having known the man himself. As for Marine Corps artists, it seemed as if he was one of us. □1775□

Groth enjoyed portraying Marines both in combat and in contact with the Vietnamese people. The children's innocence contrasted sharply with the nearby war.



Three Highly Decorated Marines of World War II Die

LtGen James M. Masters, Sr.

LtGen James M. Masters, Sr., USMC (Ret), died of cancer at the age of 77 at his home in Washington.

A native of Atlanta, Gen Masters grew up in Anderson, South Carolina, and attended The Citadel for a year before transferring to the Naval Academy from which he was graduated with the Class of 1933. Lt Masters was assigned to the normal tours of post, station, and sea duty young officers received following Basic School.

When Pearl Harbor was attacked, Capt Masters participated in the defense of the base as a member of the 4th Defense Battalion stationed at Pearl. He remained with defense battalions until August 1943, when he took command of the 2d Battalion, 1st Marines, which he led in the Cape Gloucester operation. Following a brief tour at Headquarters Marine Corps, he joined the 7th Marines as executive officer. It was in this capacity that he was awarded the Navy Cross for extraordinary heroism on Okinawa in the stalled 7th Marines drive against Dakeshi Ridge. "With utter disregard for his own safety and in the face of heavy enemy small arms and mortar fire, he unhesitatingly went forward of the front lines to gain necessary information of the enemy, which enabled a successful attack to be made on the following day," the citation for the award reads in part.

LtGen James M. Masters, Sr., in 1966



Following the Okinawa campaign, LtCol Masters went to China with the 1st Marine Division as G-2, and then back to the States to serve in the Inspection Division. Varied and professionally rewarding assignments followed: Executive Officer of Marine Corps Schools; Basic School CO; CO, 8th Marines; National War College; Joint Strategic Plans Group, JCS; and CO, 4th Marines. In 1956 he became FMFPac liaison officer to CinCPac, and was promoted to brigadier general the following year. He returned to Washington to become G-2 at Headquarters and was given additional duty as Inspector General of the Marine Corps.

Before his retirement in June 1968, Gen Masters commanded the 1st and 3rd Divisions; Marine Corps Base, Camp Pendleton; and Marine Corps Recruit Depot, Parris Island. His final assignment was Commandant, Marine Corps Schools, where he was promoted to lieutenant general on 1 July 1966. In January 1968, Marine Corps Schools was redesignated Marine Corps Development and Education Command and his title was changed to Commanding General. He was thus the last Marine to fill the billet of Commandant, Marine Corps Schools. Gen Masters was buried in Arlington National Cemetery on 8 August with full military honors.—BMF

BGen James P. S. Devereux

BGen James P. S. Devereux, USMC (Ret), the "Hero of Wake Island," as he was known, died of pneumonia at the age of 85 in Baltimore on 5 August.

The son of an Army physician, Gen Devereux enlisted in the Marine Corps in 1923, and was commissioned two years later. In the early 1930s, he was assigned to Peiping and soon commanded the Horse Marines there. Upon his return to the States in 1933, he was closely involved with the Corps' base defense program. As a result, in January 1941 he was ordered to Pearl Harbor to join the 1st Defense Battalion, and in October was sent to Wake to command the detachment there.

Three days after Pearl Harbor was attacked, Wake became the enemy target.



Then-Col James P. S. Devereux in 1946

With some 400-plus Marines, a handful of fighter aircraft, some naval personnel, as well as a group of civilian contractor's employees, the island was defended against overwhelming odds. For two weeks, Devereux and his men held fast, meanwhile managing to damage two Japanese cruisers and two destroyers, and sinking an escort vessel and two destroyers. Marine air added to the list by downing eight Japanese aircraft. But on 23 December, a Japanese task force, including two carriers together with transports as well as combat vessels, appeared off Wake and managed to land a sizable force which was more than the Wake defenders could contend with. Both Wake's naval commander, Cdr Winfield Scott Cunningham, and then-Maj Devereux felt it prudent to surrender. All those on Wake spent the rest of the war in prison camps in China and then Japan. For his "distinguished and heroic conduct in the line of his profession," Gen Devereux was awarded the Navy Cross.

Upon his return from Japan, he was given the rank to which he had been promoted during the war, and was promoted to colonel in January 1946. He retired on 1 August 1948 while serving with the 1st Marine Division and was advanced to brigadier general for having been decorated in combat. His post-Marine career was active and interesting. He was a four-term Congressman from

Maryland, where he retired to farm and raise horses. After leaving Congress, he made an unsuccessful run for the governorship of Maryland. He was appointed public safety director of Baltimore County in the 1960s, and remained active in charitable organizations and volunteer groups. Gen Devereux was buried with full military honors in Arlington Cemetery on 9 August.—BMF

Col Peter J. Ortiz

Col Peter J. Ortiz, USMCR (Ret), a well-decorated Marine whose exploits are legendary among those who served with him in the OSS in World War II, died 16 May at the age of 75 in the Veterans Administration hospital in Prescott, Arizona.

Born in New York and educated in France, Col Ortiz joined the French Foreign Legion in 1932 and worked his way up through the ranks to commissioned status. He resigned his commission in 1938 but returned to fight when the war began. Wounded in a battle between the French and the Germans, captured and imprisoned, he later escaped from a POW camp in Austria, and made his way to the United States, where he joined the Marine Corps.

After receiving a Marine commission,



Then-Lt Col Peter J. Ortiz in 1952

he was assigned to the OSS and sent to North Africa, where he was wounded while organizing Arab tribesmen to scout enemy forces.

Upon his recovery, he was assigned to a joint U.S.-British parachute team which jumped into France to assist the underground. It was during this period that he accomplished the separate exploits which resulted in his being awarded a Navy Cross and a Gold Star in lieu of a second award. His support for the French resistance consisted of coordinating the distribution of arms and ammunition, as well as helping four downed RAF fliers across the Pyrenees. He was made a member of the Order of the British Empire, and received the Croix de Guerre, plus several other French decorations. His American decorations consisted of two Navy Crosses, a Legion of Merit, and two Purple Hearts.

In 1944, when a small French village was threatened with reprisals by the Germans for the activities of Ortiz' OSS unit, he and his men surrendered and spent the rest of the war in a POW camp. Two movies were made based on his exploits—"13 Rue Madeleine" and "Operation Secret."

Col Ortiz became a technical advisor in Hollywood after the war, and in fact appeared in several John Wayne movies. Col Ortiz was buried 23 May with full military honors in Arlington Cemetery with representatives of the British and French governments present.—BMF

Historical Quiz

Prominent Marines in World War I

*by Lena M. Kaljot
Reference Historian*

Identify the following:

1. Who was the Commandant of the Marine Corps during World War I?
2. This World War I Marine is remembered for the famous battle cry, "Come on, you sons of bitches! Do you want to live forever?"
3. He commanded the 2d Division, AEF, during the last months of the war, and was the first Marine officer to command an infantry division in combat.
4. The first Marine aviator, he recommended the organization of a Marine aviation force to participate in the European hostilities during World War I.
5. He was the recipient of the last Medal of Honor awarded for World War I service.
6. This Marine officer, assigned to the staff of then-BGen Lejeune during World War I, established a reputation as a master strategist and would gain further acclaim for his post-war writings.
7. He commanded the 5th Regiment at Belleau Wood and later assumed command of the 4th Frigate for the remainder of the war.
8. This World War I pilot and his gunner became the first Marine aviation Medal of Honor recipients.
9. He was selected to command the 5th Regiment of Marines, which was the first organization of the Marine Corps to be sent overseas for duty in France.
10. He is the only living former Commandant of the Marine Corps who saw action in World War I.

(Answers on page 18)

MEF Headquarters Naming Celebrates Julian C. Smith

by Robert V. Aquilina
Assistant Head, Reference Section

The Commandant of the Marine Corps recently approved commemorative naming actions for several Marine Corps facilities. The actions honor one of the outstanding Marine leaders in the field of amphibious warfare, along with a courageous Navy medical officer, a Marine Medal of Honor recipient, and a Marine officer and a Navy hospital corpsman, both of whom enhanced community activities and youth programs during their military careers.

From the Commanding General, Marine Corps Base, Camp Lejeune, North Carolina: To name Building H-1, housing the Headquarters of II MEF and 2d Marine Division, in honor of LtGen Julian C. Smith, USMC:

A native of Elkton, Maryland, Gen Smith was one of the Marine Corps' outstanding leaders in the field of amphibious warfare. A graduate of the University of Delaware, he served 38 years as a Marine Corps officer, and died 5 November 1975. During World War II, he commanded the 2d Marine Division during the Tarawa campaign, and later was appointed Commanding General, Expeditionary Troops, Third Fleet, which captured the southern Palau Islands and Ulithi Atoll. In December 1944, Gen Smith took command of the Department of the Pacific, with headquarters in San Francisco, California. In February 1946, he assumed



PFC Gary W. Martini, USMC

command of the Marine Corps Recruit Depot, Parris Island, South Carolina, until his retirement.

From the Commanding Officer, 1st Marines, 1st Marine Division, Camp Pendleton, California: To name the 53 Area Dining Facility at Camp Horno in honor of PFC Gary W. Martini, USMC:

A native of Lexington, Virginia, PFC Martini was posthumously awarded the Medal of Honor for heroism while serving with the 2d Battalion, 1st Marines, 1st Marine Division, in the Republic of Vietnam during April 1967. During Operation Union, PFC Martini twice raced through an open area under intense enemy fire to rescue wounded comrades and drag them to safety. During the first attempt, he was seriously wounded, but returned to the fire-swept area a second time to rescue another wounded Marine. During this second attempt, PFC Martini was mortally wounded, but managed to move his injured comrade to where he could be pulled to safety. "PFC Martini's outstanding courage, valiant fighting spirit and selfless devotion to duty reflected the highest credit upon himself, the Marine Corps, and the United States Naval Service. He gallantly gave his life for his country."

From the Commanding Officer, 5th Marines, 1st Marine Division, Camp Pendleton: To name the Camp Margarita

Dental Clinic in honor of VAdm Alexander G. Lyle, DC, USN:

While serving with the 5th Regiment in France on 23 April 1918, LCdr Lyle rushed, under heavy enemy shellfire, to the assistance of Cpl Thomas Regan, who was seriously wounded. LCdr Lyle administered such effective surgical aid while bombardment was continuing, as to save the life of Cpl Regan. LCdr Lyle subsequently went on to attain the rank of vice admiral as General Inspector (Dental) in the Bureau of Medicine and Surgery prior to his retirement on 1 August 1948.

From the Commanding General, Camp Lejeune: To name a youth sports facility at Camp Lejeune in honor of Capt Michael J. Stokes, USMC:

Capt Stokes was a member of Support Battalion, Marine Corps Base, Camp Lejeune, when he was tragically killed on 27 December 1987 in an automobile crash.

Throughout his Marine Corps career, Capt Stokes contributed unselfishly to youth sports programs, and devoted many hours of volunteer service to enhance the sports program at Camp Lejeune. "His dedication enhanced the Camp Lejeune Youth Sports Program to a degree of professionalism that was frequently singled out as one of the best. Capt Stokes was a genuine leader and constantly maintained that our youth of today are our leaders of tomorrow."

From the Commanding Officer, Naval Hospital, Camp Lejeune: To name a recreational area at the hospital in honor of Senior Chief Hospital Corpsman Robert D. Roed, USN:

HMCS Roed died on active duty on 4 July 1987 while assigned to the Naval Hospital, Camp Lejeune. Throughout his eighteen-year military service, HMCS Roed unselfishly devoted many hours of off-duty time to community activities, and was especially involved in the Special Olympics Program, the Boy Scouts of America, and other youth programs. "He dedicated his life to instilling the importance of perseverance, integrity, and sportsmanship in the youth of both the military and civilian communities." □1775□

Research Highlights Marine Role in 1813 Lake Erie Battle

by Richard A. Long
Curator of Special Projects

One of our older Museum historical files contains an 8x10-inch photographic negative which is labeled "Lake Erie, Battle of, Burial of Dead, after 1813." Its envelope is stamped "MAR 16 1934," presumably the date that it was copied by an unknown Marine Corps photographer. It was obviously a reproduction of a painting, but nothing was known of its history, a mystery of some years' standing.

Sixteen black warships at anchor are silhouetted against a heavily wooded island in the background. From them in a curving line to a cleared inlet in the foreground are 14 ship's boats occupied by steersmen and oarsmen. The third nearest the shore bears three American flag-draped coffins, and the fourth contains three coffins covered with British colors. Awaiting them on shore are a number of sailors, some sitting and others standing beside freshly dug graves. To their right at attention are 13 impeccably uniformed and armed American soldiers.

During on-going research for the division's forthcoming official history, *Marines*

in the Frigate Navy, 1794-1835, an excellent one-volume work on our second war with Great Britain has repeatedly been consulted: Benson J. Lossing's *The Pictorial Field-Book of the War of 1812*, published by Harper & Brothers, New York, in 1868.

Lossing not only intimately described from primary documentation the majority of the principal engagements of that war, but also during the years immediately prior to the American Civil War, visited the sites, interviewed surviving participants, and faithfully reported his findings in print and in descriptive sketches.

One reads of his frustrated attempts to visit Put-In Bay, a harbor and small village on South Bass Island, off the northern shores of Ohio in September 1860, to see for himself the base of Commo Oliver H. Perry's operations in 1813 against the British squadron on Lake Erie. The excursion steamboat had ceased sailing for the season, and the windchopped waters were too rough for a small boat.

He turned instead to seeking out local

citizens who were familiar with the Bass Islands. Fortunately, he was directed to a Miss Caroline L. Ormes Ransom, a portrait and landscape painter, who at that time resided in Sandusky, Ohio.

Miss Ransom had explored these islands, and from her studies had made paintings of at least two contemporary scenes there. One was of "Perry's Look-out," on Gibraltar Island, a limestone rise at the water's edge where Perry is said to have watched British movements out of Malden on the Canadian shore through his spyglass. In copying Miss Ransom's view, with her permission, Lossing gave it moonlight for dramatic effect.

A second landscape by Miss Ransom was of the burial place on South Bass Island of three American and three British officers slain in the Battle of Lake Erie. They were interred there by the crews of both squadrons on 12 September 1813, two days after the decisive American victory. Lossing depicted the site in a grove of willow, hickory, and maple trees.

Photograph in the envelope stamped "1934" inspired search for the painting's artist and the Corps' part in the ceremony shown.



In consulting by telephone with the Registrar of the *Directory to the Bicentennial Inventory of Paintings Executed Before 1914*, in the National Collection of Fine Arts, Smithsonian Institution, it was found that 13 paintings were credited to Miss Ransom. By a title entry, the burial painting was believed to be in the collections of Western Reserve University, Cleveland, Ohio.

The university was visited in January 1987 and the accession files of the Allen Memorial Library, the Mather Gallery, and the University Archives were searched, to no avail. A chance suggestion by the archivist sent me to the Western Reserve Historical Society, just off campus, where, to much satisfaction, an oil on canvas painting entitled "Burial of the Officers Slain at the Battle of Lake Erie," was found on permanent exhibit in its gallery. It was also discovered that its artist was Lewis Bennett Chevalier, not Miss Ransom.

Lewis Bennett Chevalier (1823-1889) was born in Plattsburg, New York. His studies for the profession of a painter, if any, are not known, and the *Directory* mentioned above lists only the one painting to his credit. One source of information asserts that he painted this work between 1838 and 1845, and he advertised in the *Cleveland Business Directory* of 1845-1846 as a partner to Sebastian Heine, a painter of scenes of Cleveland. This writer holds the opinion that the painting was executed at a later date.

Evidence to support this theory is based on three letters found in September 1982 in the William L. Clements Library of Americana, at the University of Michigan, Ann Arbor. The significance of these letters was not apparent at that time.

In all three letters, Stephen Champlin of Buffalo, New York, wrote to Mr. Chevalier at Erie, Pennsylvania, on the subject of the physical characteristics of the British warship *Queen Charlotte*, which had been designated by Commo Perry as the opponent in the battle of the brig *Niagara* commanded by Master Commandant Jesse D. Elliott, USN.

As a sailing master, Champlin had commanded the schooner *Scorpion*, firing the first shot and the last in the engagement of 10 September 1813. On 15 February 1860, he wrote Chevalier "I think the enclosed representation you sent me of the squadron at the close of the Battle is per-

fect . . . if you are not in a hurry about your painting I would like to submit it to Dr. Parsons who I shall see either here or in Providence next spring."

In a second letter the following 27 August, he dwelt on the matter of the rigging of the *Queen Charlotte*, citing the testimony of a Capt Miles, who had raised and reoutfitted the former British ships *Detroit* and *Queen Charlotte* in 1836.

Chevalier may have objected to her rigging in a letter to Champlin on 28 August 1860 (copy not present), for on the following day Champlin replied, "the *Queen Charlotte* was I *know* a full rigged ship and I have good reasons to know, for I towed her into Put-in Bay the next day after the Battle . . . the day after, she lost both her Masts in a gale of wind, which were replaced by jury masts the following spring by *me* under whose command she with the *Detroit* had been through the winter of 1813-1814 at Put-In Bay . . . After rigging the jury masts into her, I brought her down to Erie in May 1814, so you will perceive that I ought to know."

With this testimony, the painting can be said to have been completed some time after 1860.

Dr. Usher Parsons, to whom Champlin referred above, was the assistant surgeon of Perry's flagship *Lawrence*, which vessel bore the brunt of the majority of British shot and shell and suffered the largest number of casualties. On 10 September 1858, during a 45th anniversary commemoration of the battle, Dr. Parsons described the scene later depicted in Chevalier's painting:

The procession of boats, with two bands of music, the slow and regular motion of the oars, striking in exact time with the notes of the solemn dirge, the mournful waving of flags and sound of minute guns firing from the ships, presented a striking contrast to the scene presented two days before, when both the living and the dead, now forming in this fraternal train, were engaged in fierce and bloody strife, hurling at each other the thunderbolts of war.

The Marine Corps Historical Foundation, in support of the historical program, purchased from the Western Reserve Historical Society a color photographic

transparency of this oil painting. A black-and-white print of it is hereby published with our thanks.

One of the officers thus interred on South Bass Island, Put-In Bay, was 1stLt John Brooks, Jr., USMC, who commanded the Marines on board Perry's flagship *Lawrence*. In the midst of the battle, Brooks was conferring with Commo Perry when a cannonball shattered his hip and dashed him across the quarterdeck. Mortally wounded, he alternately called for his pistols and pleaded with Perry to put him out of his misery. He died within an hour.

Four years later, on 31 October 1817, officers of the 5th U.S. Army Infantry Regiment, stationed in Detroit, exhumed Brooks' remains and reinterred him with full military honors in a new military cemetery on the glacis of Fort Shelby in the city. In 1826, the U.S. Government decided Detroit's Military Reserve, including the fort, to the city for domestic development. The remains of several hundred U.S. Army enlisted men who died in the winter of 1813-1814 of a cholera-like disease, and presumably others, were removed in 1817 to a new burying ground within Michigan, Lafayette, Wayne, and First Streets. There were further reburials as the city grew; fewer records were kept. A recent and prolonged search for the present location of the remains of Lt Brooks, together with the memorial his Army friends were said to have erected, has been in vain.

A search continues for a sword he was wearing at the time of his death, said by the biographer of his father, Revolutionary War general and later governor of Massachusetts, John Brooks, Sr., to have been presented to John, Jr., by the Marquis de Lafayette. The sword was returned to his father shortly after the battle by a merchant in Erie, Pennsylvania.

In 1824, a silver medal, authorized by Congress, and patterned after the gold medal presented to Commo Perry, was presented posthumously to his father. This is also being sought.

On 11 September 1913, the Interstate Board of the Perry's Victory Centennial Commission reinterred Lt Brooks' five companions in death in the crypt of the Perry's Victory and International Peace Memorial, tended by the U.S. National Park Service at Put-In-Bay, Ohio. □1775□

Book Gathers Past Decade's War College Journal Essays

by Evelyn A. Englander
Historical Center Librarian

The library of the Marine Corps Historical Center searches out recently published books of professional interest to Marines. These books are available from local bookstores or libraries:

Brown Water, Black Berets. LCDr Thomas J. Cutler. Naval Institute Press. 426 pp. 1988. The author, drawing on his own experiences and those of his fellow "River Rats," focuses on the small-boat war fought on the rivers of South Vietnam. Cutler provides a detailed account of the development and operation of the Navy's brown-water fleet up to the Vietnamization programs in effect at the time of U.S. troop withdrawals from Southeast Asia. \$21.95.

The Brevet Medal. John E. Lelle. Quest Publishing Co., P.O. Box 2081, Springfield, Virginia 22152. 175 pp. 1988. A history of the Marine Corps' Brevet Medal, which has been one of the few distinctive Marine Corps decorations to date. Also includes biographical sketches of Marine Corps recipients of brevet promotions in the Civil War, Formosa, Spanish-American War, Philippine Insurrection, and Boxer Rebellion. Black-and-white illustrations. \$18.00.

The Parameters of War: Military History from the Journal of the U.S. Army War College. Lloyd J. Mathews and Dale E. Brown, eds. Pergamon, Brassey's International Defense Publishers. 320 pp. 1987. A carefully selected, comprehensive collection of essays on military history published by *Parameters* in the past decade. Includes "Dien Bien Phu Campaign," by James Radvany; "Robert McNamara and the Pentagon," by Douglas Kinnard; "Napoleon on the Art of Command," by Jay Luvaas; and "Jackson's Valley Campaign and the Operational Art of War," by Walter P. Lang, et al. \$35.00

George B. McClellan: The Young Napoleon. Stephen W. Sears. Ticknor & Fields. 482 pp. 1988. By the author of *The Landscape Turned Red: The Battle of Antietam*. Writing from primary sources, Sears has presented a full picture of McClellan, who at 35 was commander of all the Northern Armies, fighting the longest campaign of the time and the single bloodiest one-day battle in the nation's history. At age 37, he was presidential candidate of the Democratic Party only to be defeated by Abraham Lincoln. Through-

out all this, he apparently believed himself God's chosen instrument to save the Union. \$24.95.

Military Effectiveness. Vol. 1. *First World War.* Vol. 2. *Interwar Period.* Vol. 3. *Second World War.* Allan R. Millett and Williamson Murray, eds. Allen & Unwin. 3 volumes. 1988. The three-volume study examines the performances of military institutions of France, Germany, Russia, the U.S., Great Britain, Japan, and Italy in the period from 1914 to 1945 at the tactical, operational, strategic, and political levels. \$150.00.

In the same government-sponsored series, "75th Year of Naval Aviation," as MajGen John P. Condon's *U.S. Marine Corps Aviation (Fortitudine)*, Vol. XVII, No. 3, Winter 1987-1988, are: *Pistons to Jets* by Captain Rosario Rausa. \$2.75; *Kite Balloons to Airships* by Roy A. Grossnick. \$5.00; *Naval Aviation Training*. \$3.75; and *U.S. Naval Air Reserves* by Cdr Peter Mersky. \$2.25. All volumes are available from Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. □1775□

Answers to Historical Quiz

Prominent Marines in World War I

(Questions on page 14)

1. MajGen George Barnett, the Twelfth Commandant of the Marine Corps, served in that position from 25 February 1914 to 30 June 1920.
2. Then-GySgt Daniel "Dan" Daly reportedly said this during the bloody fighting at Belleau Wood in June 1918.
3. MajGen John A. Lejeune commanded the 2d Division from July 1918 to August 1919.
4. LtCol Alfred A. Cunningham received the Navy Cross for his services with the Northern Bombing Group.
5. In 1939, GySgt Fred W. Stockham was posthumously awarded the Congressional Medal of Honor (Army) for action in Belleau Wood, where he exposed himself to mustard gas in order to give his gas mask to a wounded comrade.
6. LtCol Earl H. Ellis prepared the plan for the assault on Blanc Mont, and earned four decorations, including the French *Croix de Guerre* and the Navy Cross, for excellence in his staff duties.
7. MajGen Wendell C. Neville later served as Commandant of the Marine Corps from 5 March 1929 to 8 July 1930.
8. 2dLt Ralph Talbot and GySgt Robert G. Robinson were awarded the medals for heroism in combat on the European front during October 1918.
9. BGen Charles A. Doyen was later placed in command of the 4th Brigade upon the arrival of the 6th Regiment in France in October 1917.
10. Gen Lemuel C. Shepherd, Jr., the Twentieth Commandant of the Marine Corps, served with the 5th Regiment and was twice wounded in action at Belleau Wood.

Sikorsky HRS-1 Transport Helicopter

*by Maj Arthur F. Elzy, USMC
Aviation Historian*

The atomic bomb tests at Bikini Lagoon in September of 1946 were the impetus for the Marine Corps' decision to use helicopters for future amphibious assaults opposed by modern-day weapons. Tactical dispersion, it was felt, was the answer to nuclear weaponry which seemed to make the massive naval concentrations of previous amphibious operations obsolete. This dispersion could be gained by means of vertical envelopment and aerial supply. Although the helicopter had seen limited experimental use in World War II, it

was not until 1947 that the Marine Corps commissioned its first rotary-wing squadron, Marine Helicopter Squadron 1 (HMX-1), and not until the outbreak of hostilities in Korea in 1950 that the Corps sought rapid development and employment of the helicopter.

On 2 August 1950, Sikorsky Aircraft received an order for production of the HRS-1, which was similar to the H04S-1 except for its troop seating capacity and the self-sealing fuel tanks. Intended primarily for troop transport, a total of 60

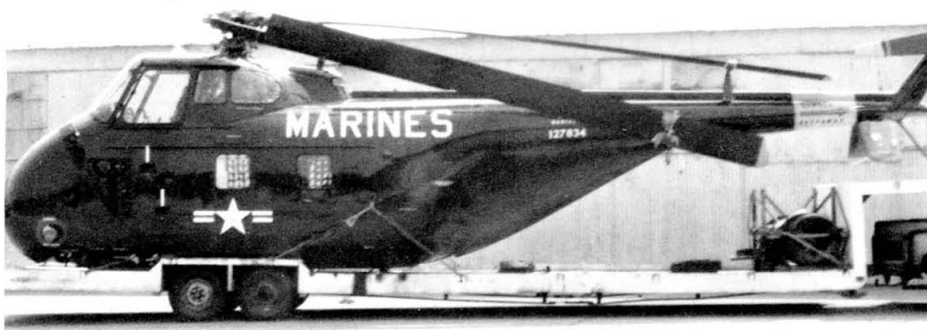
of these were built, and deliveries were first made to HMX-1 on 2 April 1951.

The HRS-1 first saw combat action in Korea with Marine Helicopter Transport Squadron 161 (HMR-161) when the squadron's 15 helicopters, embarked on board the escort carrier *USS Sitkoh Bay* (CVE-86), arrived in Pusan on 2 September 1951. There had already been an acute need for helicopter support in the war, and it had been decided that this need could be met, at least in part, while the testing and evaluation of tactical concepts was being completed in the combat theater.

Under operational control of the 1st Marine Division, which had recently mounted an offensive in the Punchbowl area, HMR-161 indoctrinated troops of the 1st Shore Party Battalion on loading and landing techniques on 12 September and at 1600 the following day, initiated the first mass helicopter resupply operation in history, Operation Windmill I. It consisted of lifting one day's supplies for the 2d Battalion, 1st Marines a distance of seven miles. Shore party personnel, equipped with picks and shovels to clear an area for the cargo dumps, accompanied the first four aircraft, and 78 casualties were evacuated on return flights. For this operation, 14 helicopters flew 28 sorties and transported 18,800 pounds of cargo in 14 hours of flight time. On 19 September, Operation Windmill II was successfully conducted in similar fashion for the 5th Marines.

Operation Summit, underway on 20 September, tasked HMR-161 with solving a tactical problem with their HRS-1s. The operation's purpose was to relieve a Republic of Korea frontline unit from Hill 884 and insert a reinforced reconnaissance company. An assault squad was landed first, followed by 15 shore party personnel who were assigned to clear a landing zone (LZ) as quickly as possible. The assault squad disembarked from the helicopters as they hovered, using 30-foot knotted ropes, and covered the shore party while the LZ was being prepared. The first troops landed one hour later, and 20

(Continued on page 20)



The HRS-1, Bu. No. 127828, on display at the Air-Ground Museum at Quantico previously saw service with Marine Helicopter Squadrons 161, 162, 163, 362, and 363.

Technical Data

Manufacturer: Sikorsky Aircraft Division of United Aircraft Corporation, Stratford, Connecticut.

Type: Transport Helicopter.

Accommodation*: Pilot, crew member, and four to six combat-equipped troops or up to 1,500 pounds of cargo, or three to five casualties in litters.

Power Plant: One 600 h.p. Pratt and Whitney R-1340-57.

Dimensions: Rotor diameter, 53 ft.; Length, 42 ft., 2 in.; Height, 13 ft., 4 in.; Rotor disc area, 2,210 sq. ft.

Weights: Empty, 4,590 lbs.; gross, 7,900 lbs.

Performance: Max speed, 101 m.p.h. at sea level; Cruising speed, 90 m.p.h. at 1,000 ft.; Initial climb, 700 ft./min; Service ceiling, 10,500 ft.; Range, 370 st/miles.

Armaments: None.

*Load capabilities varied with altitude, temperature, and fuel load.

(Continued from page 19)

minutes after that, a second LZ was ready. Over a four-hour period, some 220 fully equipped Marines, and more than 17,700 pounds of cargo were lifted to Hill 884, which was later known as "Mount Helicopter." After that, eight miles of communication wire was laid in 15 minutes by the HRS-1s to connect the reconnaissance company with the command post of the 1st

Marines. Operation Summit received front-page headlines in the United States and brought before the public the Marine Corps' integration and utilization of the helicopter in combat.

Throughout most of 1952, the HRS-1 was used for various missions, including medical evacuation and the validation of the Marine Corps' concept of vertical envelopment in conjunction with amphibious

operations. A total of nine squadrons flew the HRS-1, building a foundation which has made the helicopter an integral component of the Marine Corps' air-ground team.

The HRS-1 at Quantico is Bu. No. 127828. Its history card indicates service with HMX-1, O & R Bauer H & S, O & R Bauer FA, and Marine Helicopter Squadrons 161, 162, 163, 362, and 363. □1775□

On Invitations, Mother Stressed Words 'Naval Aviator'

(Continued from page 24)

Very early the next Sunday morning, the phone rang. It was 2dLt Quilter politely inquiring if I would like to go horseback riding around the perimeters of Coronado. I had had a long evening of dancing at the Saturday night O-Club affair. I was still stunned by my introduction to a lethal drink called a *Cuba Libre* the night before. I accepted the invitation weakly.

When we returned to the stables, I offered to pay for my share of the ride. I had no idea what a second lieutenant was paid, but at the moment it seemed like a nice gesture on my part. Much to my surprise and disgust, the second lieutenant took me up on my generosity. I think that was the first time I took a long, hard look at the guy.

We were married four months later. Much had happened during the courtship. First off, I discovered that Chick was an ardent Irish Catholic. I hadn't even been baptized. So as soon as Chick went off on maneuvers on San Clemente Island, I stepped into a Protestant church and emerged 15 minutes later a Presbyterian. I felt that the impediment to our marriage no longer existed. It turned out he would rather have had me remain a pagan. And so, despite dire predictions from my family, I embraced the "Faith," with John Dobbin acting as my godfather. John has kept a watchful eye on me ever since.

Another cross to bear was Mother's affinity for the Navy. She referred to Marines as those men who wore those vulgar blue trousers with the red stripes. When writing out the wedding invitations, she stressed the words Naval Aviator, and was apt to use Navy titles instead of Marine ranks. I had to watch her carefully.



The groom and the ushers wore blue trousers with red stripes for the California wedding of Elizabeth and Charles Quilter.

Another tiny cross . . . the Naval Aviators were getting a big kick out of Mother's name. She and my father were divorced. Thus, according to the day's custom, she used her maiden name and my father's last name in formal correspondence. Therefore it developed that Mrs. E. Cooley Howe was extending the invitations. The Marines immediately picked up on it, and Mother

was now *o-kole-bau* after the popular, potent Hawaiian drink.

My father, on the other hand, gave the marriage six months when he heard my hope chest contained sheets for a double bed. At the wedding ceremony, he declared he had never gotten up, sat down, or knelt, so much in his life. At the reception at the O-Club, he was stunned by the capacity Marines had for alcohol. When the wedding cake appeared, Mother nearly fainted. It was a large, two-tiered cupcake. The bakers had goofed, but it was fairly easy to cut with a sword.

In addition to Chick, the best man and ushers all wore those vulgar blue trousers with the red stripes. They were John Stage, Charlie Endweiss, "Fuzz" Ferris, "Willy" Williams, Eddie Johnston, and "Rats" Boyington.

My bridesmaids had been severely reprimanded at rehearsal by the crusty old priest for conducting themselves like members of the Roxy chorus. They were Isobel Davis, Shirley Endweiss, Helene Boyington, and BSC. The Boyingtons had remained nervously sober throughout the day.

The Connecticut swain sent a scathing telegram of congratulations in which he accused me of being brass-button crazy, and hoped that the termites would eat my rosary. His message ended with the hope that the red stripes on the Marine's trousers would turn yellow.

So now I was the wife of a Marine aviator. My experience with cuisine was indeed *nouvelle*. This was borne out by the pained expression on my husband's face as he watched me trying to perk coffee in a dripolator pot. My experience with aviation was even less. My first taste was a

20-minute, \$5 ride in some biplane flown by an itinerant barnstorming type, circa 1926. I recall he did a loop-the-loop. I didn't care for it, but my brothers were ecstatic.

Many years later, Mother ordered the chauffeur not to take her to Pennsylvania Station in New York City to catch the train, but instead to drive to Newark, where a Ford Trimotor plane in corrugated metal would fly us to Washington, D.C. Flying through the upchuck corridor of the USA, Mother soon succumbed, with the copilot holding her head. I studiously avoided the horizon out the plane window and hoped the sudden ascents and descents would not similarly affect me.

Oh yes, I had one ride in a Goodyear blimp during my cub reporter days in the late 30s. The blimp shot straight up, leveled off, and turned corners like a ruler. I don't think, however, that it counted as real aviation. Three years ago, I went aloft in a hot-air balloon, a ride which I loathed, and I prefer not to think of *that* as real aviation, either. I liked neither the sudden explosions of butane and subsequent sizzling of my head, nor the sight of fleeing animals below, nor the imminent spires and hedgerows.

So now suddenly in 1940 I was supposed to know all about SOCs, a scouting biplane which Chick flew in the squadron known as VMS-2. It was fortunate that a lenient flight surgeon lopped a half-inch from Quilter's height in order to qualify as a pilot. Even so, he still had to opt for either sticking his head out of the cockpit, or scrunching.

"Willy" Williams flew something called an F3F2, a fighter biplane whose landing gear was cranked up and down by hand. Woe betide the pilot who forgot to lower his wheels upon landing. He was given a teapot covered with a cloth helmet to indicate that it and he were jugheads. He could not rid himself of this bit of mockery until another pilot forgot.

Other squadrons had SBDs, SB2Us, and R2Ds, a version of the DC-2, equally outdated as the rest. Came the day when the Navy foisted off on the Marines the dreaded Brewsters, which always seemed to be running into things, like mountains. Marine aviation was in those days divided into two group-sized units. Aircraft One was stationed at Quantico, Aircraft Two at Coronado.

Settling into a rigidly structured Marine Corps and Catholic life had its ups and downs, but rarely a dull moment. Among the things I learned was never to have a fight with your husband before he flew. Also, to never let him out of the house without a good breakfast. This was to ensure that his mind would always be on the business at hand.

As a Catholic I was never to think an evil thought after midnight, although, oddly enough, it was okay to finish one's drink until twenty minutes after midnight.

Hats and gloves and calling cards for official visits, and don't ever leave before twenty minutes had passed. What was it with all those twenty minutes?

We carpooled. We picked up our glamorous pilots after work in their cloth helmets, silk scarves, and flight suits. We ate often at L'Avenida's, where they

Lt Quilter flew biplanes in the squadron known as VMS-2; a lenient flight surgeon had lopped a half-inch from his height.



specialized in some ambrosial Caesar's salad. We crossed the bridge leading to North Island for the weekly Saturday night dance at the O-Club. Each lady wore an evening gown and had two or three more hanging in her closet. BSC spent only \$30 per month on food and her husband seemed very well fed. But it was a challenge to the rest of us even though eggs were 25¢ a dozen. Bar bills often exceeded the rent we paid for our homes. Our first house on Adella Lane was an extravagant \$65 a month. Later we rented a larger one for \$55 a month. Our landlord almost threw us out for failing to water the lawn.

The rumor mills could predict with exactitude the return of the Group from maneuvers. The skies of Coronado thundered with the orderly approach of dive bombers, scout planes, and fighter planes, the latter throttling back to keep from overrunning the slower planes. They looked and sounded like angry bees. Back home, the pilots enthralled us with endless tales of derring-do and narrow escapes, all accompanied by hand gestures. We called it living-room flying.

Wonderful friends were made. Sally and Jerry Jerome were our leading stars. I later learned that each had had a hand in promoting our marriage. Other Coronado neighbors were the Ralph Rotrets, the Paul Fontanas, the Joe Bauers, the Paul Putnams, the Jens Aggerbecks, the Vern Megees, the Bob Burns'—and "Duke" Davis, whose genteel mother was amazed at however she "could have borne him." Memory includes the Bill Gises, the Stan Ridderhofs, the Dick Hughes', the Tex Rogers', the Verne McCauls, the John Careys, and a host of others.

And then—Pearl Harbor. Life as we knew it before would never be the same. Everything changed. We lost cherished friends. And over the years as we fought the wars in the Pacific, in Korea, and in Vietnam, the arrival of jets and helicopters changed us, too. We had babies, we moved a lot, and pilots flew desk jobs. But we wives, whether barefoot or pregnant, or both, were always there to keep the home fires burning and the prayers on the wing for safe homecomings.

Semper Fi . . . to those who have slipped off this mortal coil and to those who still abide on earth. □1775□

'Over There:' The Marine Experience in World War I

*By Robert V. Aquilina
Assistant Head, Reference Section*

The Chemin des Dames offensive launched by the German High Command in late May of 1918 rolled back the French 43d Division and opened a four-kilometer gap in the Allied lines. The German troops drove virtually unchecked to Chateau-Thierry on the Marne River east of Paris. The Allied Commander-in-Chief, Gen Ferdinand Foch, had no reserve troops left to stem the German onslaught, except the newly arrived American forces, in whom he reposed little confidence. The stubborn Gallic general had no choice, however, and the fate of the French capital, and to a large degree, the Allied cause, was left in the untested hands of the 2d U.S. Division, including the 4th Marine Brigade.

On 30 May 1918, the 2d Division deployed along either side of the Paris-Metz highway northwest of Chateau-Thierry. As the Marines of the 4th Brigade took up their positions in the Chateau-Thierry sector, they encountered thousands of French refugees and soldiers fleeing from the onrushing German juggernaut. At the suggestion of a dejected French officer that the Americans would be advised to join the general retreat, Marine Capt Lloyd W. Williams is said to have coolly replied, "Retreat hell, we just got here!" Orders to the units comprising the 4th Marine Brigade were simple and direct: "No retirement will be thought of on any pretext whatsoever."

The German troops began their advance toward American lines at dawn on 2 June, and soon received a lesson in rifle marksmanship from the entrenched Marines that the Germans would not forget. As the heads of the German columns came into range at approximately 800 yards, they were raked by fire from Ma-

rine infantry and machine-gun fire. By 5 June the German advance had stalled and their drive on Paris was halted. Unaccustomed to retreating during four years of fighting on the Western Front, the stubborn German troops adopted a defensive position in a dark patch of woods and tumbled boulders called the Bois de Belleau—Belleau Wood—situated in front of the villages of Torcy, Belleau, and Bouresches.

At 4 a.m. on 6 June, the 4th Marine Brigade began its advance on the German positions. The ensuing 20-day action witnessed some of the most intense fighting of the war, costing the brigade 55 percent casualties, which translated into nearly 5,000 Marines killed and wounded. The battle soon became a bloody business of reducing German machine-gun nests with grenades, rifles, and bayonets. While the 1st Battalion, 5th Marines took Hill 142 west of the Wood, the 2d Battalion, 5th Marines, along with the 2d and 3d Battalions, 6th Marines assaulted Belleau Wood itself.

Individual heroism was common among the thousands of Marines who participated in the capture of Belleau Wood. The American war correspondent, Floyd Gibbons, before falling wounded, heard the imperious voice of GySgt Dan Daly shouting to his hesitant platoon, "Come on, you sons of bitches! Do you want to live forever?" Although the Germans brought fresh divisions to the front, nothing could turn back the determined Marines. On 26 June, American Expeditionary Force Headquarters received the message: "Belleau Wood now U.S. Marine Corps

The barbed-wire through which German soldiers and American Marines fought still marked a trench line at the end of bloody

combat at Belleau Wood. The battle cost the 4th Marine Brigade 112 officers and 4,590 enlisted men killed and wounded.





Riding at the head of his troops, the 2d Battalion, 6th Marines, near Montreuil, France, is Maj Thomas C. Holcomb, second from

right, later Commandant of the Marine Corps. On 17 June 1918 the battalion was returning from 16 days on the front lines.

entirely." The operation had cost the 4th Marine Brigade 112 officers and 4,590 enlisted men killed and wounded in action. The fighting ability displayed by the Marines at Belleau Wood earned them a nickname from their German opponents—"Teufelhunden," or "Devil Dogs."

Four days later, the Sixth French Army issued an order officially redesignating Belleau Wood as the "Bois de la Brigade de Marine," and the entire 4th Marine Brigade was cited by the French Army command.

By mid-July the 2d Division was attached to the French XX Corps for an attack on the Germans' Marne salient, along the Soissons-Chateau-Thierry highway. The commanding general of the 2d Division was Army MajGen James G. Harbord, while Col Wendell C. Neville led the 4th Marine Brigade.

On the morning of 18 July, the 2d Division, along with the 1st American Division and the 1st Moroccan Division, assaulted

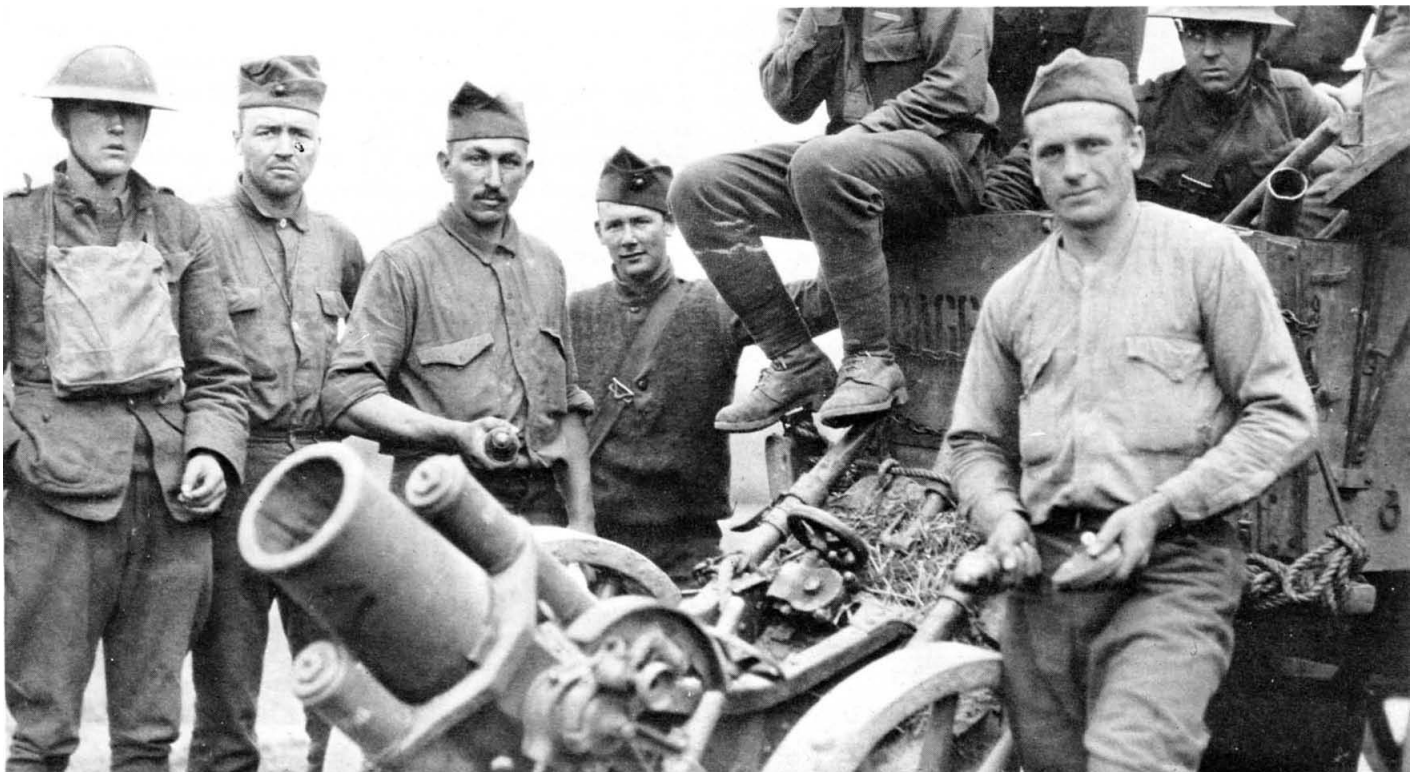
the German positions. The 5th Marines led the initial assault, and was followed by the 6th Marines. In a bitter two-day battle, they broke the German grip on the Marne salient, while suffering 1,972 casualties.

On the night of 19 July, a fresh division arrived and the 4th Marine Brigade, along with the rest of the 2d Division, was withdrawn from the fighting. While newspaper headlines at home proclaimed the valor of Marine arms, the 4th Brigade reassembled near Paris, then moved on to Nancy, where American divisions were being organized into an American army. The Marine Brigade was visited by the Assistant Secretary of the Navy, Franklin D. Roosevelt, who lauded the "splendid work of the Marine Brigade" at Belleau Wood and at Soissons.

The Marine Corps had passed with flying colors its baptism of fire on the Western Front, and now awaited its role in the anticipated Allied offensive that would hopefully bring the war to an end. □1775□

Men of the 2d Battalion, 5th Marines, who earned the name "Teufelhunden"—Devil Dogs—from their German opponents,

proudly display an enemy trench mortar and ammunition captured during 20 days of ferocious fighting at Belleau Wood.



Those Vulgar Blue Trousers With The Red Stripes

by Elizabeth H. Quilter

In the Connecticut spring of 1940, I breathed a sad *à bientôt* to my cherished beau. Mother and I were off to California in her sincere little black Ford coupe. I had taken leave from my job on the local newspaper where I worked seven days a week and was insulted with a stipend of \$25 a week—minus all those deductions, of course. We were on our way across the USA to visit my boarding school chum who had been crazy enough to marry a Marine aviator, whatever that was! Once across

Elizabeth H. Quilter is the widow of MajGen Charles J. Quilter, USMC, and the mother of Col Charles J. Quilter II, USMCR, the author of an appreciation of Col Gregory "Pappy" Boyington in the Winter 1987-1988 issue of Fortitudine. Col Quilter cited his mother's personal recollections of an important period in Marine Corps history. In this article Mrs. Quilter further describes her experience of that time.

the Mississippi, we discovered something brand-new called an auto court, for which we paid \$4 a night. We continued to overnight in these immaculate little cubicles until we arrived in Coronado. My chum's husband was stationed on nearby North Island in a fighter squadron.

We arrived the day after the flamboyant "Rats" Boyington had tried to swim the Hellespont between San Diego and Coronado. He had missed the last ferry. Twice bested by the tides, he had returned to shore and removed his clothes to give it one more fruitless try. Sans attire, he took refuge with the Shore Patrol. Later, a married lady friend came to his rescue, shrouding him in a blanket and driving him home. "Rats," by the way, had ignored the Navy-Marine ruling that no newly commissioned officer should marry for two years following. He and his wife, Helene, who had the face of a Botticelli angel and the voice of a fishwife, already

had one baby and another on the way.

My boarding school chum, hereafter referred to as "BSC," greeted Mother and me warmly, and promptly trotted out all the eligible bachelors for my inspection. Although I had left my heart in Connecticut, absence was beginning to dim its ardor. Little did I know then I would never *à bientôt* my beau again.

My first date was with Eddie Johnston. We went to the movies. On the way home he confessed he was engaged to Marian. I also confessed. I went out with another foxy type. No sparks. Then Gordy Knott and Al Follmar.

One afternoon a long, yellow Phaeton Pontiac convertible drove up to BSC's house. Out of it emerged one of the lankiest, tallest men I had ever seen. He was atrociously garbed in a broad-striped T-shirt and his trousers were tan with tiny white checks. His name was 2dLt Chick Quilter.

(Continued on page 20)