

FORTITUDINE

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CIVIL WAR ERA MARINES AT HARPERS FERRY AND THE BATTLE OF BULL RUN . . . FAMED ARTIST JOHN GROTH VIEWS BASIC SCHOOL TRAINING . . . WOMEN MARINES HISTORY PUBLISHED . . . A COMMANDANT'S FORGOTTEN MEMOIR . . . ROBERT MOSKIN ON THE TRAIL OF THE PEKING GUARD . . . FLIGHT LINES: FD-1 PHANTOM

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

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THE COVER

This sketch made by the artist-in-residence of the Marine Corps Historical Center, Col Charles H. Waterhouse, USMCR, was used in the development of the portrait of insurrectionist John Brown in Waterhouse's newest painting, dealing with Brown's capture by Marines at the Harpers Ferry, West Virginia, federal arsenal in October 1859. A description of those events by Registrar John H. McGarry III, and of steps taken to assist Col Waterhouse in ensuring the painting's accuracy, begins on page 11.

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BGen Simmons

Marines at Manassas

Two members of the Marine Corps Historical Center, Kenneth L. Smith-Christmas and John H. McGarry III, shouldered muskets on 18 July 1986 and marched out to the reenactment marking the 125th anniversary of the battle the North called Bull Run and the South called First Manassas. In an almost literal way Smith-Christmas and McGarry were following the route taken by the Marine Battalion when it marched out from Washington to take part in the real battle in 1861.

An estimated 60,000 spectators turned out to see the sham battle, billed as the largest reenactment "ever staged on American soil" and held on one of the hottest days of a very hot summer. That made for realism; the records tell us that the day of the real battle was just as hot. If the real fighters found their wool uniforms stifling, so did the sham warriors. Those watching saw the gorily realistic scene anachronistically marred by motor ambulances rushing about. It would have been a nice touch if horse-drawn ambulances could have taken care of the heat casualties, of which there were many. The Fairfax County police put the number of participants downed by the heat at 300.

There were 54 guns on the field in this year's reenactment, 28 for the North and 24 for the South, about the same number as were present in 1861. They thundered out 1,500 black powder charges, which, along with an estimated half-million musket charges, sent clouds of white smoke drifting across the field.

Regrettably, there was no unit present to represent the Marine Battalion. Both Smith-Christmas and McGarry are privates in the 1st Maryland Regiment. Actually, there were two "1st Maryland" regiments in the battle, one for each side. Smith-Christmas and McGarry are in the Confederate one.

The National Park Service no longer allows reenactments on the real Civil War battlefield. This one was "fought" on a

150-acre parcel of land about five miles from the actual site. As an accommodation to the participants and spectators, the reenactment was on a Sunday, 20 July 1986. The actual battle was also fought on a Sunday, 21 July 1861, and, as with the reenactment, spectators had come from Washington to picnic and watch the show.

There had been a reenactment in 1911 on the 50th anniversary of the battle. In those easier, simpler times it took portly President William Howard Taft five-and-a-half hours to journey from the White House in his favorite automobile, a White Steamer, to Manassas. Hundreds of the original combatants were present, some of them testy enough to be ready to refight the battle. In 50 years the countryside had changed very little, and the oldtimers were able to say, "I stood here."

Manassas Battlefield Park, as we know it today, was dedicated on 21 July 1936,

the 75th anniversary of the battle, and a few of the "originals" were there. The scripting of the sham battle on that day was done by Dr. Douglas Southall Freeman, the distinguished author of *R. E. Lee* and *Lee's Lieutenants*. The Confederates were played by the U.S. Army's 16th Brigade and gray-uniformed ROTC units, and the North by the 1st Marine Brigade from Quantico. A good number of familiar names were in the brigade, among them, 2dLt Leonard F. Chapman, Jr., a future Commandant, who as a native Floridian probably did not enjoy the role of Bluecoat. (See "Marines Remembered as 'Damn Yankees,'" *Fortitudine*, Fall 1977.)

A monster reenactment was held in 1961, during the Civil War Centennial, and the weather was as hot and the crowds about as dense as they were in 1986.

In the early summer of 1861 newly promoted BGen Irwin McDowell was

A column of Marines parades outside the walls of Marine Barracks, Washington, D.C., shortly after Bull Run, in an engraving which appeared in Harper's Weekly in 1861.



under immense pressure to march on Richmond. His army of 35,000 men, mostly undertrained short-term volunteers, was the largest yet mustered in North America. Opposing him was his West Point '38 classmate, BGen Pierre G. T. Beauregard. Beauregard, hero of Fort Sumter, had his Army of the Potomac, 23,000 equally green Southern troops, encamped behind Bull Run near Manassas Junction, about 20 miles from Washington.

The Secretary of the Navy sent Col-Comdt John Harris of the Marines this handwritten order on 12 July:

Sir:

You will be pleased to detach from the Barracks four companies of eighty men each, the whole under command of Major Reynolds, with the necessary officers, non-commissioned officers and musicians, for service under Brig. General McDowell to whom Major Reynolds will report. General McDowell will furnish the Battalion with camp equipage, provisions, etc.

I am respect'y
Your obed. svt.,
Gideon Welles

Maj John G. Reynolds had just come down from the Boston Navy Yard to take command of Marine Barracks, Washington. He was a veteran of the Florida Indian War, the Mexican War, and 37 years of service, a hard fighter now gone somewhat to seed. Col Harris may not have been too pleased with Reynolds' assignment. Just before Welles' written order reached him, he had received a letter written 11 July from 1stLt Alan Ramsay, commanding the Marine detachment on board the U.S. Sloop *Richmond*, then at New York. Ramsay had heard that a Marine battalion was to be formed to join Col Andrew Porter's brigade and asked to be one of the officers detached for such duty.

Harris replied tartly, "I have no knowledge of such a battalion . . . that is about to join the Army . . . if such an order should be given I will command it myself."

After the battle, Reynolds would feel constrained to call to the Commandant's attention that his battalion had

been "composed entirely of recruits, not one being in service over three weeks, and many had hardly learned their facings Of the three hundred and fifty officers and enlisted men under my command, there were but two staff-officers, two captains, one first lieutenant, nine non-commissioned officers, and two musicians who were experienced from length of service."

The two "staff-officers" were Maj William B. Slack, the quartermaster, and Maj Augustus S. Nicholson, the adjutant and inspector. Both had brevets for bravery in the Mexican War.

Brevet Maj Jacob Zeilin, another hero of the Mexican War and a future Commandant, was given command of Company A. He had two second lieutenants as junior officers.

Company B was commanded by Capt James H. Jones. Company B's lone second lieutenant was Robert W. Huntington, who in 1898 as a lieutenant colonel would take his battalion ashore at Guantanamo Bay.

Company C was assigned to 1stLt Ramsay, who thus got his wish. Also in Company C was 2dLt R. E. Hitchcock. He would be killed.

Company D was given to William H. Cartter, who, with a date of rank of 1 March 1861, was the senior second lieutenant in the battalion. The other five second lieutenants all had dates of rank of 5 June—less than five weeks service. Company D's other officer, 2dLt W. H. Hale, would be wounded in the battle.

Cartter jauntily wrote his mother in Scottsville, New York on 14 July:

I am going to leave for the seat of the war (Richmond, Va.) where I expect we will have a fight. Now I am well and expect to be a Captain or Seigneur [senior] 1st Lieut before I [return]. I want Aunt Abby to have my wife picked out. Now do not fret yourself about me, for all is for the best what ever may happen. . . .

In a postscript he told his mother that he had sent a daguerretype and would like one of his father.

Marching orders specified that the Marines, in addition to their arms and accoutrements, would march with haversacks

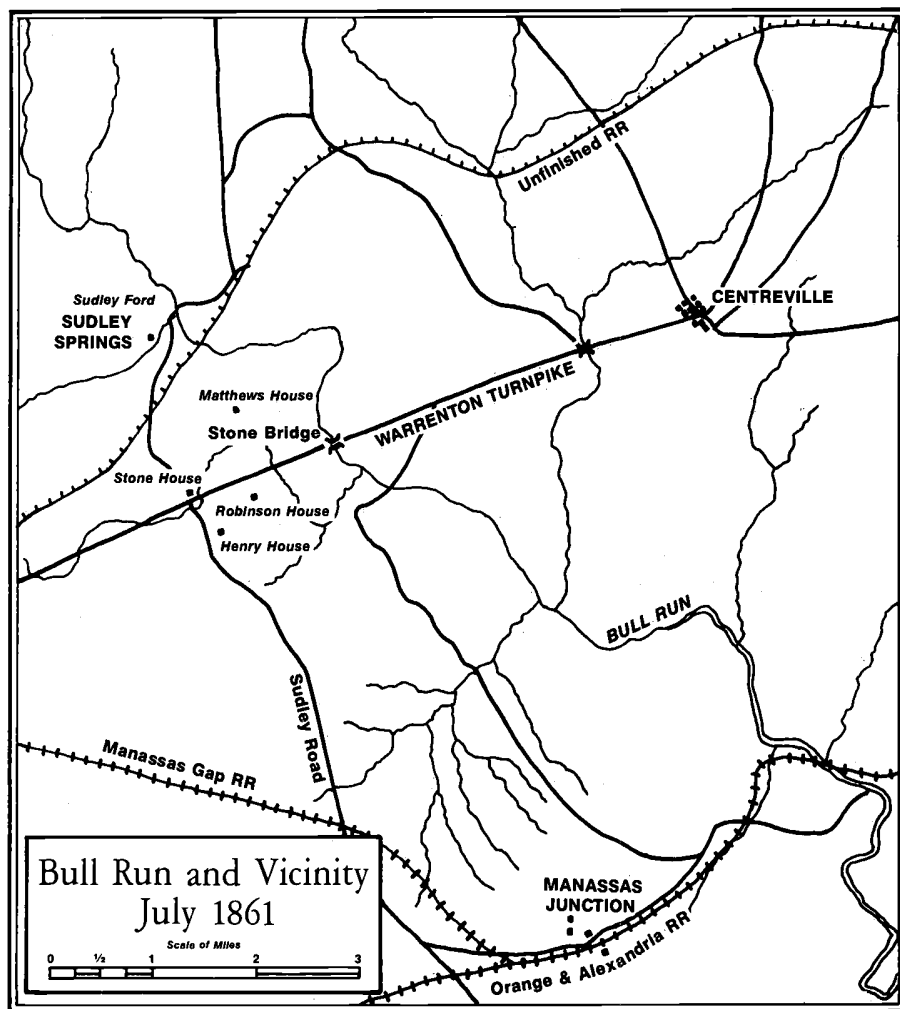
with three days rations, canteens and cups, and blankets "in a roll with the end tied and worn from the right shoulder to the left side; a pair of stockings to be rolled up in the blanket." There were to be no knapsacks and no tents. Two wagons were "to come over for the camp kettles and mess pans and mess kits."

The battalion was "to start for the other side in time to pass the Long Bridge by 3:30 p.m. tomorrow—They will follow up the Columbia Turnpike as far as the new Fort and toll gate where they will receive further orders."

Accordingly, Reynolds and his Marines, armed for the most part with Model 1855 rifled muskets and bayonets, left the Marine Barracks at Eighth and I Streets, S.E., on 16 July, reaching the Virginia side of Long Bridge (at about the location of today's 14th Street Bridge) at 1530. As they marched along Columbia Turnpike past the present site of Headquarters, U. S. Marine Corps, they were met by the assistant adjutant general from Porter's 1st Brigade, 2d Division, who assigned them a position in the line of march immediately following Capt Charles Griffin's Battery D, 5th U.S. Artillery. Porter also had in his brigade three regiments of New York troops and Maj George Sykes' battalion of U.S. Army regulars.

McDowell moved his army southwestward in three columns to the hamlet of Centreville. Bull Run, a fairly formidable creek, could be crossed at several points. At the very left of the Confederate line was Stone Bridge, which carried Warrenton Pike across the stream. Further to the northwest was Sudley Ford, seemingly undefended. After probing the Confederate lines, McDowell decided on a division-size feint against Stone Bridge and a wide-swinging march of two divisions to cross at Sudley Ford and then come down on the Confederate left flank. He held a last council of war the night of 20 July. By then it was known that BGen Joseph E. Johnston had joined Beauregard that morning, with four brigades of the Army of the Shenandoah, nearly 10,000 more Confederates, on their way in railroad cars from Winchester.

Leaders on both sides looked forward to a Napoleonic battle. McDowell planned on a single decisive battle and then a march on Richmond. Beauregard, whose



W. STEPHEN HILL

thinking was equally Napoleonic, planned to move around McDowell's left flank and then march on Washington. Neither side gave enough thought to the lethality of the new percussion cap and rifled musket.

McDowell roused his troops at 0200, Sunday, 21 July. Tyler's division was sent marching toward Stone Bridge. Hunter's and Heintzelman's divisions moved along a bad road through Virginia woods toward Sudley Ford. Burnside's brigade led off Hunter's division, followed by Porter's brigade which still included the Marine Battalion marching behind Griffin's battery. After crossing Bull Run at Sudley Ford, McDowell turned his column left and started advancing along Sudley Road toward Manassas Junction.

It was an opening move that Frederick the Great or Napoleon might have approved, except, as it later turned out, there was not enough weight to it.

Stone Bridge was defended by half a brigade under Col Nathan Evans. By 0730,

Evans had divined that the attack at Stone Bridge was only a feint and that the real threat was coming at him from across Sudley Ford. Leaving four companies to guard the bridge, Evans shifted the rest of his half-brigade to Matthew Hill, a mile south of Sudley Ford.

Evans was barely in position when Burnside's brigade deployed to the left of Sudley Road and came at him. Porter's brigade came up on Burnside's right. Griffin's battery, followed by the Marines, found its way through the woods to an open field.

Maj Roberdeau Wheat's battalion of Louisiana Tigers charged down the slope against the two Union brigades, taking fearful losses but gaining enough time for Bee's and Bartow's brigades to reach Evans on the hill. This put a total of about 5,500 Confederates on Matthew Hill. At about 1030 the three brigades all charged down the hill against Burnside and Porter. Griffin advanced his battery to within 1,000 yards of a hidden Confederate battery and silenced it.

The fighting continued for nearly two hours. The tide began to turn against the Confederates when Sherman's brigade, followed by Keyes' brigade, came across Stone Bridge against their right flank. With two divisions across Bull Run and a third one arriving, McDowell seemed to have won the day. He himself was well forward, riding up and down, exhorting his men and sending in regiments and brigades. The Confederates began to withdraw in considerable disorder to Henry House Hill, south of the intersection of Warrenton Pike and Sudley Road.

Johnston, although senior to Beauregard, had allowed Beauregard to take charge of the battle. However, at noon he told Beauregard that the left must be reinforced and that he was going there.

By this time BGen Thomas J. Jackson's brigade of five Virginia regiments had come onto the field and had taken up a reverse slope position on Henry House Hill. The remnants of Bee's near-shattered brigade came over the crest. BGen Barnard E. Bee pointed his sword at the Virginia brigade and said something, not necessarily complimentary, to the effect that there stood Jackson "like a stone wall." Shortly thereafter Bee was shot out of his saddle. He died, it is said, cursing the immobile Jackson for not moving up.

It was at about this point that Johnston and Beauregard arrived at Henry House Hill. With Jackson's brigade as an anchor, the Confederate line began to reform. Beauregard stayed at the front as the battle leader and Johnston moved a mile to the rear to funnel forward reinforcements. With the arrival of fresh troops, Beauregard managed to form a line running down from Henry House Hill to Robinson House, the home of a free Negro, near Stone Bridge.

McDowell had paused at Warrenton Pike to reorganize. By 1400 he was ready to renew the attack with something like 11,000 Union troops. Through his chief of artillery, Maj William F. Barry, McDowell ordered Griffin's battery and Capt James B. Rickett's Battery I, 1st U.S. Artillery, moved up Sudley Road to a position from which they could enfilade the Confederate line. The 11th New York Fire Zouaves, in their red fire shirts and baggy blue pants, were sent up to support the batteries.

The Marines had been hard put to keep

up with Griffin's horse-drawn artillery in the day's fighting and they now were in a state close to exhaustion. Reynolds rested his men briefly and reported to Porter, who ordered the Marines forward to the support of Griffin's battery which had pushed almost to the crest of the hill. Confederate sharpshooters, some of them in trees behind Jackson's brigade, were picking off the gun crews. The Marines advanced under heavy fire. Griffin was soon down to two guns. Ricketts to his left still had six guns. Shells from Ricketts' battery crashed into the Henrys' white frame house. The owner, the elderly widow Judith Henry, still present, was mortally wounded.

McDowell, who stayed well forward throughout the battle, personally ordered Reynolds to cover the 14th Brooklyn Chasseurs who were coming onto line to bolster the 11th Fire Zouaves who were being pummeled by Col J. E. B. Stuart's 1st Virginia Cavalry.

Worse was to happen. A blue-clad regiment came marching out of the fringe of woods. Capt Griffin was told to hold his fire, that it was a friendly regiment, but it was the Confederate 33d Virginia. Having gotten within 50 yards before being fired upon, the 33d Virginia charged the guns and took them. Porter's New Yorkers recaptured the guns in hand-to-hand fighting. Then they were lost again.

The melee on the Henry House Hill continued for two confused hours. In all, McDowell sent five brigades against the Confederates in a series of successive attacks. At something before 1600 he launched the last brigade he had west of Bull Run. It was not enough. The Confederates counterattacked and the Federals gave way. In all of this, the Marines were unable to hold their positions. Their line broke three times by Reynolds' count, but reformed each time until the last.

With the day ending, the Northerners sullenly began to withdraw. The withdrawal became a retreat and, picking up momentum, became a rout, in which the Marines, in Reynolds' words, "participated." A good number of the sightseers, some of them congressmen and their families, got caught up in the debacle.

The forces that actually fought that day



Union artillery, with the Marine Battalion in support, fires upon Confederate forces on Henry House Hill, in a print from the 1888 book, Drum-Beat of the Nation.

were almost exactly equal in numbers. McDowell had crossed Bull Run with the 1st, 2d, and 3d Divisions of the Union Army, totalling seven brigades—24 guns, 896 officers, and 17,676 rank and file by the adjutant general's later careful count. The preoccupied McDowell failed to use two brigades of the 1st Division and the 4th and 5th Divisions which stayed in reserve. McDowell's losses for the day were 460 killed, 1,124 wounded, and 1,312 captured or missing.

Beauregard, in turn, used only half the strength of his Army of the Potomac. Only 17 of his 27 guns and 9,713 of his men were actively engaged. Johnston's Army of the Shenandoah added something less than 9,000 more men for an official total of 18,053 Confederates credited with being in the battle. Confederate losses were 387 killed, 1,582 wounded, and 13 captured or missing.

Much worse battles were to come, but this was the one that shook the confident North and romantic South into a realization that battles were something more than bright uniforms and banners.

A provost guard was posted to keep the beaten Union Army on the Virginia side of the Potomac. Reynolds collected some of his men at Arlington and found some 70 more at the Virginia end of the Long Bridge. The battalion's blanket rolls, dropped at the beginning of the battle, were lost. Reynolds served up hot coffee to his weary and exhausted Marines and persuaded the provost guard to allow him to march them back to the Marine Barracks.

A dejected 2dLt Cartter on what appears to be 24 July (the date is not clear) wrote to his mother in run-together sentences:

I returned from Bull Run on the 22nd and was so sick that I could not write before this there is no use of my telling you about the fight for you have seen an account of it by this time . . . we lost one Officer Lieut. Hitchcock and two wounded and 31 marines and got licked awfully we got to do better than we did at Bull Run or we will be Defeated at all times . . .

He asked if she had received his daguerretype.

Carter didn't have the casualties quite right. Altogether, one Marine lieutenant (Hitchcock) and eight privates had been killed; a major (Zeilin), a lieutenant (Hale), a corporal, and 16 privates had been wounded; 16 more privates were missing. Two days after the battle, on 23 July, the battalion's morning report showed 309 officers and men present and fit for duty.

Cartter did not remain depressed for long. On 27 July he again wrote his mother and, although his spelling and grammar had not improved, his spirits had rebounded:

I am well and enjoying myself very much I suppose you got my letter dated from Willow Spring Farm we had some of the most severe Fights that ever was on record . . .

He went on to ask his mother to send him two dozen white shirts as he could not get good white shirts in Washington even at 25 dollars a dozen. He also told her that he was about to go into the city to have his ambrotype taken in full dress. □1775□

Scholars Ponder Fort Fisher; Marine Scouts Remember

FISHER ATTACKERS' TIMING

Had I but known of . . . [BGen Simmons'] Hagerstown talk, I would have striven to be there. It is always fascinating to see how professionals handle and write ["Fort Fisher: Amphibious Finale to the Civil War," *Fortitudine*, Summer 1986] of a topic dear—for obvious reasons—to the heart of this amateur. I thoroughly enjoyed . . . [the] presentation in a fraction of the words of my own, with no significant omissions.

Since my study 12 years ago, assorted scattered references keep materializing which variously bear on the point raising most questions. On 15 January 1865, what of counter-accusations of early jump-off by the Navy or tardy by the Army? If the bombardment stopped and the whistles were tied down per orders reasonably close to 3:00 p.m., how could anyone fail to know zero hour had arrived? Jay Luvaas suggests that noise of gunfire repeatedly took unpredictable courses. I consider this easy enough to accept for light fieldpieces a few miles distant across rolling and/or timbered country, but more difficult for heavy ordnance, the 15" as close as a half mile over mostly open water. Surely naval forces could not attack while bombardment continued. How could army forces fail to know the time had come to jump off?

I suggest another factor to consider. Somewhere I noticed artillerist criticisms, both of unmanageable, slow-firing outsize guns along the north face, and also of failure to clear an adequate field of fire. If this was indeed a factor, Army and Navy could have jumped off at the same time—in my opinion the most reasonable assumption under all circumstances. Naval and Marine forces, clearly without cover, may have attracted most available defenders. By the time Terry's troops emerged from cover, ample defenders were unable to return to positions along the north face to confront them. Still inadvertent diversion, it is easier for me to explain and kinder to both forces than confused timing.

Did Ben Butler's self-indicting correspondence capture . . . [Gen Simmons'] attention as time approached for Weitzel to become his son-in-law? Dick Sommers sent me to it. Butler wrote in part, "I am afraid you have been annoyed lest I might possibly think that your advice at Ft Fisher was not such as I ought to have acted upon. Let me assure you that I have never at any moment, amid all the delightful obloquy which is pouring upon me, doubted the military sagacity of the advice you gave, or the propriety of my action under it." Weitzel replied in part, ". . . you never showed me the letter of instructions from Gen Grant to you. I knew nothing of it until I saw it in the papers." Butler replied, ". . . why Gen Grant's instructions to *me* were not shown to you. I shew you his instructions when we made the demonstration against the Rebel lines on the 27th of October last and then gave you *my* orders. I found you embarrassed between the two, and so the movement was not as successful as I could have wished."

Edwin Olmstead
Mount Holly Springs, Pennsylvania

EDITOR'S NOTE: "Amateur" Edwin Olmstead is widely considered to be the outstanding authority on 19th century American iron guns. His letter raises some intriguing questions, the answers to which we may find as we continue our research for Col Waterhouse's painting of the landing at Fort Fisher.

THE PROTOTYPE EXPERIENCE

Thanks for the interesting treatment of the Fort Fisher operations, and for illustration of the angle assault by those naval people, abjured to "take the fort on the run, in a seamanlike manner." Even David Porter should have known that running uphill in ankle-deep sand takes *longer*.

The illustration reminds me of an hypothesis advanced by my late colleague, Robert W. Daly. He used to explain, vigorously, that Confederate defenders employed a small, rapid-fire brass piece

(mounted on wheels). I think he had it firing either musket balls or rifled bullets. In any case, the fire was rapid enough and persisted long enough to give pause to any member of the Marshal Saxe school (charge with fixed bayonets because the beaten zone of infantry fire can't stop determined men). If Fighting Bob Evans qualified as a "determined man," his reaction to fire from that part of the fort implies something very special indeed.

[BGen Simmons'] . . . paper reminded me that over a period of years several midshipmen wrote good Fort Fisher papers. It is my recollection that in about 1969 (give or take a couple of years) Ralph Donnelly and someone from the Museum went through our horde of outstanding papers; selecting several for your Archives. I'm pretty sure there were Fort Fisher papers in the group. Since alert midshipmen had a knack for improving upon work of their predecessors, and made a point of annotating bibliography, any of those papers still extant might interest a researcher into prototype amphibious experience.

Reading the most recent *Fortitudine* reminded me of how far it has developed during its brief life . . . [Editor's Note: The following is excerpted from a second letter received from the writer.] Belated reading of the Spring 1986 *Fortitudine* brought me to your description ["Acquisitions"] of the brown-linen uniform-coat recently acquired at the Museum. Reading about it took me back to my preparation for 1951 [*Marine Corps*] *Gazette* articles about preliminaries to the FME, and more specifically the Guantanamo Battalion.

Preparations for its departure included the authorization, design, procurement, manufacture, and distribution of a brand new, "tropical" uniform. As I remember, the Commandant's annual report describes its manufacture at Philadelphia; including the name of the master tailor, and details of cutting out the uniforms (I think nine at a time).

During the fall of 1952, I talked at length with General Holcomb at St. Mary's City. He told me that the same tailor was so particular about officers' field

shirts that he proportioned each breast pocket to the size of the potential wearer. The General said that the tailor's practice disturbed Earl Ellis' search for a standardized shirt-pocket notebook (Jim Boot's shirt pocket would accommodate a much larger book than that of the smallest officer).

I'm sure you know all these things, but repeating them takes me back to more active days.

William H. Russell
Gwynedd, Pennsylvania

EDITOR'S NOTE: The writer is professor emeritus of the U.S. Naval Academy, a contributor of important research in Marine Corps history, and a longtime supporter of the Marine Corps Historical Program.

SCOUTS AND 'HORSEPOWER'

With regard to the article on page 14 of *Fortitudine* ["Marine Scout Car Added to World War II Exhibit," Summer 1986] by Anthony Wayne Tommell, I was a platoon leader in the Second Scout Company and I remember Col Driscoll well. When I knew him, however, it was Sgt Driscoll and he was in charge of all communications within the Scout Company. He was an outstandingly proficient communicator and I can say that I never met a Marine who was more proficient.

We did have an insignia in the Second Scout Company which was a decal placed on the windshields of all our vehicles, and it was in the form of a circle perhaps three to four inches in circumference and it depicted the head of an Indian with his right hand, fingers closed, placed over his eyes as if to shield off the sun as he gazed intently into the distance . . . Capt Robert L. Holderness, who was the commanding officer of the Second Scout Company when we arrived in New Zealand in October of 1942, had persuaded members of Walt Disney's staff in Hollywood to design and provide us with these Indian-head decals, and I am sure that Col Driscoll will remember them.

In his last sentence, the author states, "By late 1943 most, if not all, Scout Companies had replaced their scout cars with jeeps." I would say that in early 1943 our scout cars were replaced with jeeps at Camp Titahi Bay in New Zealand, but more importantly we spent most of our

time after the scout cars were taken from us training in rubber boats and when the Second Scout Company participated in the Tarawa operation in November 1943, the vehicles used exclusively were rubber boats, which we had become very proficient in using due to intensive training in New Zealand.

I can remember well riding in a scout car along the beach at Titahi Bay at low tide when the scout car became stuck in soft sand suddenly and unexpectedly encountered. I remember well "sweating blood" as the tide began to come in and our efforts to extricate the scout car came to naught. Just as hopelessness settled in a Marine gunner named "Horsepower" Murray, a great character, showed up on the scene with two tanks and saved the day and the scout car (and me, too) by using what he called "Texas traction" to rescue the scout car in the nick of time.

The tanks he had to work with in New Zealand he referred to as "Army hand-me-downs" and all hands knew what he meant, from the battalion commander, LtCol Swenceski, on down, and no one dared to push "Horsepower" too far with complaints, because the feeling was that if "Horsepower" ever departed through transfer request or otherwise, those easily offended relics would simply lay down, roll over and die.

He was extremely talented, a "one-in-a-million" mechanic, and he knew it and any Marine who knew anything about mechanical contrivances knew it and he knew they knew it and he "gloried" in the respect that his incredible talent thrust upon him.

J. Fred Haley
Oakland, California

RECALLING THE 1ST SCOUT

The Summer 1986 issue of *Fortitudine* contained an article by Anthony W. Tommell on Marine scout cars, scout companies, etc. I read the article with considerable interest, since I served in the 1st Scout Company during most of the time that it existed.

I joined the 1st Scout Company in May 1941 in Quantico, Virginia as a second lieutenant. The company commander was Capt [Henry W.] Buse, who sometime later during the Vietnam War as a lieutenant general, was Chief of the Staff of the Marine Corps and Commanding General of FMFPac. Until 2dLt John (Tex)

Gillispie and I joined the 1st Scout Company on the same day in 1941, it had five platoons and only three platoon leaders. One platoon consisted of five very small tanks, each named for one of the five Dionne quintuplets. There were three scout car platoons of five scout cars each. The fifth platoon was the motorcycle platoon consisting of 21 Harley Davidson motorcycles. The motorcycles were equipped with side cars which we often disengaged. Every man in the platoon was armed with a Thompson submachine gun.

Shortly after I joined the company, Capt Buse assigned me to be platoon leader of the motorcycle platoon (Tex Gillispie got a scout car platoon), a job I retained for slightly over one year. In fact, I took that platoon overseas with the rest of the 1st Marine Division when we sailed from San Francisco to New Zealand in May 1942 on-board the M.S. *Kungsholm*. However, shortly before we left our base in New River, North Carolina, bound for San Francisco on the first leg of our journey to Guadalcanal (via New Zealand) we traded our motorcycles for 21 jeeps.

The primary mission of the motorcycle platoon (and the rest of the 1st Scout Company) was road net reconnaissance. Since there was no road net to reconnoiter on Guadalcanal or the other jungle islands of the South Pacific, the 1st Scout Company was removed from the 1st Tank Battalion and dismounted. It became the Division Reconnaissance Company (on foot). However, by that time I was the executive officer of one of the tank companies of the 1st Tank Battalion and remained mounted (in tanks) until I went on inactive duty four years later in the summer of 1946.

In between I commanded Company C, 4th Tank Battalion during the assaults on Kwajalein, Saipan, Tinian, and Iwo Jima.

. . . I often wonder what happened to our old motorcycles. Though I can honestly say I never had as much fun as the year I had the motorcycle platoon, I am sure glad we didn't take motorcycles into combat. Tanks were much better!

Speaking of tanks, the five "quintuplets" of the 1st Scout Company did not accompany us overseas. Most had been put out of action before that; but that is another story.

Col Robert M. Neiman, USMCR (Ret)
Van Nuys, California

Rare Japanese 'Type 44' Arisaka Donated to Museum

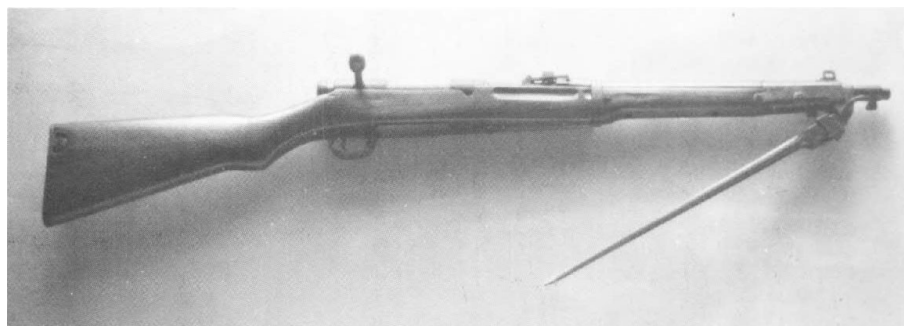
by John H. McGarry III
Marine Corps Museum Registrar

The closing years of the nineteenth century saw every major nation of the world scrambling to develop a new long arm for its military forces. Innovations produced by the Mauser and Mannlicher weapons designers in Germany pointed the way to a bolt-action, clip-loaded, cartridge weapon.

The Japanese were no exceptions from the search for a perfect firearm. In 1897 they adopted the Arisaka rifle which, though modified many times, would remain the standard infantry weapon for Imperial forces until the end of World War II. Named for Col Nariake Arisaka, Superintendent of the Tokyo Arsenal, who led the development team, it was similar in design to the German Commission Rifle.

The Type 38, adopted in 1905 and hence known synonymously as the M1905, was the principal model used in World War II. Its 6.5mm cartridge and noisy bolt action are all too familiar to veterans of the Pacific war.

A restricted study was completed in December 1943 by the Military Intelligence



Type 44 cavalry carbine presented by GySgt Carl R. Lobb is distinguished by its 15-inch-long folding bayonet, which locks into an inletted groove in the forearm of the stock. Commonly called a "Kiju" by the Japanese, the 38.5-inch weapon was convenient to carry and, without a metal bolt cover, was quieter in operation than other models.

Division of the U.S. War Department. Devoted to an in-depth review of Japanese infantry weapons, it is generally complimentary in its assessment of the weapons encountered by Americans in the Guadalcanal, New Guinea, New Georgia, and Aleutian campaigns.

The Arisaka was a lightweight weapon with a medium-level muzzle velocity and practically no muzzle flash. These factors were an advantage in the close-up

jungle fighting of the Pacific islands. The lack of muzzle flash was particularly helpful to Japanese snipers, who became a serious problem for the advancing Marines.

The weapon was found to be not as accurate as the highly acclaimed 1903 Springfield. Picking up an Arisaka, a Marine would be shocked to find that the rear sight has no provision for adjusting windage. The front sight was a crude, barley-corn type.

The biggest disadvantage of the Arisaka

Japanese infantrymen wade ashore on Corregidor, Philippine Islands, in this 1942 photograph from a captured publication. They are armed with either Type 38 or Type 99 Arisaka rifles, named

for the superintendent of the Tokyo Arsenal who led the development team in the final years of the last century. Type 38 was the principal Japanese rifle model in use during World War II.



ka series of weapons was in the cartridge design. The 6.5mm round weighed 138 grains, with a pointed lead bullet and a nickel steel jacket. Firing this load, the weapon had an effective range of 400-500 yards, with a maximum range of 4,000 yards.

Following their experiences in China, the Japanese realized the need for development of a cartridge with more stopping power. A 7.7mm was tested and placed in production in 1939. This cartridge was the equivalent of the British 303 in power. The weapon firing the new cartridge was designated the Type 99. Other than firing a larger cartridge, the new weapon was basically the same in design as the Type 38 (M1905).

The Type 99 was to experience problems as it was discovered that the hotter cartridge increased recoil. This was a serious problem for the small-in-stature Japanese infantryman. Because of this, and limited production, the Type 38 remained in use.

Along with the adoption of the Type 38 rifle in 1905, the Japanese adopted a Type

38 carbine. Except for its shorter length, it was identical in design to the rifle model.

A unique variant in the Arisaka series was adopted in 1911, and was designated the Type 44 carbine. It was very similar in design to previous and later models, but with some interesting differences. It was primarily intended for use by mounted troops.

Recently, GySgt Carl R. Lobb, USMC (Ret), donated an example of the Type 44 carbine to the Museum. Due to its rarity, it is considered a major addition to our collection of captured enemy weapons.

The Type 44 is a minimal 38.5 inches long, certainly a convenient length for a cavalry carbine. Like other models, it features a five-round, box magazine for the 6.5mm round. The front sight is an adjustable leaf type, with adjustments up to 200 meters.

The Type 44 lacks the stamped metal bolt cover found in most other Arisaka models. This bolt cover was to protect the mechanism from dust and mud, but

proved very noisy in use due to the amount of play in the fitting. The elimination of the cover makes the Type 44 quieter to carry and operate. It may place the user in danger of flashback by leaking gas around the bolt, as the Arisaka series was notorious for poor headspacing.

As in other Arisaka models, the stock is made in two pieces. The lower portion of the rear of the stock is dovetailed and glued to the upper section. This was done in an apparent move to conserve lumber resources.

Possibly the most interesting feature of this rare model is the folding bayonet. Unfolded, the bayonet extends 15 inches in an irregular triangular shape. Folding by means of a locking mechanism just below the muzzle, the blade rolls back and locks into an inletted groove in the forearm of the stock.

The Type 44 was commonly called the "Kiju" by the Japanese. Under any name, it is but one example from a vast and varied arsenal of weapons that Marines faced in fighting their way across the Pacific. □1775□

Historical Quiz

Women in the Marine Corps

by Lena M. Kaljot
Reference Historian

Identify by name the following women:

1. Legend claims she served as a Marine aboard the USS *Constitution* throughout the War of 1812, disguised as a man.
2. Considered the first woman Marine, she was sworn into the Marine Corps Reserve on 13 August 1918, for clerical duty at Headquarters Marine Corps.
3. She was the first Director of the Marine Corps Women's Reserve, from the time it was activated, 13 February 1943, to 7 December 1945, when she resigned her commission.
4. She served as the second Director of the Women's Reserve, from December 1945 to June 1946, and later returned to active duty in 1948, when she was assigned as the first Director of Women Marines.
5. She was the first female general officer in the history of the Marine Corps, promoted to the rank of brigadier general on 11 May 1978, and, as a colonel, was the last officer to serve as Director of Women Marines.

6. She is currently the only woman general officer in the Marine Corps, and is serving as the Director, Manpower Plans and Policy Division, Headquarters Marine Corps.
7. She is the author of the History and Museums Division publication, *A History of the Women Marines, 1946-1977*, which follows earlier official histories of women Marines in World War I and World War II.
8. She was appointed the first Sergeant Major of Women Marines in January 1960.
9. This is the nickname for the statue of a woman Marine, the first statue honoring women who served in the U.S. Armed Forces, which was dedicated in New Orleans on 10 November 1943, the first year that the Corps accepted women in World War II.
10. This former women's national golf champion served as an officer in the Marine Corps for two years during World War II.

(Answers on page 30)

Waterhouse Painting Traces Marines at Harpers Ferry

by John H. McGarry III
Marine Corps Museum Registrar

The United States Marine Corps is proud of its reputation as "the first to fight." This slogan was adopted during World War I and was widely used on recruiting posters of the period, but the Marine Corps historian knows that the accolade was earned long before the advent of trench warfare and marauding airplanes on the fields of France.

The summer of 1859 was a hot and troubled time for the citizens of the United States; violence was about to erupt as civil war built at the instigation of a number of political agitators. One such provocateur was John Brown, known to some as "Ossawatimie" from his violent activities in Bloody Kansas.

Brown developed an elaborate plan to seize the federal armory at Harpers Ferry, West Virginia, and use the captured

weapons for a slave uprising. Operating with a band of like-minded followers, he entered the town on Sunday night, 16 October. Brown and his men quickly breached the armory grounds, and taking hostages, gained control of the industrial complex by morning.

A train of the Baltimore and Ohio line was temporarily delayed while passing through the town, but was soon on its way to tell the tale of the uprising. Local militia forces gathered in the town over the next 48 hours, but had little effect upon the invaders other than to seal off any escape routes, in effect bottling up Brown and his men in the armory grounds.

Word of the trouble reached Washington by the next day, and Secretary of War

John B. Floyd was in a quandary as to how to organize a quick response. The nearest Army troops were at Fortress Monroe, and not expected to arrive for days. Secretary of the Navy Isaac Toucey offered a solution. A force could be quickly assembled from the Marine Barracks in Washington and, by train, could arrive at Harpers Ferry within hours.

By 1300, Marine Lt Israel Greene received orders to assemble the 86 Marines of his Navy Yard detachment and prepare to move. Lt Greene, a 12-year veteran of the Corps, began his preparations, including issue of ammunition. Fearing unnecessary bloodshed at the hands of such a young officer, the Commandant ordered Maj William Russell, Paymaster of the Marine Corps, to accompany Greene and assist him as necessary. With the men

John Brown, regaining consciousness after a head wound inflicted by Marine Lt Israel Greene, appears at bottom right of Col Charles H. Waterhouse's rendition of Brown's capture at the federal armory at Harpers Ferry, West Virginia, in October 1859.





Sharp eyes will find this trio from a preliminary sketch in the Harpers Ferry painting.

formed, the detachment boarded the westbound train at 1530.

Overall command of the operation was given to a well-known Army officer, a brevet colonel, Robert E. Lee. Ordered to the War Department from his home in Arlington, Col Lee did not have time to change into his uniform, and arrived in civilian attire. Army 1st Lt James Ewell Brown Stuart, in Washington on six months' leave, volunteered to serve as Col Lee's aide. Later known simply by his initials, J. E. B. Stuart borrowed a uniform and sword from the War Department with the insignia of his service in the cavalry. Leaving by a separate train, Lee and Stuart soon caught up with the Marines speeding towards Harpers Ferry.

The federal troops arrived in the late hours of the 17th, and the officers met to assess the situation. A dramatic plan was developed, and the force was disposed to await the first light of day.

Col Lee was faced with a delicate decision as to who should make up the attacking party. Because the militia was the first to arrive, the job of storming the armory's fire engine house was offered to them. The officers of the Maryland and Virginia militias declined, arguing that the "merce-

naries" should have the honor. Lt Greene prepared a storming party of 12 Marines, with a reserve of 12 nearby.

Brown had barricaded himself in the engine house. Its stout brick walls provided an excellent defense for his men and their hostages. At about 0700, Lt Stuart

approached the wooden doors of the engine house. He requested the surrender of the conspirators, and was denied. Stuart turned, and with a wave of his plumed felt hat, signalled the beginning of the attack. Lt Greene and his men rushed the large central door armed with sledge hammers. The hammers proved useless in forcing the heavy door, so the reserve party picked up a ladder lying nearby and battered a hole large enough to crawl through. Lt Greene was the first to stoop and pass through the hole. He was followed by Maj Russell, who was armed only with a rattan cane. The next Marine through the door, Pvt Luke Quinn, was mortally wounded in the abdomen.

The smoky interior of the building was a melee of firing conspirators, cringing hostages, and the wounded of both sides crying out in pain. Lt Greene was interrupted by a hostage who knew him, Col Lewis Washington of the Virginia State Militia. Col Washington shouted, "Hello, Greene! This is Ossawatimie!" and he pointed to a figure kneeling while reloading his weapon. Greene turned and struck Brown upon the head with his sword, immediately followed by a thrust to the chest. Brown fell unconscious, and Greene discovered that his sword blade had bent double. Another of Brown's men was bayoneted to death on the floor. Within moments, the fighting was over. Brown

Museum Registrar McGarry, with rifle, and a park ranger, donned period clothing and struck poses to assist Col Waterhouse in preparing sketches such as that above.



and the wounded were carried outside, and the hostages, some leaping in joy, were released. The insurrection was over.

However short-lived the operation, history has proved it an important event in the annals of Marine Corps service to the nation. The Marine Corps Historical Center decided that for commemorating the action an excellent device would be an addition to the Historical Art Series of paintings produced by its artist-in-residence, Col Charles H. Waterhouse, USMCR.

To assist Col Waterhouse in developing ideas for the painting and to verify the accuracy of its detail, I was assigned as research project officer and began a lengthy period of study. The Harpers Ferry raid left a vast number of unofficial accounts and official records, many of which are conflicting. There are also a number of contemporary illustrations by news correspondents. After six months of sifting, reading, and sorting, documentation for an accurate recreation of the event was assembled and presented to the artist.

The research discovered a number of facts concerning the incident which were new to us. An example involves the type of sword carried by Lt Greene. Contemporary drawings show a Marine officer carrying a "Mameluke" model. As Greene was the only Marine officer armed with a sword, the blade that bent double almost

certainly was a Model 1826 Mameluke. This and many other points of research have allowed interesting details to be incorporated into the painting.

A great deal of information concerning the participants was obtained. Of particular interest was Marine Pvt Quinn, who might be said to be the first military casualty of the Civil War. Pvt Quinn was buried in a cemetery near Harpers Ferry. In 1927 the grave was accidentally uncovered and remnants of the uniform were sent to the Corps' Commandant, John A. Lejeune. A swatch of the fabric is still to be found in the National Archives, and this was examined as part of the research.

The exact time and locale of the painting was arrived at after discussion in the Center's Historical Art Research Committee. A decision was taken to show the conclusion of the action, as Brown and the others were brought from the building; at this moment, all of the central figures of the account could be shown gathered in one place.

As the artist began to develop conceptual sketches, an on-site visit was made to the Harpers Ferry National Historic Site. The engine house stands near its original location. The building was removed from the armory grounds for the 1892 Chicago Exposition and returned only after many years. Its mistaken reconstruction was

based on a contemporary photograph, which reversed the image, so that when it was reerected the building was raised backwards. Keeping this in mind, the artist produced his initial sketches.

To aid the artist in rendering the range of military figures in the painting, members of the National Park Service staff and I posed in reproductions of period costumes and uniforms. Col Waterhouse photographed us, and incorporated these prints and sketches into his growing collection of source material.

The second half of last year was devoted to the final painting. As it progressed, the artist and the project officer considered thousands of small details. The final painting is the culmination of hundreds of hours of research on uniforms, weapons, portraits, insignia, architectural features, and even weather.

To the right of the building can be seen the officers, Lee (in civilian clothes), Stuart (in plumed hat), Greene (with bent sword), and Russell. With them is Col Washington, conspicuous with his white gloves. Ever the gentleman, Washington had refused to leave the engine house until his gloves had been put on.

The lower right-hand corner shows Brown, regaining consciousness and suffering a head wound from Greene's blow. Even though dazed, he is under heavy guard.

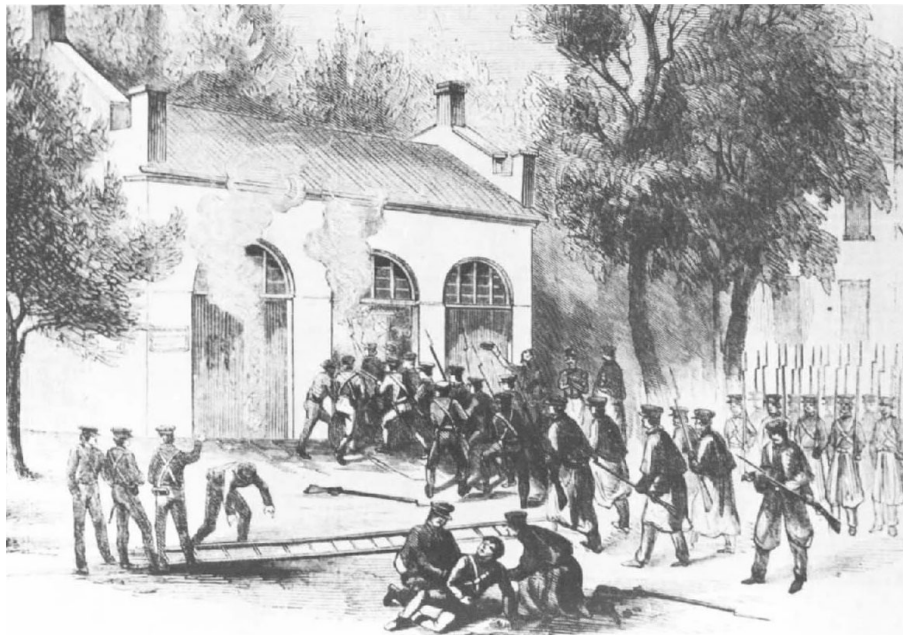
The central figure is Pvt Quinn. Shot in the abdomen, he is about to die. An Irish Catholic, Quinn has requested a priest, and Father Costello, who happened to be in town on that eventful day, will soon administer the last rites.

To the left is a crowd of civilians straining to see the action. Immediately following the capture of Brown, the area swarmed with spectators, and the Marines who did not take part in the attack were ordered to hold them back.

From the center door are led the remainder of Brown's conspirators. At the same time, their hostages are rushing out to freedom.

Included in the pictorial account are some small dogs of the kind frequently seen in Col Waterhouse's work. It was found that one belonged to Col Washington, and one to Ossawatimie himself. Contemporary accounts prove both to have been there. □1775□

Among source materials provided to Col Waterhouse for reference was this contemporary view of the storming of the Harpers Ferry engine house. Marines battered the wooden doors and passed inside to capture Brown. The 1859 print's artist is unknown.



'Uses of Military History' Outlined by Seminar Speakers

by Benis M. Frank
Head, Oral History Section

"The Uses of Military History" was the theme of the 1985-1986 series of Professional Development Seminars sponsored jointly by the History and Museums Division and the Marine Corps Historical Foundation, and held in the multipurpose room of the Marine Corps Historical Center in the Washington Navy Yard.

Kicking off the series in October 1985 was the presentation by **BGen William A. Stofft, USA**, the recently appointed Army Chief of Military History. A former professor of history and social sciences at the U.S. Military Academy, West Point, he also served tours on the faculty of the Command and General Staff College, Fort Leavenworth, Kansas, where he was Director of the Combat Studies Institute for five years. His topic was "Military History and Leadership Development."

The next speaker was internationally renowned military historian and author **Col Trevor N. Dupuy, USA (Ret)**, who, together with his father, has published numerous works in the field. Col Dupuy spoke on "Military History—The Essence of Military Science."

In March, the speaker was **Col James S. Toth, USMC**, a member of the Industrial College of the Armed Forces faculty. His

Trevor N. Dupuy



Christopher Jehn

illustrated presentation, "Canakkale/Gallipoli Revisited" was based on research he has done both in the United States and Turkey, where he had the cooperation of the national government. Col Toth also had the benefit of finding and using Gen Gerald C. Thomas' long-lost Marine Corps Schools "Gallipoli" lecture notes.

The following month, April, **Dr. J. Kenneth McDonald**, chief historian of the Central Intelligence Agency and a former Marine, spoke on "Questioning History: The Use and Abuse of Official Historians." It was a particularly provoking subject since it caused the professional historians

J. Kenneth McDonald



in the audience to stand off from their profession and to take an objective view of it and the projects in which they currently are involved.

In May, **Mr. Christopher Jehn**, who is Vice President, Marine Corps Programs, Center for Naval Analyses, discussed "The Use of History in Operational Analysis," and the role military history—particularly Marine Corps history—plays in the various projects CNA has underway for the Marine Corps.

The final seminar of the year featured **Col James J. Coolican**, director of the Marine Corps Doctrine Center at the Marine Corps Development and Education Command in Quantico. His topic, "The Development of Doctrine for the Marine Corps" engendered considerable discussion from the audience both following his presentation and during a luncheon afterwards.

Individuals in the Washington, D.C. area interested in attending future seminars can be placed on a mailing list for announcements either by writing to the seminar coordinator, Benis M. Frank, Marine Corps Historical Center, Building 58, Washington Navy Yard, Washington, D.C. 20374-0580, or by calling him at 433-3838/40/41. □1775□

James J. Coolican



Long-Awaited Women Marines History Now Available

by Henry I. Shaw, Jr.
Chief Historian

Col Mary V. StremLOW's *A History of the Women Marines, 1946-1977* has been published by the History and Museums Division; the first copies of the hard- and soft-bound editions were received at the Marine Corps Historical Center in mid-August.

The high level of interest in this history has never waned since its inception in 1976 when then-LtCol StremLOW of the Marine Corps Reserve was called to active duty with a charge to complete in one year's time a draft manuscript covering the eventful history of women in the Marine Corps from the end of World War II to the imminent disbandment of the last women Marine units. As it happened, 1977 saw not only the dissolution of the last women-only commands but also the end of the office of Director of Women Marines.

The last Director, Col Margaret A. Brewer, USMC, soon to become the Corps' first woman general officer as Director of Public Affairs, was the person most responsible for the history being written. She correctly reasoned that the phasing out of women's units marked both the end of an era for women in the Corps and the onset of a period of assimilation which would make women Marines' history increasingly harder to trace.

In October 1976, when Col StremLOW reported on board as a member of the Histories Section, she was undertaking a task, writing for publication, she had never tried before. However, her track record as an officer for meeting and mastering new challenges was outstanding. Her "can-do" attitude was equally engaging to all who worked with her. She interviewed dozens of active, retired, and former Marines; wrote letters asking for comments, suggestions, and information to more than 300 individuals; and solicited information widely through Marine Corps-affiliated organizations and periodicals.

The body of records she had to work with, mostly the files of the office of the Director of Women Marines, was neither extensive nor complete. In short, she had to do a classic historical research effort and do it within a time frame, one year, that

many veteran historical writers thought would only be long enough to produce a short monograph, similar to those already written on women Marines in World War I and World War II.

Col StremLOW was fortunate to have a research assistant for her last half-year on active duty, MSgt Laura J. Dennis, USMCR, who, in Col StremLOW's words, did "the painstaking research that resulted in the publication of much more material than would have been otherwise possible." Most of MSgt Dennis' work was done as an unpaid volunteer while she was still a member of the active Reserve, but even after her retirement in 1978, she helped shepherd the manuscript through its comment edition and its later production phases. MSgt Dennis even today, when she shares Col StremLOW's good feeling in having finally seen the women Marines history in print, continues to work at the Historical Center as a volunteer publicist for the Marine Corps Museum.

The draft history was given a broad circulation, soliciting comments from interested Marines, including former Commandants, all Directors of Women Marines, and many other officers, as well as former enlisted women with extensive Corps experience. The ratio of return of these comments was excellent, and one common trend held throughout: There was virtually no argument with the story as it was presented, either in fact or interpretation. There were, however, a number of interesting personal highlights related that added measurably to Col StremLOW's subsequent revision of the draft. A side effect of the wide circulation of the draft and announcement of the history's existence was the high interest of women Marines, past and present, in its publication. It is safe to say that, as it was readied for production, the Director and Chief Historian had more inquiries on this volume's status than any other in their collective experience.

Also unique in their experience and that of other History and Museums Division veterans is the more than casual interest shown in the history by those who

helped process it for publication. Remarks like "it is the most interesting history we've published" and "I really enjoyed reading it" were not unusual.

What Col StremLOW has managed to do is write a people-oriented history that never loses sight of the fact that the path to assimilation of women into the mainstream Marine Corps experience was seldom smooth, often had its humorous aspects (only in retrospect, sometimes), and always was maddeningly slow to the women affected.

In manuscript form, the history was helpful to dozens of writers over the past several years as a resource tool. Most competent researchers investigating the history of women in the Armed Forces in the past 30 years have found their way to Col StremLOW's draft in its various stages and profited considerably by their reading.

The book, in its soft-bound version, will be distributed to all Marine Corps units this year. This edition is also available for public sale through the Superintendent of Documents for \$14.00, Order No. 008-046-00115-4.

The limited edition of hard-bound copies will be distributed to libraries and other institutions and to those who commented on the draft. □1775□

MSgt Laura J. Dennis, USMCR (Ret), assisted Col StremLOW with "painstaking research," and later helped by shepherding the manuscript through to print.



Illness Complicated Writing of Gen Barnett's Memoir

by LtCol Merrill L. Bartlett, USMC (Ret)

Colonel Robert D. Heinl, Jr. introduced me to the papers of MajGen George Barnett in 1977. At the time, I was researching and writing the history of the mess night tradition in the Marine Corps, and Col Heinl recalled something in Gen Barnett's personal papers about attending such an affair while serving in the cruiser *San Francisco* in the years before the Spanish-American War.

With the assistance of Charles A. Wood (then the curator of personal papers at the MCHC), I found the brief mention of Gen Barnett's participation in a Navy mess night in his unpublished autobiography, "Soldier and Sailor Too." The original typed copy is found in his personal papers, while bound copies are in the stacks of the library at the MCHC and in Nimitz Library at the U.S. Naval Academy. Reading the first few chapters of the memoir leading up to the passage relating to attendance at a mess night, I wondered why such a readable and lucid memoir of a former CMC had never been published and decided to take the matter into my own hands.

The following year, I applied and received a grant from the Naval Academy Research Grant Council (NARC) which provided a small stipend to pay for travel expenses out of the area and for photocopying; more importantly, by receiving the grant, I was released from teaching and administrative duties at the Naval Academy for the summer of 1979, thus allowing me to spend the time necessary to go over the autobiography. Through the hot and humid summer, I poured over the work line by line, checked the accuracy of Gen Barnett's memory (by his own admission, he kept no notes or diary), and annotated a photocopy of the original with additional information obtained at the MCHC, Navy Historical Center, Library of Congress, and National Archives.

At the completion of my research, I had

to admit that the work—even with extensive annotation—remained uneven. While the beginning chapters are rich with the experiences of a young Marine Corps officer clearly enjoying his career, and filled with a sparkling sense of humor and zest for life, the last chapters containing material on his commandancy are flat and empty. As Gen Barnett writes of his life from 1914, the vivid detail seems to be missing, and mostly he discusses Marine Corps preparedness during the war and his subsequent ouster by Secretary of the Navy Josephus Daniels. Finally, the memoir ends rather than concludes with Gen Barnett recalling his final years of active duty in command of the Department of the Pacific in San Francisco.

Nothing in Gen Barnett's papers (or in Mrs. Barnett's personal papers—privately held at Wakefield Manor, Huntly, Virginia) reveals when he wrote the autobiography or the circumstances surrounding its preparation; however, a bit of historical detective work with a few assumptions may provide an explanation.

In the first of the chapters recalling his days as a naval cadet in Annapolis (1877-81), Gen Barnett mentions that his nephew enrolled at the Academy "last year." Turning to the *Register of Alumni* (which contains the name of every naval cadet, cadet engineer, or midshipman enrolled since 1845 whether he or she graduated or not), I looked up "Barnett," and other family names; however, none of the names would fit the scenario. Then, it occurred to me that perhaps Gen Barnett referred to a nephew of Mrs. Barnett. In

"Soldier and Sailor Too," Gen Barnett notes that Mrs. Barnett's sister had married a Navy officer named "Mustin." So, back to the alumni directory.

This time, I found a listing among the Class of 1932—VAdm Lloyd Montague Mustin. Voila! "Montague" was Mrs. Barnett's maiden name. The directory contained an address for Adm Mustin and he was only too glad to chat with me. He was, in fact, the "nephew" mentioned in "Soldier and Sailor Too," and recalled Gen Barnett and visiting "Eighth and Eye." Thus, Gen Barnett's autobiography was probably begun in 1929 since Adm Mustin came to the Academy in 1928. When the MCHC allowed me access to Gen Barnett's Officer Qualification Record (OQR), the pieces of the puzzle came together.

In his OQR, I found Gen Barnett's death certificate which revealed that in 1929, he suffered a debilitating stroke. From that point on, he was in and out of the National Naval Medical Center until dying in 1930. Thus, I suggest that Gen Barnett began his autobiography before becoming ill, and that the rich detail of the early chapters was written while he was healthy and lucid. The last chapters probably were prepared after his illness and with the assistance of Mrs. Barnett. The style of writing and similarity of this portion of "Soldier and Sailor Too" bears remarkable likeness to portions of Mrs. Barnett's autobiography, "Command Performances." Moreover, the themes of these last chapters are heavy with dialogue pertaining to Gen Barnett's problems with Secretary Daniels exacerbated by Congressman Thomas S. Butler and his indefatigable son, Smedley D. Butler. From the time of Gen Barnett's ouster as the 12th CMC in 1920 until her death in 1959, Mrs. Barnett carried on a campaign to remove the stain of removal from her husband's name. Occasionally taking legal action against those who penned memoirs which contained critical commentary about Gen Barnett, Mrs. Barnett even went so far as to accuse LtGen John A. Lejeune of passive complicity in the plot which killed her husband! To the end of her days, Smedley Butler could only be "Smelly Butler." □1775□

MajGenComdt George Barnett



The author taught history at the U.S. Naval Academy, 1977-1982. In 1980, he was the first winner of the Marine Corps Historical Foundation's Heinl Award. His biography of LtGen John A. Lejeune has been accepted for publication by the Naval Institute Press.

Veteran Artist John Groth Captures The Basic School

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

Artist John Groth, in 1966 the first to volunteer and be selected for the Marine Corps' new Combat Art Program and eventually to go to South Vietnam, 20 years later is also the first to be awarded a Marine Corps Historical Foundation grant to cover current Marine activities. His work will deal with Marine officer training at The Basic School at Quantico. [Col Edward M. Condra III, USMC (Ret), is the second to receive a MCHF grant; Col Condra will cover a NATO exercise in Europe this fall.]

In January 1967, when Groth went to Vietnam, the Marine Corps paid for his transportation, a small sum covering per diem, and some of his art supplies. The current MCHF grant allows the artist to purchase his own art materials and pay for his own lodging, food, and transportation. Neither route will have been a money-making one for the acclaimed artist.

My assignment to accompany Groth—called the dean of combat artists by many of his contemporaries—at Quantico in May 1986 was, from my point of view, akin to the idea of going into spring training with Ty Cobb or golfing 18 holes with Ben Hogan.

Groth carried a large, trunklike civilian suitcase with all he thought he might need. We both agreed each trip is different from the last and thought-to-be-needed items are lugged around, taking up valuable space and never being used, while something of extreme value is always, inevitably, left behind.

On his shoulder, much like a British musette bag, was a worn, faded, grayish-colored, canvas Danish schoolbag, expandable to hold sketch pads, inks, tobacco, and pipes by means of zippered sides. The original blue-gray color showed when the bag was opened. One of Groth's Art League students recommended its purchase for his Vietnam trip in 1967. Ernest



Hemingway autographed a musette bag for Groth during World War II when both were war correspondents in Europe. After years of use and many campaigns, the Hemingway bag just wore out and Groth threw it away. Now, he wishes he still had it. Groth painted the cover and inside illustrations for the June 1986 issue of *Sports Afield*, featuring the up-until-then unpublished Hemingway letters about fishing and hunting.

Groth's hats are as legendary as his

pipes. At Quantico he sported a tan, cotton, short-brimmed field hat with a metal trout badge attached to the buckled sweatband; a Greek fisherman's cap; and a British Harris tweed sportscar cap. During World War II, Groth modified an Army officer's cap with a "50-mission crush" by removing the grommet and attaching a correspondent's insignia. I've never seen a photo of him in a GI-issue "pot," and wonder if he avoided George Patton and just never wore one. I did see him try on



Sketches by John Groth derived from his visits to the various ranges and training areas of The Basic School serve as illustrations for this article, courtesy of the artist.

the new-issue Kelvar helmet when he familiarized himself with the equipment at The Basic School. Groth muses, "the equipment changes, the geography . . . but the faces, they're the same ones I saw 20 and 40 years ago."

Before we reached The Basic School and received a welcome from its Commanding Officer, Col Peter Rowe, Groth asked me to pull to the side of the hilly road to observe Marine lieutenants emerging from the underbrush on a land navigation exercise. He made mental notes as they sighted compasses and oriented maps, recollections evident in the accompanying drawings made expressly for *Fortitude*.

He had ideas for paintings after less than five minutes' exposure to the area.

Circumstances allowed our visit at what The Basic School staff thought an inopportune time because one class had just graduated, another was to process in the following week, and everything of impressive visual impact—they worried—had happened the week before or would happen the next week. That this concern was needless was proven as our official escort, Maj Doug Workman, showed us an impressive itinerary of activity at the obstacle, confidence, and endurance courses; bayonet and pugil stick drill; the pistol and rifle ranges; a night-defense exercise; and SPIE (Surveillance Patrol Insert and Extraction) missions involving combat-gear-laden Marines and helicopters.



The spring weather was unseasonably raw and most field work required welcomed jackets and sweaters provided by Maj Workman and a space heater for our BOQ rooms ingeniously scrounged by our assigned driver, LCpl Grady.

An informal address to the staff by Groth was to wind up the visit.

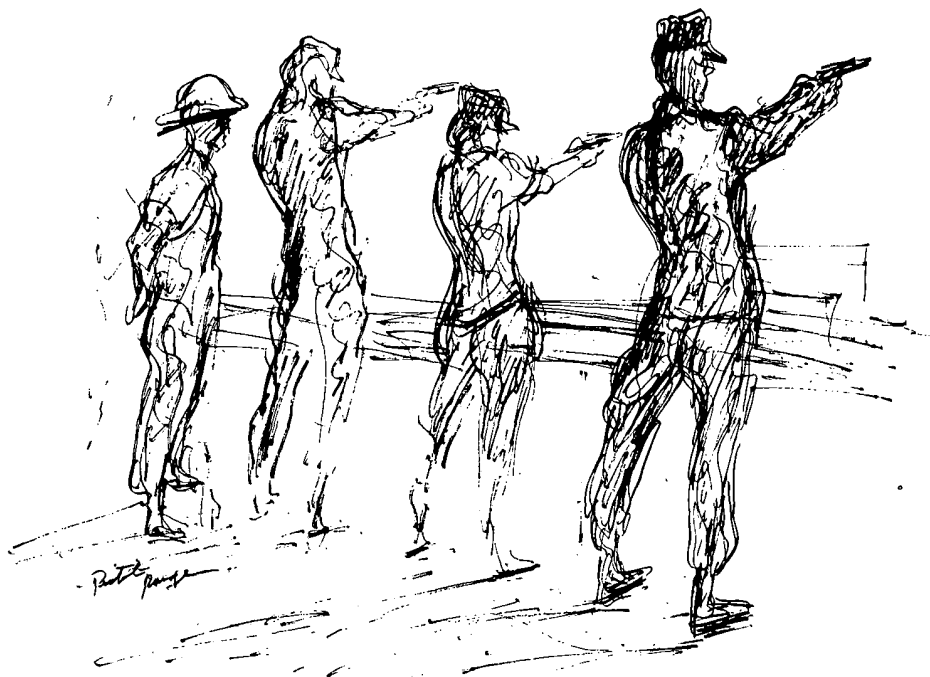
Groth has a way with an audience. He seems to enjoy telling stories of his many experiences. An air of anticipation greets the white-haired, mustached gen-

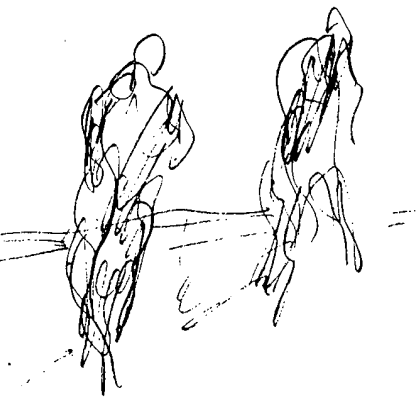
tleman as he walks to the stage, handling a small-bowled, ogee-stemmed pipe with shreds of tobacco threatening clothing, rugs, and upholstery somehow remaining precariously balanced on the pipebowl's rim.

Groth's honesty and humility are disarming and engaging. The usual posture of his audiences is leaning forward in their seats or stance, eyes on the man who draws pictures in the air with his hands to describe something more clearly. Groth concentrates on the humor at times present in the toughest of combat situations.

"In combat I'm not the point man and there's usually a wall I can get behind or a hole I can get into. My job was to get the story, the feel of the situation, then get out and back to report it in drawings and in words. I'm no hero," says the veteran of seven or nine wars and conflicts of the past 45 years. (Of their World War II assignments, Ernest Hemingway said, "If John had made his drawings from any closer up front, he would have had to sit in the Kraut's lap.")

Groth equates warfare with sports—with war as the ultimate sport—and reflects on the relative danger to himself as sports illustrator or war correspondent. He feels he had one of his closest shaves while covering the Scottish Games in Scotland for *Sports Illustrated* magazine. He





cause he thought "artists were supposed to look like that."

Sepia ink became a favorite "because Rembrandt drew in brown."

He hoped to trade Picasso sketch-for-sketch when he located him in Paris during World War II by simply looking him up in the phone book, but "this didn't pan out." He turned a large number of German troops over to U.S. Army personnel after they'd surrendered to him. He "felt like Sergeant York."

Groth became one of the first Allied correspondents into Berlin by teaming up with a Russian major in a red-flagged jeep "and caught hell for it."

Groth wrote and illustrated the books *Studio: Europe* and *Studio: Asia* from his experiences in World War II and French

Indo-China. He illustrated classic editions of *Grapes of Wrath*, *Gone With the Wind*, Mark Twain's *The War Prayer*, *War and Peace*, *Men Without Women*, and the one he had always wanted to do most, *All's Quiet on the Western Front*.

Groth is represented in the Museum of Modern Art and the Metropolitan Museum of Art in New York, the Museum of Western Art in Moscow, the Chicago Art Institute, the Library of Congress in Washington, and, of course, the Marine Corps Historical Center. □1775□

watched a 22-pound ball loosed from a mallet head held by a hammer thrower grow larger and larger until it blacked out the viewfinder of his reference-gathering Cine-Kodak 8mm movie camera, and finally whisked the cap from his head as he plunged to the grass.

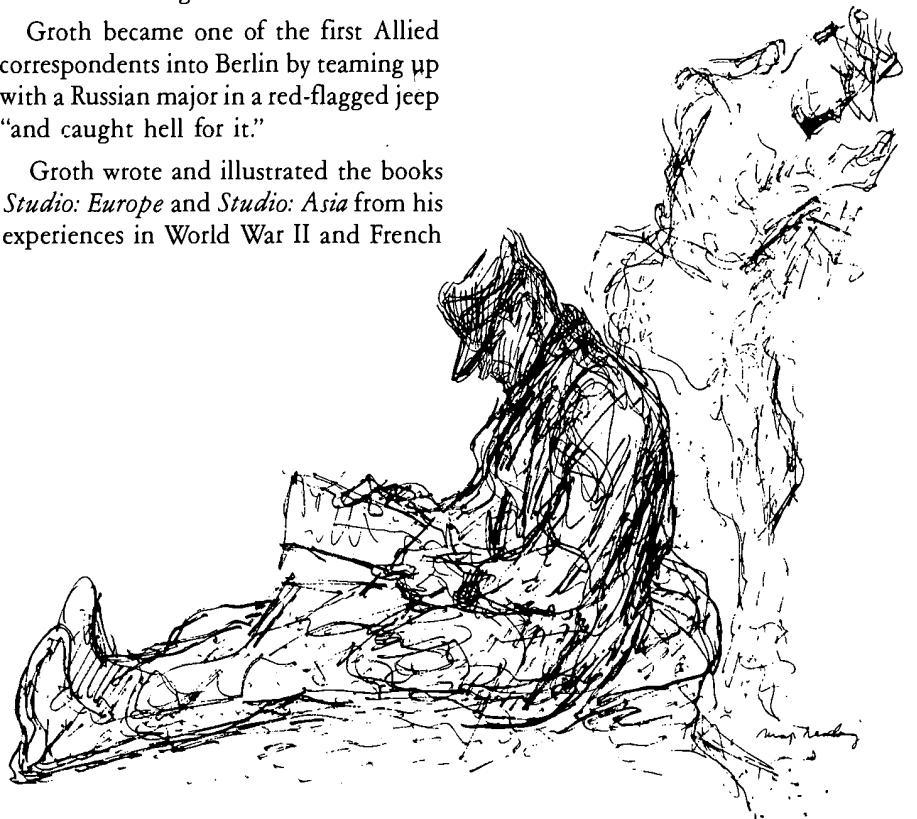
Jimmy Cannon, sports columnist of the *New York Post*, wrote: "John Groth is the only artist I know who gets the truth of sports in his work."

He also gets at the truth of combat in World War II, Korea, French Indo-China, Africa, the Dominican Republic, and South Vietnam.

Groth tells these stories on himself:

His sketchy drawing style developed when an art director for a major publication who later confessed he was just trying to "get rid of the kid," advised him to make 100 drawings a day, every day. Groth came close to 100 a day for years, and then it was a habit. He advocates the sketch book as a constant artist's companion.

He says he wore a beard for years be-



Looking for the Legation Guard in Peking

by J. Robert Moskin

Armed, by the courtesy of BGen Simmons and staff members of the Marine Corps Historical Center, with a photocopy of a map that had been hand drawn 80 or 90 years ago, I set out in Beijing this spring to find locations related to the Marine Corps' defense of the Legation Quarter during the bloody Boxer Rebellion of 1900. The Boxer Rebellion was a colorful and prominent incident in the Corps' history, involving such characters as "Handsome Jack" Myers, Smedley Butler, Dan Daly, "Tony" Waller, and Ben Fuller.

In the spring of 1900, the Boxers—fanatical, anti-foreigner, anti-Christian—had spread across China to Peking (Beijing). They were murdering missionaries and priests and even Chinese converts to Christianity. By May, they threatened the 500-some foreigners in the Legation Quarter, where officials and their families from 10 or 12 foreign nations huddled together in a prescribed area about three-quarters of a mile square. It was located just southeast of the Forbidden City where the Empress Dowager Tzu Hsi held court.

On the southern side of the Legation Quarter rose the so-called Tartar City Wall, a venerable defense line of the city, 60 feet tall and 40 feet wide. At the west end of the Quarter, the wall was pierced by the Qin Men Gate and at the east end of the Quarter was the Hata Mon Gate. About halfway between them was the Water Gate through which ran a small canal, almost bisecting the Quarter north and south. Running east and west across the Quarter was Legation Street.

The American Legation was south of Legation Street and tucked in the southwest corner of the Quarter. Its southern side backed up to the Tartar Wall. When the Boxers began to threaten the city, 49 Marines and three sailors with a Colt automatic gun, all under the command of Capt John T. Myers, were sent to the Legation Quarter as part of a force of 337

men of six nations from ships off China's shore.

The legations pooled their meager military forces to defend the foreign population. Women and children were collected in the British Legation, which was the most spacious. The Marines built a barricade on top of the wall facing west toward the Qin Men Gate. The Germans, whose legation was also south of Legation Street, built another barricade atop the wall facing east toward the Hata Mon Gate.

Capt Myers sent Lt Newt H. Hall and 20 Marines down Legation Street and out of the Quarter to the Methodist Mission across the road to defend the foreigners who had taken refuge there. The Marines brought them back to the Quarter.

The Boxers surrounded and isolated the Legation Quarter on 20 June and began a 55-day siege. By 3 July, a quarter of all the foreign military professionals had been killed or wounded. At 0300 that morning, Captain Myers led 14 Marines, 16 Russians, and 25 British Marines over the barricade and killed many Chinese in hand-to-hand fighting. Myers was badly wounded by a Chinese spear. Two Marines and one Russian were killed.

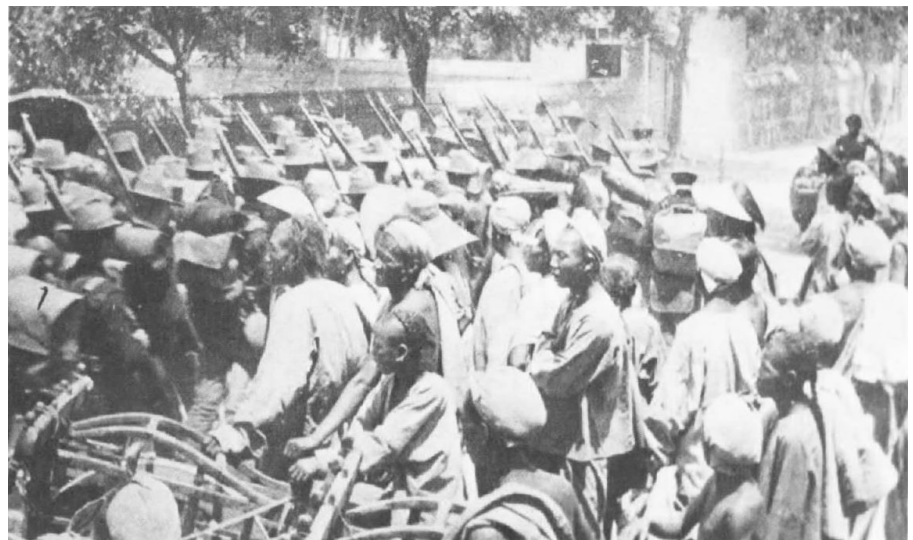
On 13 July, the foreigners were pressed back. The Germans saved their area with

a bayonet charge and the Americans fought fiercely on the wall. Two nights later, Pvt Daniel J. Daly volunteered to stay on the wall and hold the Marine position alone with his bayoneted rifle all night.

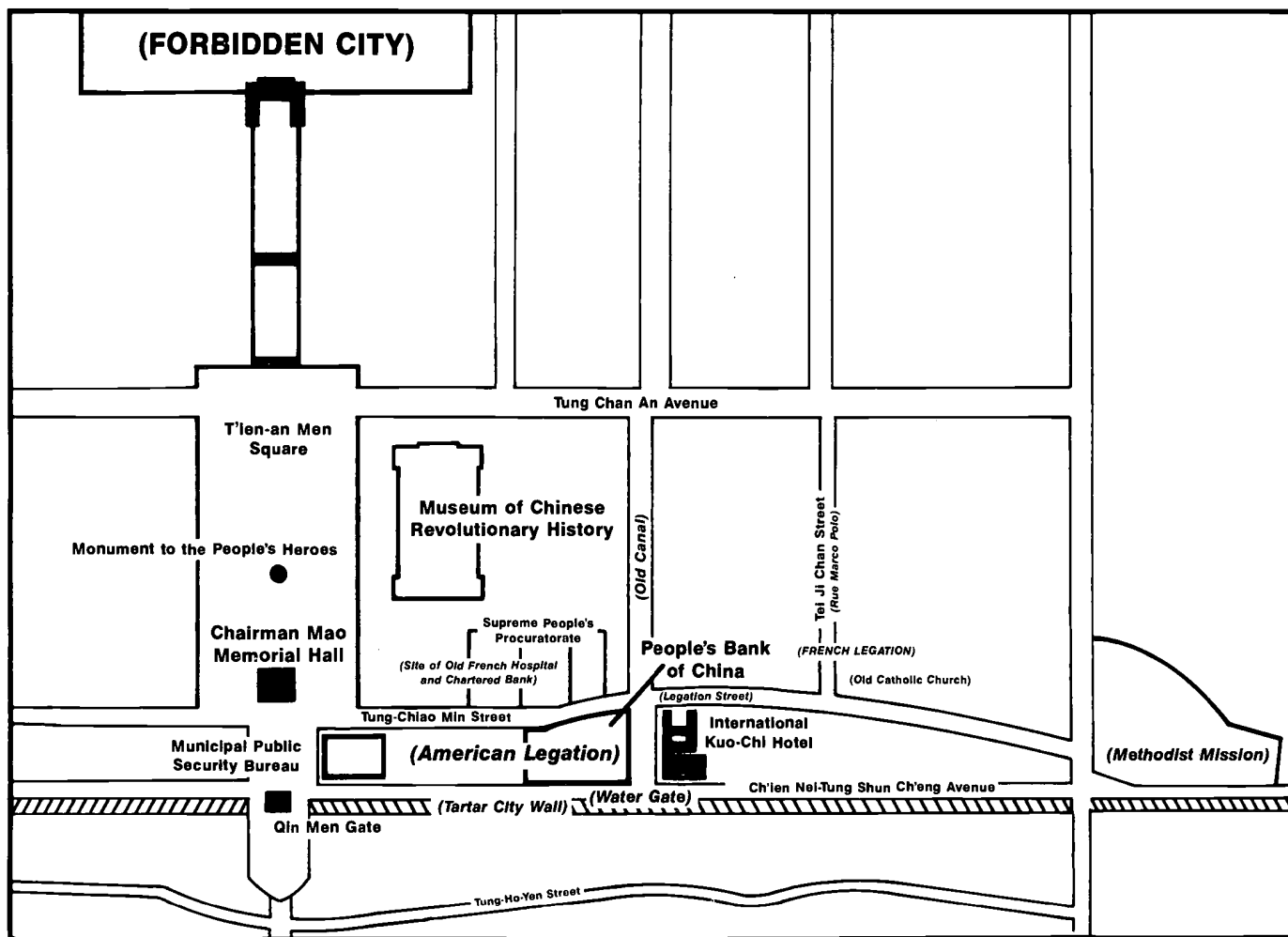
On 4 August, the first units of an International Relief Force marched out of Tientsin to lift the siege of Peking. The relief force included 2,000 Americans with the 1st Marine Regiment of 451 officers and men commanded by Maj William P. Biddle, and the U.S. 9th Infantry. The first battalion of Marines was commanded by Maj Littleton W. T. Waller; the second, by Capt Franklin J. Moses; and F Company of artillery, by Capt Ben H. Fuller, a future Commandant.

As the relief force fought its way toward Peking, the battle in the city rose in intensity. The relief force attacked the city on 13 August. Two companies of Marines struck at Qin Men Gate. 1stLt Smedley D. Butler was wounded in the chest but saved by a button on his blouse. Pvt Daly earned his first Medal of Honor. Myers' Marines cleared obstructions. And at 1430, British Indian troops emerged through the Water Gate onto Canal Street and the siege was broken. Sixty-six foreigners had been killed and 150 wounded.

On 31 May 1900, under the curious gaze of Chinese onlookers, the 52-man landing party under Capt "Handsome Jack" Myers marches to the railway station at Tientsin for transportation to Peking, there to join the six-nation guard at the Legation Quarter.



J. Robert Moskin is the author of The U.S. Marine Corps Story, published by McGraw-Hill. He is a senior editor of World Press Review.



W. STEPHEN HILL

Eighty-six years later, I tried to locate these places of Marine Corps history. First, I was taken to the Museum of Chinese Revolutionary History on T'ien-an Men Square, the huge open area immediately south of the Forbidden City and reputedly the largest square in the world. In the museum, curator and historian Ma Jing Jiang walked me through the display devoted to the massive Taiping Rebellion of 1850, which was put down by British Maj "Chinese" Gordon, and the display related to the Boxer Rebellion. Most of the items were documents and primitive weapons related to the Boxers. There was one posed picture of Marines.

I quickly learned that to the Communist Chinese the Taipings and the Boxers were the heroes and the foreigners were the enemy. In Chinese eyes, the Boxers were part of the anti-imperialist and anti-foreign struggle that the Communists finally won in 1949. The Boxers tried to wipe out Christianity and foreign imperialism from China. The Communists admit that the murder of Chinese converts was excessive but feel that this was the

price that had to be paid for a larger cause.

Mr. Ma and Chen Sui Zhi, deputy director of the All-China Journalists Association, took me on a tour of the area where the Legation Quarter and the Tartar City Wall had stood years ago. Today, the Tartar Wall is gone, replaced by a broad, straight boulevard called Ch'ien Nei-Tung Shun Ch'eng Avenue, with the Beijing subway running beneath it. Above the subway rises post-revolutionary housing. The whole area is the heart of Beijing and no longer needs a defensive wall.

Qin Men Gate still stands, an imposing classic-style Chinese multi-roofed building just south of T'ien-an Men Square. Directly north of the gate rises the massive Chairman Mao Memorial Hall. The gate where Butler was wounded is now a subway stop.

Legation Street, which was just north of the American Legation, is now called Tung Chiao Min Street. It is a graceful curving street. At its western end one faces the huge square and directly in front looms the Chairman Mao Memorial Hall.

Mao's body rests in this giant mausoleum but is on display in its glass casket only on special occasions or for special visitors. Immediately north of the memorial is a tall obelisk, a Monument to the People's Heroes, bearing on one side a message inscribed in Mao's calligraphy.

Most of the legation buildings have

Navy crew of the Colt automatic gun poses with a Marine sentry in the courtyard of the American Legation prior to the siege.





Oscar Upham Collection

Boxers held the Tartar City Wall tower in the foreground while the American Marines held the nearest stone barricade, only several feet away, the morning of 3 July 1900.

been replaced since 1900, and the Municipal Public Security Bureau—the not-so-secret police—is now housed in a building on the site of the American Legation. The old buildings of the French Hospital and the Chartered Bank across Legation Street are still in place. Along the street to the east stand the main office of the People's Bank of China and the International Kuo-chi Hotel. The Methodist Mission to the east is entirely gone.

The Water Gate, where the International

Relief Force penetrated the Tartar City Wall, is also gone; but the canal, which now seems to be a small brook, is there and is known rather grandly as the Royal River. On its west bank stood the British and Russian Legations.

Rue Marco Polo, which ran north and south just east of the canal between the French Legation and French barracks and Catholic Church, is now called Tei Ji Chan Street. The Catholic Church still

stands, but its spires are broken and their crosses have disappeared.

The north side of the Legation Quarter is still marked by Tung Chang An Avenue, the broad handsome boulevard that is Beijing's most important street and runs east and west between T'ien-an Men Square and the Forbidden City.

When I first expressed interest in the history of the United States Marines in China, I was regarded with puzzlement. Why would a friendly visitor like me be interested in those imperialist invaders? I explained that the story of the Marines in China was part of American history and the expansion of American influence and power across the world. They understood that.

I found that the journalist Edgar Snow who wrote *Red Star Over China* is in the Chinese pantheon of American heroes. But none of the educated journalists, scholars, and diplomats I talked with had ever heard of Capt Evans F. Carlson, USMC, who in 1937-38 went to Yen-an at Snow's urging and learned from the early Chinese revolutionaries living in the Yen-an caves about guerilla warfare, small unit action, living off the land, and Gung Ho. He brought back all this and it became part of the tradition of Marine Raider units in World War II. This story fascinated my Chinese friends. The Marines could be friends after all. □1775□

The 1st Regiment of Marines, 451 officers and men under Maj William P. Biddle, marches to relieve Peking in August 1900. Major Littleton W. T. Waller sits atop a white horse to the left

of the column. Also in the force was artillery commander Capt Ben H. Fuller, a future Commandant. Wounded in the relief, but saved by a blouse button, was 1stLt Smedley D. Butler.

Waller Collection



15th Infantry Meets Butler's 3d Brigade, Tientsin 1927

by Col F. Brooke Nihart, USMC (Ret)
Deputy Director for Museums

Seeking confirmation of one's favorable self-image can be a risky business and often a humbling experience. Since much of what we do at the Historical Center is of that nature, it is pleasing to us when there comes to light a bit of sincere praise of our Corps, and from an unexpected quarter.

Longtime supporter of the historical program, frequent donor, and former Peking Legation Guard Marine, Clem Russell has sent us a copy of a chapter from a book published in 1961 and titled *The Old China Hands*. It is by Charles G. Finney, who was a soldier in the 15th U.S. Infantry, which garrisoned Tientsin, China, from 1912 to 1938. Fortuitous for our story, Finney served with the "Can Do" or "Manchu" regiment in 1927. He witnessed the arrival of BGen Smedley D. Butler's 3d Marine Brigade in Tientsin, where it had been dispatched to reinforce Western defenses against the possibility of Chiang Kai-shek's approaching Northern Expedition endangering European and American lives and trading interests. Finney has left a soldier's discerning tribute to the professionalism and combat readiness of Butler's Marines and a humorous account of the effect the spit-and-polish Army garrison regiment had both on Butler and on his salty Marines.

"French 75"—caisson, limber, crew, and prime mover—from 10th Marines battery with the 3d Marine Brigade, grinds down Racecourse Road in Tientsin. The brigade was a combined arms team with artillery, tanks, engineers, and service support troops.



BGen Smedley D. Butler, hatless and back to camera, receives "Blessing Umbrella" in Tientsin. Right, 6th Marines drum major wears the skimpy lapelled khaki blouse.

The pages Russell sent us were from Chapter 10, "The Marines Land." Finney writes:

So the British brought in more men, and the French brought in more men, and the Italians

brought in more men, and so did the Japanese and the Americans. The Japanese brought in more men than anybody else, and formed what was later to become known in World War II as the Kwangtung Army. The United States brought in the Fourth [sic] Brigade [actually the 3d Brigade with the 6th Marines as the major element]—four thousand men—under Brigadier General Smedley Butler. . . .

The Marines' arrival naturally occasioned much barracks discussion among soldiers of the 15th. According to Finney, one of them, Cpl Fautz, had served a four-year cruise in the Marines and his loyalty remained with his first love:

He was very proud of the globe and anchor. "A first-class

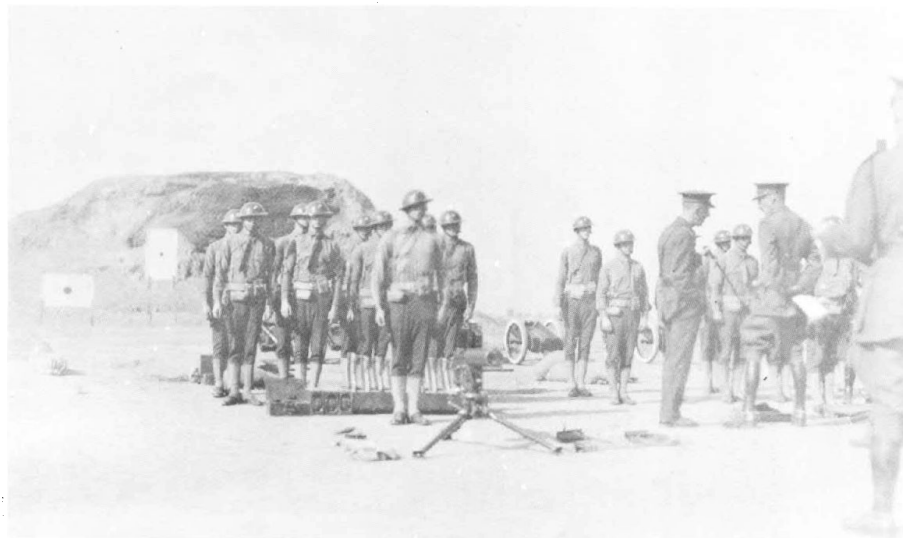


BGen Butler poses with "Blessing Umbrella" awarded to him by city elders in 1928.

private in the Gyrenes . . . has got to know more—a hell of a lot more—than a second lieutenant in this lint-picking outfit. And as for officers, well, one of our lieutenant colonels wouldn't make a pimple on the nose of a leatherneck shavetail."

Finney's evaluations didn't go unchallenged, of course, but hear Finney describe the landing. Finney and two of his pals headed for the Bund in jinrikshas to watch the Marines come up the Hai Ho in coal lighters from their transports anchored at Taku Bar:

Browning machine gun crew of the 73d Company demonstrates gun drill for BGen Butler, right hand in pocket at right, and guest from British Border Regiment in October 1927. By this time, Marines had shined their previously camouflaged helmets.



BGen Joseph Castner, U.S. Army garrison commander, flanked by foreign military and diplomatic dignitaries, takes Marine Corps birthday parade at Tientsin Racecourse.

A tug brought up the first three lighters of Marines and lodged them, with much banging and clattering, against the concrete rim of the Bund. Lines were thrown ashore and made fast. The lighters were aswarm with young Americans in forest-green uniforms, very dirty, very disheveled. Each man wore a steel helmet and carried a pack, a horseshoe-shaped blanket roll, a Springfield rifle with bayonet fixed, a cartridge belt jammed

with shiny .30-06 ammunition clips, and an extra bandolier of cartridges over his shoulder.

This impressed the soldiers, one of whom recalled that when they went on patrol their belt pouches were filled with wooden blocks so as to appear full.

Finney continues:

The three lighter loads of marines emptied onto the Bund; there was nothing to stop them . . . we of the 15th Infantry backed away from their determined enterprise. Out of the bowels of their lighters—which had been previously used for transporting coal, and hence were rather sooty—the landing parties hoisted machine guns, Stokes mortars, 37mm howitzers. They did it quickly, efficiently, seemingly without effort, as do well trained teams. They brought out sandbags; and in something like ten minutes they threw up a horseshoe-shaped barricade, facing the city and sealing off their portion of the Bund. This barricade bristled with weapons.

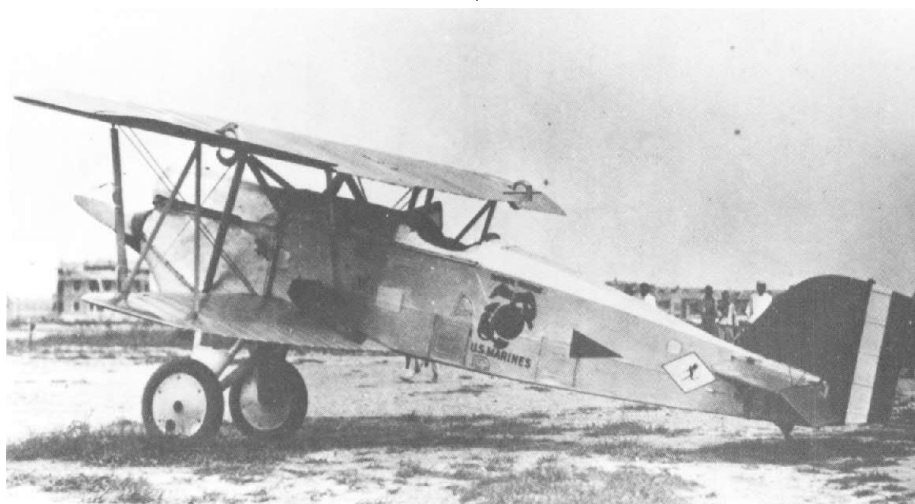
Finney's soldiers were in their usual street dress, the new roll-collar tunics adopted just two years before, well tailored and worn with white shirts, black ties, and

pressed slacks. Their fair leather belts and cap bills were spit-shined and they carried swagger sticks. The Marines assumed they were officers and salutes were exchanged. The soldiers played along with the Marines' confusion, complimenting a Marine here for his efficiency, reprimanding one there for failing to salute. Marines and soldiers were off to a shaky start.

Finney describes the newcomers' appearance:

The tunic the Marine wore was the highcollar World War I model with black buttons. Their uniforms had gathered much coal-dust grime from the trip upstream in the lighters. Their officers wore uniforms of similar cut and color, but of better-grade cloth. As did the enlisted Marines, they wore steel helmets. They were distinguishable by their leather boots and field Sam Browne belts and collar insignia. Most of them were company grade. A lieutenant colonel was in over-all command of the landing. He knew exactly what he was doing. The operation reminded me of a circus's arrival, by wagon-load, at its show grounds. It seemed at first glance to be nothing but confusion compounded. But it wasn't that at all. It was a well-planned procedure, economically and beautifully executed. Even our critical officers began to be impressed.

Boeing FB-1 fighter of VF-10M waits at Tientsin, 1927. The "Red Devils" left San Diego as VF-3M, were redesignated shortly after arriving in China. Today the squadron flies as VMFA-232. The pennant on the FB-1 fuselage denotes excellence in gunnery.



Coal lighter transferring members of the 6th Marines up the Hai Ho from USS Henderson off Taku Bar, arrives at dock in Tientsin. Finney says Marines debarked sooty from coal dust and wearing steel helmets instead of the field hats shown here.

The Army officers weren't overwhelmed, however. Finney overheard a captain say to his companions, " 'You can't tell a Marine a damned thing. They don't have to battle their way ashore here. All they have to do is land and march off. But no, each landing has to be bloodier than the rest. They bring along their own correspondents, you know. Pretty soon, the papers in the States will be full of stories how the Marines against odds of one hundred to one captured Tientsin . . . ' "

When darkness fell the Marines rigged acetylene floodlights and continued the flow of men and material

ashore. A second wave of lighters brought in tanks, trucks, and artillery. The first six-ton M1917 tank to be unloaded broke the dockside boom, but that didn't deter the Marines. According to Finney, "The Marines cursed, found bridge timbers somewhere, bridged the lighter to the Bund's ramp, and simply drove their tanks and trucks ashore after that."

A Marine advance party had preceded the brigade to pick the Bund landing site, billets, and routes to them. The party worked with the 15th Infantry staff, American diplomats, the foreign business community, and Chinese civic officials to lease "yamens, godowns, compounds, honges, hotels, and anything else empty, or which could be emptied hurriedly, that had a roof over it." Says Finney, "Absolute order prevailed, and their time schedule was observed down to the minute. The officers, of course, knew there wasn't any war going on, but they were only too happy to practice a large-scale landing operation in a large, foreign city, and they went at it with gusto."

Finney describes the professional embarrassment suffered by the Army's garrison showplace at the appearance of the Marine air-ground team of combined arms, ready for action:

We were amazed at the amount of material the [3d] Brigade brought with it: tanks,



Not a "junk on the table" inspection, but one of the competitive displays begun by BGen Butler to keep his Marines on their toes and impress other military men. Crossed rifles on Marine's coatsleeve indicates a private first class. Ammunition is stacked at rear.

field artillery, trucks, civilian-type automobiles, great heaps of military stores—and, to cap it all, twenty airplanes. We of the 15th Infantry had only mule-drawn forage wagons. Compared to Smedley Butler's Marines, we were a regiment out of the Civil War . . . brave with banners and muskets, and that was about all. In our barracks we talked it over and became rather sullen about it. We, too, should have liked to have modern trucks, tanks, artillery, and airplanes. Our officers were a bit miffed also. For one thing, Smedley Butler ranked Joseph Castner. That meant, if any shooting started, the 15th would have to fight under a Marine. General Butler was world-famous . . . He had always believed in setting forth his views loudly, lucidly, and practically interminably.

Eventually Gen Butler learned about his Marines saluting soldiers mistaken for Army officers because of their well-turned-out uniforms. His first reaction was to issue an order against the practice. When he came down off the overhead his

more tempered response was to sharpen up the appearance of his Marines. The high collared blouses must be converted to the new rolled lapelled style like the Army and bronzed buttons polished to shiny brass. Every tailor in Tientsin was mobilized for the effort. According to Finney:

The result was rather unhappy, because the high collars on the tunics didn't provide enough cloth for a decent roll collar, and what the tailor did achieve was always skimpy and, in many instances, downright silly looking . . . the Marines were ordered to scrape the black paint off their buttons and shine the metal. They did so, and produced buttons which looked like ancient, unwashed pennies. Our steel helmets were buffed and shellacked and bore shiny "Can-Do's" on them. The Marines had to scrape the sanded camouflage off their helmets and buff and shellac them, and then drill holes in them and mount shined-up anchors and globes on them. They didn't like any part of it, but they did it.

The 15th's '03 rifles didn't escape Butler's gimlet eye. He visited their commanding officer and the 15th turned out a company as guard of the day. Butler asked to inspect it and inspect he did. The soldiers were impressed with his thoroughness, which they reckoned was better than any of their West Pointers. But Butler was equally impressed with the condition of the soldiers' Springfields, especially of the stocks. Admiring the highly polished stock of one of Finney's friends, Butler observed questioningly, "Linseed?" "Yessir" was the response, "and elbow grease." Butler gave a little appreciative nod and moved on.

As Finney describes it, "That very evening, every Marine who toted a Springfield was put to work scraping the stock of his rifle with a bone and rubbing in linseed oil, with an added advisory of 'not to spare the elbow grease.' They were infuriated: What the hell was wrong with their Springfields the way they had been issued to them? They were weapons, not jewels. If the bores were clean and the bolts worked, what the hell else was necessary?" There was resistance from the men with officers sympathizing. Butler felt explanation was in order. He told of inspecting the Army and of being impressed with the rifle stocks. The Marines' stocks must be equally beautiful. "Anything a soldier could do, a Marine must do twice as well." Finney reports that this infuriated the leathernecks even more: "They considered themselves as being strictly a rugged combat outfit, living under field conditions, raring to go. The idea of polishing and shining so as to compete in appearance with a sissified, understrength Army regiment was abhorrent." But they knew by now that Butler meant every word of an order, "and the price of linseed oil soared in Tientsin."

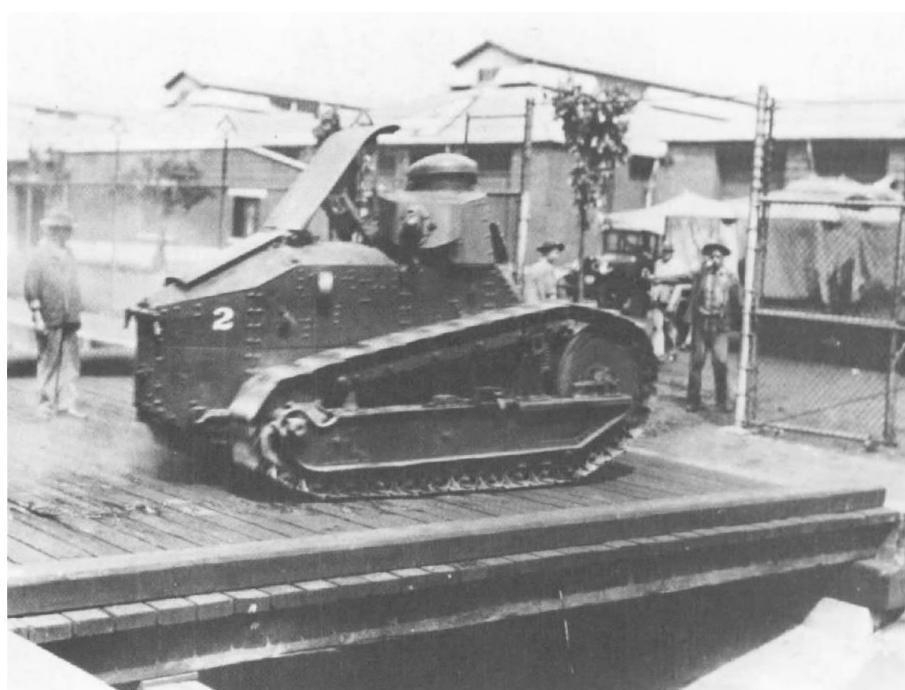
What Butler and his Marines didn't know was that every soldier in the 15th had two stocks for his rifle; one for dress and one "for drill and hikes and maneuvers and target practice and were ordinary, as issued, untouched, sturdy walnut." The soldiers "over the years, had boned and scraped and honed and rubbed linseed oil into the dress stocks . . . until they had become as beautiful as the finest ever turned out by the master gunmakers of France." And when not being used for parade and guard mount they were wrapped lovingly in linseed-oily rags.

Thus the Marine-Army relationship deteriorated further. Aside from the initial saluting deception the soldiers didn't press the advantage of being on their own turf. They even invited a few Marines over to their mess halls for dinner, but Army food in well established messes was so much better than the Marines' that Army mess funds couldn't keep up the hospitality. The inevitable happened. Marines invaded the limited number of bars and cafes catering to the military trade and tried to drink China dry. Fights ensued and Butler was forced to place the entire 15th Infantry end of Tientsin out of bounds to Marines.

Finney concludes:

In Tientsin that year no war developed, except the war between the Marines and the 15th Infantry. It was only a tepid, athletic war fought on basketball courts, baseball diamonds, in boxing rings, and once on a football field. The Marines won all the contests.

With no civil war to threaten U.S. and foreign interests in Tientsin, all elements of the 3d Marine Brigade were withdrawn in January 1929. The 15th Infantry soldiered on until March 1938, when it was withdrawn incident to the real



U.S.-built, French-designed M1917 tank of 3d Marine Brigade lands from coal lighter at Tientsin in July 1927. The brigade arrived khaki-clad, not in the winter greens Finney recalled. Photographic evidence shows the shift to greens taking place in the fall.

war between Japan and China which opened in North China in July 1937. A 200-man detachment from the 500-man Marine Legation Guard at Peking arrived at Tientsin and occupied the 15th Infantry barracks as the Army pulled out. The Legation Guard remained in North China until surrendered to the Japanese short-

ly after the 7 December 1941 attack on Pearl Harbor.

The 40-year era of Marines in North China thus ended except for a brief reprise from 1945 to 1947 when the III Amphibious Corps with the 1st and 6th Marine Divisions occupied Peiping, Tientsin, and Tsingtao. □1775□

Academy Issues Call for Papers For 1987 History Symposium

The History Department of the U.S. Naval Academy will sponsor its 8th Naval History Symposium on Thursday and Friday, 24-25 September 1987. Past symposiums have brought together historians concerned with the entire range of naval history—including U.S., European, and Third World navies—and encompassing ancient, medieval, and modern periods.

Assistant Professor William B. Cogar, director of the 1987 symposium, has issued a call for papers and an early invitation to individuals interested in attending the conference. Those who wish to propose a paper, or to offer an entire panel, should submit an abstract to Professor Cogar at the History Department, U.S. Naval Academy, Annapolis, Maryland 21402-5044. Deadline for proposals is 1 March 1987.

Foundation Adds New Members

(Continued from page 36)

MajGen Wood B. Kyle, USMC (Ret)	Mr. Robert F. Kelley
Mrs. Florence P. Leon	Mr. John S. Miller
Mr. Stuart J. Land	Mr. Paul H. Casebolt
Mr. Leif Larsen	Col Ralph De Lucia, Jr., USMCR
Mr. Alfred A. Mannino	SgtMaj Herbert J. Sweet, USMC (Ret)
Maj Edwin F. Kelly, USMC (Ret)	Dr. Forrest C. Pogue
Mr. Joseph P. Ganey	Col John R. Grove, USMC (Ret)
Col William L. Dickens, USMCR (Ret)	LtCol John C. Hudock, USMC (Ret)
Mr. William E. Holliday	Mr. John W. Witte
SSgt Irvin R. Wilson, Jr., USMC (Ret)	Mr. John L. Windsor
Mr. David P. Della Penta	LtCol Raymond L. Valente
Mr. Bleecker R. Williams	Col James R. Blackwell, USMC (Ret)
Mr. Robert M. Daly	CWO Harold E. Johnson, USMC (Ret)
BGen Robert M. Gaynor, USA (Ret)	Col William R. Bennett, USMC (Ret)
CWO-2 Robert T. Donald, USA (Ret)	Mr. LeRoy N. Schneider

Inquiries about the Foundation's activities may be sent to the office at the Historical Center or calls can be made to (202) 433-3914 or 433-2945.

Marine Band Replays Century-Old Role in N.Y. Harbor

by 1stLt Michael D. Visconage, USMC
Public Affairs Officer, Marine Barracks, Washington, D.C.

The Statue of Liberty's rededication on 4 July in New York Harbor included the participation of several Marine Corps organizations. It was not a first-time event for some of the units, most notably "The Presidents Own" United States Marine Band.

In 1886 the Marine Band, led at that time by John Philip Sousa, played for the original dedication of the statue. The band is prominent in one of the paintings of the event by Edward Moran. Moran, who painted several works documenting America's sea battles in the 1880s and 1890s, shows the band on a barge in the foreground of his painting titled "The Unveiling of the Statue of Liberty Enlightening the World."

Newspaper articles from the 28 October 1886 dedication specifically mention Sousa and the Marine Band. Historical accounts also describe the many military units, including Marines, that participated in the grand parade which wound through the city that day.

Honor guard from the Marine detachment of the USS Iowa joined the Marine Band in welcoming President Ronald Reagan on the morning of 4 July. The President observed the International Naval Review from the battleship's number one gun turret.



Edward Moran's "The Unveiling of the Statue of Liberty Enlightening the World" depicts the U.S. Marine Band, lower right.

One hundred years later, on the morning of 4 July 1986, the Marine Band played for the President as he arrived aboard the USS Iowa. The president reviewed the Marine detachment on the battleship before

taking his position on gun turret number one (with the band playing at the base of the turret) to observe the International Naval Review.

Transferred to the deck of the aircraft carrier USS John F. Kennedy for the evening's "Fireworks Spectacular," the band again played honors for the President's arrival. The nationally broadcast music accompanying the fireworks display was written especially for the event and was prerecorded in May by the band—allowing exact choreography between the music and the fireworks.

Finally, the band played in the International Classical Concert with the New York Philharmonic Orchestra, under the direction of Zubin Mehta, on 5 July in Central Park.

Marine Corps participation also included the 3 July performance of the Silent Drill Platoon at the pre-opening ceremonies on Governor's Island. In addition to the Silent Drill Platoon, the Washington Barracks provided Marines for several joint-service color guards, for state and territorial flag details, ceremonial flag

President and Mrs. Reagan were transported to various rededication ceremonies in New York Harbor by "Marine One," presidential helicopter operated by HMX-1.



raisings, and the color guard for the closing ceremonies at Giants Stadium on 6 July.

Marine helicopter squadron HMX-1 transported dignitaries such as President and Mrs. Reagan and French President Francois Mitterrand to and from the

celebration events. II Marine Amphibious Force provided Marines and equipment for a static display aboard the USS *Nashville* for public tours during the weekend. From the 2d Marine Aircraft Wing, two AV8B Harriers and two A6 Intruders took part in a fly-over of the International Naval

Review on 4 July. The 2d MAW Band also appeared at several events and in a parade through the city. Marine detachments from the *Kennedy* and *Iowa* cooperated in several patriotic ceremonies, including a "Marine Night" on 2 July for a baseball game at Yankee Stadium. □1775□

Foundation Presents Heinl, Geiger Memorial Awards

by LtCol Richard Alger, USMC (Ret)
Executive Director, Marine Corps Historical Foundation

The Marine Corps Historical Foundation recently honored winners of its annual competitions for the best articles on Marine Corps history and Marine Corps aviation published during the previous year.

Gen Wallace M. Greene, Jr., 23d Commandant of the Marine Corps and honorary chairman of the Foundation, was assisted by Mrs. Nancy Heinl and LtGen Keith A. Smith, USMC, the Marine Corps' deputy chief of staff for aviation, during the presentation of awards for articles printed in 1985.

Russell Werts of Pueblo, Colorado, received the Colonel Robert D. Heinl, Jr., Memorial Award in Marine Corps History for his article, "The Ghosts of Iwo," in the *Marine Corps Gazette* of February 1985. The author fought on Iwo Jima 40 years ago, and his article was praised by jurors for its vivid recollections of being initiated into combat and the difficult days that followed; it is said to capture the feel, sounds, and smells of small-unit combat with accuracy and sensitivity. Werts writes, "... my baptism of fire came on 6 March. Early in the morning, we started moving toward the front. For the new men of Company A, it was the beginning of a 19-day walk through the 'valley of deep shadow.' Over half of us would not finish the walk. Prior to this day, we were fairly certain that when we went to bed at night we would be alive in the morning, or when we ate breakfast we would be around for the noon meal. But everything we had taken for granted, all the security of the moment, would be taken away and be replaced with a constant danger that we must now react to individually . . ."

A series of articles received an honorable mention in the Heinl Award compe-

tition. That honor went to LtCol Donald B. Bonsper, USMC (Ret), for his "Vietnam Combat Memoirs," in the *Marine Corps Gazette* issues of June-December 1985.

LtCol Bonsper's articles recount the experiences of the familiar "good young officer who lacks experience." It illustrates how, for a newly assigned platoon leader, that "lack of experience" issue is difficult at best, disastrous at worst. LtCol Bonsper faced many trials and tribulations as a lieutenant assuming his first command, and he has been able to recreate those important moments in his serialized memoirs. Some of the titles of these reflective pieces: "Welcome to Vietnam," "Hill 179," "The LP Doesn't Answer," "Ambushed," and "Rain, Bait, and Mortars."

The *Marine Corps Gazette* has continued to run the series during 1986. LtCol Bonsper recently retired from the Marine Corps and currently is a professor on the staff of Defense Resources Management Center, Monterey, California.

Literary reviewers often are pleased and excited when they can include in an article a statement such as, "... the author's first published work is being widely acclaimed . . ." The Historical Foundation's judges felt similar pleasure as they presented to Maj Gerald W. Caldwell, USMC, the General Roy S. Geiger Award for the best article on Marine aviation to appear in the *Marine Corps Gazette* during 1985. "The Destruction of the Soviet Air Defense System," from the December 1985 issue, was Maj Caldwell's first major publication, and one which has received the praises of senior professional aviators: he is the first winner of the Geiger Award, sponsored by the Founda-

tion in what will become an annual competition.

The author's examination of the threat posed by the battlefield presence of a sophisticated air defense system was considered to be timely and significant. By addressing the factors of doctrine, training, tactics, and improved weapons systems, Maj Caldwell presents a case for change and emphasizes the crucial nature of preparedness to destroy such an enemy system.

Maj Caldwell currently is assigned to FMFPac, Hawaii. □1775□

Law Restricts Use of USMC Seal, Emblem

Limited uses of the Marine Corps seal, emblem, name, and initials permitted under U.S. Code, are spelled out in Marine Corps Order 5030.3, issued this past June. No use may be made which suggests official approval, endorsement, or authorization of non-governmental promotions, goods, services, or commercial activities.

Reproduction and use of the Marine Corps seal itself is restricted to materials which originate at Headquarters, U.S. Marine Corps.

The Marine Corps emblem, names, or initials *can* be used in instances where it imparts a Marine "accent," except that the use may not imply any official or unofficial connection between the Corps and the user. The order further explains and defines this rule for potential users. In nearly all instances, permission for use must first be obtained in writing from the Commandant of the Marine Corps (HQSP).

Pacific War Engineer, Famed Marine Bandit Fighter Die

*by Benis M. Frank
Head, Oral History Section*

MAJGEN GEORGE E. TOMLINSON, USMCR (RET), died of cancer at the age of 80 on 13 August at Arlington Hospital, Arlington, Virginia. He was buried in Arlington National Cemetery on 18 August with full military honors.

Gen Tomlinson was born in Gulfport, Mississippi, on 24 June 1906. He graduated from the University of Mississippi in 1926 and received bachelor of engineering and master of arts degrees from the same institution the following year, and a degree in civil engineering in 1933. Although he was commissioned in the Army Reserve in 1932, he entered the Marine Corps Reserve in 1942 as a major. He served for six years on the engineering faculties of Texas A&M College and the Universities of Mississippi and Tennessee before joining the staff of the Tennessee Valley Authority shortly after it was organized in 1933.



MajGen Tomlinson

Gen Tomlinson served on active duty in the Marine Corps from 1942 to 1946. He participated in the New Georgia and Bougainville operations as engineer officer, Service Command, FMFPac. His other Pacific assignments included duty as officer in charge of all engineering supply in the South Pacific and III Amphibious Corps staff engineer officer during the Peleliu, Angaur, and Ulithi operations.

Following his release from active duty,

Gen Tomlinson remained in the Marine Corps Reserve, commanding several Reserve units in the Washington area, where, in civilian life, he worked for the U.S. Department of the Interior. At the time of his retirement in 1972, he was chief engineer of the Federal Power Commission. Gen Tomlinson was a charter member of the Marine Corps Historical Foundation.



Then-Col Hanneken in 1943

BGEN HERMAN H. HANNEKEN, USMC (RET), who was awarded the Medal of Honor for his deed of valor while serving in the Garde d'Haiti in 1919, died at the age of 93 in La Jolla, California, on 23 August. He was buried in Fort Rosecrans National Cemetery, San Diego, with full military honors on 27 August.

A native of St. Louis, Missouri, Gen Hanneken enlisted in the Marine Corps in 1914. He was a Marine Corps sergeant and a second lieutenant in the Haitian gendarmerie when—together with Cpl William R. Button, disguised as Cacos—in an extremely daring exploit he penetrated the camp of Haitian guerrilla leader Charlemagne Peralte and killed him. During a visit a few years ago to the Marine Corps Historical Center, he participated in an oral history interview, telling of these events which led to his Medal of Honor.

Shortly after his confrontation with Peralte, he also shot and killed Osiris Joseph,

another bandit chieftain. For this, Gen Hanneken was awarded his first Navy Cross. He received his second in 1928 while serving with the Second Brigade, when he captured Sandino's chief of staff, General Jiron.

In World War II, Gen Hanneken served with the 1st Marine Division in the Guadalcanal, Cape Gloucester, and Peleliu operations, commanding the 7th Marines in the latter. He retired in July 1948 and was advanced to the rank of brigadier general for having been decorated in combat.

ERRATUM: In the summer 1986 issue of Fortitudine, the birthplace of the late LtGen John C. Munn, USMC (Ret), was incorrectly stated as Prescott, Arizona. He actually was born in Prescott, Arkansas. The general died in April. The Commandant of the Marine Corps recently approved the naming of the Camp Pendleton airfield after the veteran Marine aviator and former commander of the base. □1775□

Answers to Historical Quiz

Women in the Marine Corps

(From page 10)

1. Lucy Brewer
2. Pvt Opha Mac Johnson
3. Col Ruth Cheney Streeter, USMCWR (Ret)
4. Col Katherine A. Towle, USMC (Ret)
5. BGen Margaret A. Brewer, USMC (Ret)
6. BGen Gail M. Reals, USMC
7. Col Mary V. Stremlow, USMCR (Ret)
8. SgtMaj Bertha L. Peters (Billeb), USMC (Ret)
9. "Molly Marine"
10. Patty Berg

Corps History Bibliography, Sea War Paintings Offered

by Evelyn A. Englander
Historical Center Librarian

From the library of the Marine Corps Historical Center, recently published books of professional interest to Marines. These books are available from local bookstores or libraries.

Vietnam, the Valor and the Sorrow: From the Home Front to the Front Lines in Words and Pictures. Thomas D. Boettcher. Little Brown & Co. 472 pp., 1985. This book is intended to be a comprehensive history of the Vietnam War. Complementing the basic text are more than 500 photographs with accompanying captions and anecdotes which add to the reader's understanding. Mr. Boettcher, a graduate of the Air Force Academy, served as Air Force liaison to the press in Vietnam, 1968-69. \$27.50.

Brothers in Arms: A Journey from War to Peace. William Broyles, Jr. A. A. Knopf. 284 pp., 1986. Broyles, a former editor of *Newsweek* magazine, spent four weeks in Vietnam in 1984 visiting places he had been 15 years ago as a young Marine lieutenant, at one time serving as aide to the Historical Center's present director, BGen Simmons. His 1984 journey took him to both North and South Vietnam, where he talked with the people: tribesmen, fishermen, Communist party officers, and former members of the Viet Cong and North Vietnamese Army. His reminiscences capture the essence of the war and its aftermath. \$17.95.

An Annotated Bibliography of U.S. Marine Corps History. Paolo E. Coletta, Comp. University Press of America. 417 pp., 1986. Written with the assistance of a Marine Corps Historical Foundation grant, this book is a bibliography of 4,000 titles relative to Marine Corps history. Its basic historical arrangement includes also subject bibliographies and listings of Marine Corps histories and relevant periodicals. \$37.50.

War at Sea. John Hamilton. Blandford Press, distributed in the U.S. by Sterling Publishing Co. 272 pp., 1986. A beautifully presented, comprehensive history of

the naval battles of World War II. The author's research provides an accurate account of events to accompany his 176 color paintings in the volume. The paintings, which capture the continuous struggle of warships, aircraft, submarines, and landing forces for control of the sea, bring the events of the naval war to life. \$49.95 (also a special limited edition for \$250).

Strength for the Fight: A History of Black Americans in the Military. Bernard C. Nalty. The Free Press, a Division of Macmillan, Inc. 424 pp., 1986. Nalty's book traces blacks in the armed forces from the 1600s to the 1980s. It is a history of America analyzed from the perspective of the black fighting man. Illustrated with black-and-white photographs, it looks at the experiences of blacks in all the services. Author of *Air Power and the Fight for Khe Sanh*, co-author of volume three of *History of U.S. Marine Corps Operations in World War II*, co-editor of the 13-volume *Blacks in the Armed Forces: Basic Documents*, Nalty is now a historian with the Office of Air Force History. \$22.50

Peacekeeper at War: A Marine's Account of the Beirut Catastrophe. Michael Petit. Faber and Faber. 229 pp., 1986. As a former corporal with the 24th Marine Amphibious Unit in Beirut, Petit survived the bombing of the Marine Barracks on 23 October 1983. This is his story of his time with the Marines in Beirut. His account of the bombing, its aftermath, and the mood of the survivors is effective and honest. \$17.95.

Once They Were Eagles: The Men of the Black Sheep Squadron. Frank E. Walton. University Press of Kentucky. 248 pp., 1986. Walton, who served as intelligence officer with Marine Corps Fighting Squadron 214, "The Black Sheep Squadron," has written a history of the unit's experiences in the South Pacific in late 1943. The second part of the book is a record of his interviews 40 years later with the 34 survivors of the original 51 squadron members. These "Black Sheep" share their experiences in the years following. With

an introduction by former Commandant, Gen Wallace M. Greene, Jr. \$18.00.

Villard Military Series' Elite Forces is a new series' of books in military history published by Villard Books. The series editor is Ashley Brown, with consulting editors BGen James L. Collins, Jr., USA (Ret); Dr. J. Pimlett; and BGen Edwin H. Simmons, USMC (Ret). The first four titles are: *The U.S. Marines in Action*; *British 22nd SAS Regiment: Undercover Fighters*; *Israeli Airborne Troops: Strike from the Sky*; and *U.S. Special Forces from Vietnam to Delta Force: The Green Berets*. Each volume is softbound, with black-and-white and color photographs and uniform plates. 96 pp. They trace each force's development and give a history of its recent deployments. \$4.95 each. □1775□

Special Care Given Quantico's Rare Books

More than 1,500 old or rare books from the collection of the James C. Breckinridge Library at the Marine Corps Development and Education Command, Quantico, will be housed and cared for in the library's new rare book room, dedicated in August.

Volumes receiving the special attention include a "History of the English Army" dating from the American Revolution.

All of the books were formerly shelved in the main library collection. They include hard-to-find volumes supplied by retired or former Marines, including MajGen Comdt John A. Lejeune, whose signature appears in some, and Col James T. Breckinridge, son of the library's namesake, who donated a part of his father's personal library.

Special conditions for use of the rare book room are aimed at protecting the books from defacement by writing implements, liquid spills, or cigarette smoke.

World War I Crewman Hero Honored in BEQ Naming

by Robert V. Aquilina
Assistant Head, Reference Section

Later this year, a completely renovated bachelor enlisted quarters (BEQ) will be dedicated at the Marine Corps Air Facility, Quantico, in honor of 1stLt Robert G. Robinson, USMCR. The dedication honors the only enlisted Marine crewman to earn the Medal of Honor in World War I. His battlefield heroics, along with his pioneering influence on the development of what is now the Marine Naval Flight Officer specialty, make him uniquely qualified for the honor at Quantico.

A native of Wayne, Michigan, Robinson was born on 30 April 1896. He enlisted in the Marine Corps on 22 May 1917 at Port Royal, South Carolina, and was subsequently transferred to the 92d Company at Quantico. He joined the 1st Marine Aviation Force on 14 April 1918. After additional training at Armorer School,

GySgt Robert G. Robinson, awarded the Medal of Honor for heroism in the air over Belgium, displays early U.S. flying gear.



Wright Field, Fairfield, Ohio, Robinson embarked on the USS *DeKalb* in July 1918, arriving in France several weeks later.

While he was serving as an aerial observer/gunner with Squadron 9, 1st Marine Aviation Force, GySgt Robinson's plane, piloted by 2dLt Ralph Talbot, USMC, became detached from its squadron mates and was attacked by 12 enemy scouts. The citation accompanying Robinson's Medal of Honor describes the fierce dogfight over Pittham, Belgium, as well as an earlier action:

"For extraordinary heroism as observer in the First Marine Aviation Force at the front in France. He not only participated successfully in numerous raids into enemy territory, but on October 8, 1918, while conducting an air raid in company with planes from Squadron 218, R.A.F., he was attacked by nine enemy scouts and in the fight which followed he shot down one of the enemy planes. Also, on October 14, 1918, while on an air raid over Pittham, Belgium, his plane and one other became separated from their formation on account of motor trouble and were attacked by twelve enemy scouts. In the fight which ensued he behaved with conspicuous gallantry and intrepidity. After shooting down one of the enemy planes he was struck by a bullet which carried away most of his elbow, and his gun jammed at the same time. He cleared the jam with one hand while his pilot maneuvered for position. With the gun cleared he returned to the fight, though his left arm was useless, and fought off the enemy scouts until he collapsed after receiving two more bullet wounds, one in the stomach and one in the thigh."

Although wounded 13 times, Robinson assisted Lt Talbot in bringing their aircraft



Marine artist Col John J. Capolino recalled the gallant repulse of 12 enemy scouts by 2dLt Ralph Talbot and GySgt Robinson.

down in Belgian territory. The surgeon-general of the Belgian Army successfully grafted GySgt Robinson's wounded arm. Sadly, Lt Talbot, who also received the Medal of Honor for his role in the dogfight over Pittham, was killed several days later in a plane crash.

GySgt Robinson was transferred to the U.S. Naval Hospital at Brest, France, in November 1918. He was honorably discharged in 1919 as a gunnery sergeant, and appointed a second lieutenant in the Marine Corps Reserve. Retired on disability in 1923, he was promoted to first lieutenant in 1936. 1stLt Robinson made his home in St. Ignace, Michigan, and lived to see the initiation of the Robert G. Robinson Award in 1971. Awarded annually to the "Marine Flight Officer of the Year," the award symbolizes the quiet strength and determination of the gunnery sergeant who earned the Medal of Honor against severe odds.

1stLt Robinson died at his home in St. Ignace in 1974, and was buried with full military honors at Arlington National Cemetery. □1775□

McDonnell FD-1 Phantom

*by Maj G. Ross Dunham, USMC
Historical Writer*

McDonnell's FD-1 (FH-1) Phantom made its first flight as the XFD-1 on 26 January 1945. Bureau number 48235 flew twice that day for a total of 49 minutes. It ended its brief aviation career when it crashed on 1 November 1945. Its sister craft (bureau number 48236), the only other experimental Phantom in service, earlier had crash landed after a dual engine failure at 250 feet during final approach on 24 August 1945. This craft redeemed itself on 21 July 1946 when it became the first jet propelled aircraft to land on a carrier. The carrier trials, including several take-offs and landings, took place on board the USS *Franklin D. Roosevelt* (CV 42) and justified the use of jet aviation by the naval service.

Yet naval aviation had to overcome one more obstacle if jet carrier operations were to become feasible. Deck space on a carrier represented prime real estate used for spotting aircraft and could not be traded for takeoff runway. The catapult appeared to offer a solution, but neither the XFD-1 or any other jet aircraft had ever been launched from the deck of a carrier by this means. Ironically, it was an Army Air Force aircraft on loan to the Naval Air Test Center, Patuxent River, Maryland that first accomplished this feat. A Lockheed F-80 Shooting Star, piloted by then Marine Maj Marion Carl, achieved this "first" on 1 November 1946 when the USS *Roosevelt* catapulted it into flight.

Even though the XFD-1 never exper-

ienced a catapult launch and had its flight demonstration for 1946 cancelled, it so pleased the Navy with its overall performance that they ordered 100 of the production model, designated FD-1, an improved version of the XFD-1. On 23 July 1947, Navy squadron VF-17A took delivery of two FD-1s. One month and five days later, the Navy changed McDonnell's designation letter from a 'D' to 'H', making the FD-1 an FH-1. This did not alter the fact that the aircraft was officially known by the popular name Phantom. Some of the major changes to the aircraft included replacement of its two Westinghouse 19B engines with Westinghouse 19XB (J30) engines; modification of the gunsight and instrumentation arrangement, the fuel system, and the seat position; plus redesign of the empennage, and use of a heavier and longer airframe.

The FH-1 Phantom, the first jet fighter designed for naval use to be operated by the Marine Corps, was assigned to VMF-122, MAG-11, 2d Marine Aircraft Wing at Cherry Point, North Carolina. Thus in November 1947, VMF-122 became the first operational Marine Corps squadron to fly jet fighter aircraft. Additionally, the FH-1 served as the demonstration aircraft for the first and only Marine Corps flight demonstration team, dubbed the "Marine Phantoms." The "Flying Leathernecks," as they were also known, flew FH-1s marked with a yellow sawtooth design on the tail.

By the end of 1949, the flight team had been disbanded and the F2H Banshee had replaced the FH-1 Phantom. A few lingered on until VMF-122 received its full complement of F2H-2s.

The McDonnell Corporation "Phantom" at the Marine Corps Air and Ground Museum was acquired by exchange/sale with Mr. William C. Yarborough of Marietta, Georgia and has been fully restored by the museum staff. Bearing bureau number 11768, this "Phantom" first joined the Marine Corps on 23 October 1947 when VMF-122 accepted delivery. It currently resides in Hangar 3 at Quantico, Virginia awaiting display in a future exhibit. □1775□



McDonnell FD-1 Phantom, bureau number 11768, resides in Hangar 3, at Quantico.

Technical Data

Based on Airplane Characteristics and Performance Chart, Model FH-1, October 1949.

Manufacturer: McDonnell Corporation, St. Louis, Missouri.

Type: General purpose Navy-Marine Corps fighter.

Accommodation: Single-seat.

Power Plant: Two Westinghouse J30-WE-20 jet engines rated 1560 lbs., @ 17,000 rpm at sea level.

Dimensions: Span, 40 ft., 9 in.; Length, 38 ft., 9 in.; Height, 14 ft., 2 in.

Weights: Empty, 6,699 lbs.; gross combat, 9,974; maximum take-off and landing, 12,500 lbs.

Performance: Max speed, 410 knots at sea level; Service ceiling, 29,500 ft.; Range, 670 n.mi.; Climb at sea level (gross combat), 4,800 ft. per min.

Armaments: Four .50-cal nose guns firing 1,300 rounds total; MK23 Mod 0 gunsight.

September-December 1951

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

As the Communist delegates walked out on the Kaesong truce talks late in August 1951, all units of the 1st Marine Division were alerted to prepare immediately for offensive operations. The heavily reinforced division's strength now was 1,386 officers and 24,044 enlisted Marines; most of its Inchon-Seoul and Chosin Reservoir veterans had rotated back to the United States.

On 30 August, the division, commanded by MajGen Gerald C. Thomas, jumped off toward objectives in the Punchbowl area of east-central Korea. The ensuing three weeks of fighting witnessed some of the hardest operations mounted by the division in Korea. Throughout the period, the division was supported by the Korean Marine Corps Regiment (KMC), which proved its mettle in fierce fighting against Communist Chinese and North Korean units. Enemy forces occupied strongly defended positions in the mountainous terrain surrounding the Punchbowl, and fortified their defensive zones with heavy artillery and mortars. The tenacity of the Chinese and North Koreans in defending their positions reminded Marine veterans of World War II of Japanese defensive tactics in the Pacific.

With brief interludes until 20 September, all three infantry regiments of the 1st Marine Division, ably assisted by the KMC, *Earning a role in history are 1st Division Marines on the eastern front in Korea who took part, in the autumn of 1951, in what is reckoned to be the Corps' first helicopter vertical envelopment*



Marine HRS-1 transport helicopter from HMR-161 delivers cold-weather gear to 1st Division troops on the front lines. The transport squadron was the first to arrive in Korea and subsequently made history in operations Windmill I and II in September 1951.

staged in a combat zone. Such tactics boosted the effectiveness of the division by allowing it to enter previously inaccessible terrain as the drive against Communist Chinese forces went on.





Medals of Honor: 2dLt George H. Ramer, Sgt Frederick W. Mausert, Cpl Jack Davenport, Cpl Joseph Vittori, PFC Edward Gomez.

slugged it out with North Korean and Red Chinese forces. The Marines fought doggedly to secure a seemingly endless series of fortified hills which comprised the enemy defenses. Artillery and mortar fire, and supporting air strikes (when available) of napalm, rocket, and strafing fire, were used to drive the enemy out of entrenched bunker positions. The lack of close-air support for Marine ground units became a mounting problem, as MajGen Thomas stated flatly that the air support supplied to his Marines by the Fifth Air Force was unsatisfactory. The 1st Marine Aircraft Wing, operating under the control of the Fifth Air Force, was engaged in Operation Strangle, an interdiction operation consisting of massive aerial strikes against enemy road networks used to supply Red Chinese and North Korean forces. While designed to cut the flow of enemy vehicular and rail traffic, the operation severely limited the availability of Marine close-air support sorties during the Punchbowl operation.

The mountainous terrain surrounding the Punchbowl challenged Marine Corps logistical ingenuity in supply operations. While Marine Corsair and Panther jets smashed enemy

LtGen Lemuel C. Shepherd, Jr., soon to become Commandant, visits men of the 11th Marines in Korea on 8 November 1951. Although there was a lull in fighting, patrolling continued.



supply lines during Operation Strangle, the tactics of vertical envelopment took root in the forbidding terrain of east-central Korea. On **13 September 1951**, HMR-161, the first helicopter transport squadron to arrive in Korea, made history by completing the first large-scale helicopter supply operation in a combat zone. Operation Windmill I succeeded in supplying the 2d Battalion, 1st Marines with 18,848 pounds of cargo while evacuating 74 casualties from the battalion's combat zone. A similar operation, Windmill II, was conducted on **19 September**, and two days later, HMR-161 successfully transported 224 Marine combat troops, along with 17,772 pounds of cargo to the front. The Sikorsky HRS-1 transport helicopters launched a new era in Marine Corps air-ground teamwork. Operations Windmill I and II raised the effectiveness of 1st Marine Division units in inaccessible terrain as they continued their drive against Communist forces. Though inflicting grievous losses on North Korean and Red Chinese units, the Marines also suffered heavy casualties.

On **18 September**, a particularly bitter engagement pitted the 2d Battalion, 5th Marines against a determined North Korean assault. The resulting struggle for the "Rock," which included helicopter support of the battalion in Operation Windmill II, resulted in some of the fiercest fighting of the Punchbowl operation. North Korean forces repeatedly charged Marine positions, and were finally driven off by **20 September** by the grenades and automatic weapons of Companies E and F. The battle for the "Rock" was the last major action of the Punchbowl campaign. The intensity of the fighting over the three weeks was reflected in the five Medals of Honor, all posthumous, which were awarded to members of the 1st Marine Division for heroism during the period **5-21 September 1951**.

Shortly after a visit to the front in **mid-September**, LtGen James A. Van Fleet, Commanding General, Eighth U.S. Army in Korea, issued orders curtailing X Corps offensive operations after **20 September 1951**. While conferences at Panmunjom between United Nations and Communist representatives were held to discuss repatriation of prisoners of war, the 1st Marine Division resumed patrolling activities in the east-central portion of Korea. The relative lull allowed training exercises for the benefit of newly arrived Marine replacements from the United States.

Christmas 1951 found the 1st Marine Division in possession of 11 miles of front on the north face of the Punchbowl. While HMR-161 continued its untiring supply and evacuation for front-line units with rations, fuel oil, requisite cold-weather gear, and transport of casualties, the conflict that was not officially a war refused to end.

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Historical Foundation Notes

New Directors' Elections at Annual Meeting

The official ballots for electing directors to fill the seven vacancies that occur on the board of the Marine Corps Historical Foundation in November have been distributed to the membership. Terms expire for the following directors:

Dr. Philip A. Crowl
LtCol Lily H. Gridley, USMCR (Ret)
Col Alan R. Millett, USMCR
Col Roger Willock, USMCR (Ret)
Col John E. Greenwood, USMC (Ret)
SgtMaj George F. Meyer, USMC (Ret)
Mr. Robert L. Sherrod

All incumbents, except Col Greenwood, SgtMaj Meyer, and Mr. Sherrod, are qualified for reelection. Gen Alan Armstrong, chairman of the Nominating Committee, was to announce the results of the election at the annual meeting of the membership on Monday, 3 November.

On the day before—Sunday, 2 November—the Foundation was to sponsor an early daytime visit to the Marine Corps Air-Ground Museum at Quantico. Bus transportation between Washington, D.C. and Quantico, and a luncheon, were included in plans. Sunday evening was to be highlighted by the annual dinner party at the Marine Corps Museum, Washington Navy Yard.

As of 17 July, the Foundation has 1,219 members. Those who have joined since the listing in the Summer 1986 issue of *Fortitudine* are:

Robert L. Kurth, M.D.	LtGen Lewis J. Fields, USMC (Ret)
Col Samuel S. Wooster, USMCR (Ret)	LtCol R. T. MacPherson, USMC (Ret)
MajGen Oscar F. Peatross, USMC (Ret)	LtCol Thomas H. Hughes, USMC (Ret)
Sidney C. Phillips, M.D.	Mr. Samuel C. Plott, Jr.

Mr. Bernard Gray	SgtMaj Neal D. King, USMC (Ret)
Ms. Theresa M. Sousa	SSgt Donald B. Woods, USMCR (Ret)
Cpl James T. Jamara, USMCR	Mr. Joseph Morkeski
LtCol Eleanor M. Wilson, USMCR	Mr. Harold W. Gray
Maj Albert A. Grasselli, USMC (Ret)	Col Warren E. McCain, USMC (Ret)
Col Joseph T. Fisher, USMCR	Capt George H. O'Kelley, USMCR
Mr. Daniel B. Potochniak	LtCol Harry M. Parke, USMCR (Ret)
Col Richard H. Jeschke, USMC (Ret)	Mr. John J. Auman
LtCol Warren H. Keck, USMC (Ret)	LtCol James D. Munson, USMC (Ret)
Col Verle E. Ludwig, USMC (Ret)	Mr. Jack R. Williamson
Sgt Jeffrey R. Dacus, USMCR	Mr. Robert J. De Villiers
Mr. Richard R. Hayes	BGen Virgil W. Banning, USMC (Ret)
Maj Charles E. Conway, Jr., USMC (Ret)	Maj Eugene W. Gleason, USMC (Ret)
Mr. W. E. Simons	Maj James C. Harrington, USMC (Ret)
Judge James M. Macnish, Jr.	Mr. John C. Wirth
1stSgt Mac A. Tracy, USMC (Ret)	Mr. John L. Russell
Dr. M. Lynn Hieronymus	Maj John H. Borleis, Jr., USAF (Ret)
Mr. James R. Connor	Mr. Jerald L. Frandsen
Mr. Charles L. Henry, Jr.	Mr. Forrest F. Gesswein
Mr. Elbert J. Kimble	Maj Bruce R. Jones, USMC (Ret)
Mr. James J. Bierbower	LtCol James W. Loop, USA (Ret)
LtCol Byron F. Brady, USMC (Ret)	MSgt John J. Morgan, Jr., USMC (Ret)
SgtMaj John E. Lelle, USMCR (Ret)	Mr. Andrew H. Cain
Col James B. Carpenter, Jr., USMC (Ret)	CWO-4 Robert E. Smith, USMCR (Ret)
Mr. Douglas W. Kingery	Dr. James E. Halpin
Mr. Tom J. Stanley	GySgt John F. DeWitt, USMC (Ret)
Capt Gordon M. Nettleton, USMC (Ret)	Mr. James Ivanoff
Col John H. Lauck, USMC (Ret)	
Mr. John E. Chester	
Col Alfred V. Jorgensen, USMCR (Ret)	
Mr. James W. Symington	
MajGen Michael P. Ryan, USMC (Ret)	

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